



THE WESTERN BAY OF PLENTY SUB-REGION

THE CHALLENGES OF GROWTH MANAGEMENT  
AND GROWING THE ECONOMY IN THE  
WESTERN BAY OF PLENTY

MINISTERIAL BRIEFING PAPER  
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HODGSON, MINISTER OF TRANSPORT, APRIL  
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## Introduction

This paper has been prepared as a briefing for both Ministers on growth management and issues related to growing the economy in the Western Bay of Plenty prior to their visit to Tauranga on 19 April 2005.

The western Bay of Plenty incorporates Tauranga City, Western Bay of Plenty District and the associated administrative area of the Bay of Plenty Regional Council.

This briefing paper concentrates on three key public policy processes which have recently been undertaken in the Bay of Plenty, namely:

- The SmartGrowth 50 year Live, Work and Play Strategy launched by the Prime Minister in May 2004
- The Smart Economy Economic Development Strategy completed in June 2004
- The Bay of Plenty Regional Land Transport Strategy, adopted by Environment Bay of Plenty in September 2004

The purpose of the paper is to:

- Highlight the key challenges for the western Bay of Plenty
- Provide a brief overview of the key policy documents listed above
- Update the Ministers on what is happening in the western Bay of Plenty
- Discuss emerging issues
- Consider specific ways to move forward on some of the issues raised

## Key Challenges

The key challenges for the western Bay of Plenty are:

- Ensuring that infrastructure provision keeps apace with growth
- Implementing the key policy documents
- Integrating land use and transportation
- Completing 'Smart Transport Corridors'
- Having the funding tools available to support growth and the timely provision of infrastructure
- The importance of cultural and arts facilities for successful communities

## Overview

This section provides a brief overview of SmartGrowth, Smart Economy and the Regional Land Transport Strategy in order to provide the Ministers with a context for this paper. All three documents have regional significance. SmartGrowth promotes a corridor approach to development in order to link with the Eastern Bay of Plenty and Rotorua. The Strategy also promotes a "twin-city" settlement model between Tauranga and Rotorua. The Smart Economy Strategy in the Western Bay of Plenty has close links with Rotorua's Bright Economy Strategy. This is illustrative of the collaborative approach taken in the Bay of Plenty to managing growth and growing the economy.

## SmartGrowth

The SmartGrowth Strategy, which was completed in May 2004, is a 50 year vision and implementation plan to manage the growth in the western Bay of Plenty. It concentrates on the principles of live, work and play in order to provide a balance for growth management.

The population of the sub-region has increased by 14.5% in the period between 1996 and 2001 and is predicted to rise to 198,000 by 2021 and to 284,000 by 2051, as illustrated below:

	2001	2021	2051
Population	130,000	198,000	284,000
Households	49,000	80,000	119,000

Currently the area contains 3.4% of the nation's population and this is set to rise to 5.2% by 2051. This would result in the area becoming the fourth to fifth largest region in New Zealand.

Management of urban and rural development in a sustainable manner is one of the most fundamental challenges facing the western Bay of Plenty sub-region. The area is growing at an extraordinary rate. Every week:

- 100 people arrive from other places
- 52 people leave the area
- 32 new house are built
- 54 more vehicles go on the road, and
- 45 new jobs are created

Within the Strategy 75% of the future growth is allocated to the Tauranga City Council area. The remaining 25% is to be accommodated in the Western Bay of Plenty District Council area. Of the Tauranga City growth, one third will be achieved through higher density redevelopment of two areas of intensification (see **Map 1, Appendix 1**). The other two thirds will be achieved through raising the development densities within undeveloped land on the edge of the city from 10 households per hectare to 15 households per hectare. The recently approved 2000 lot subdivision in Pyes Pa, at the southern end of Route K, is an example of this.

As well as the concentration on Tauranga and its environs, the Strategy also contains a number of development corridors, whereby future land uses and transportation are closely interrelated. The two main corridors are as follows: (see **Map 2, Appendix 1**)

**Eastern Corridor:** Linking the western Bay of Plenty with the eastern Bay of Plenty. The corridor will include a major regional business park at Rangiuuru (150ha from 2006), the Tauranga Eastern Arterial, additional residential and business development for Papamoa East, the relocation of the possible Tauranga domestic airport to Paengaroa and a new base hospital after 2021.

**Southern Corridor:** The southern corridor links the western Bay of Plenty with Rotorua. Key components of this corridor are a major new settlement at Pyes Pa of approximately 2800 sites and 8000 people commencing in 2006, a significant development in Tauriko which will provide much needed business land for the Western Bay. It is envisaged that a "twin-city" model will be promoted between Rotorua and Tauranga, similar to that emerging between Auckland and Hamilton. Pyes Pa Road is also being upgraded to facilitate the link with Rotorua.

### *Smart Economy*

Smart Economy is the western Bay of Plenty sub-regional Economic Development Strategy. The Strategy was completed in 2004 with a Regional Assistance Grant from New Zealand Trade and Enterprise.

Smart Economy sets out the following high level outcomes which the sub-region expects to achieve in ten years:

1. Per capital GDP has grown faster than the national average
2. Value of the sub-region's exports as a proportion of total output has increased
3. Survey of businesses shows that business profitability has increased
4. Average household income has increased faster than the national average
5. There has been a reduction in the percentage of households in the bottom quartile of national income
6. Appropriate training and attracting skilled labour will halve the skill gaps identified in 2004 through the skill gap survey by 2009.
7. Level of skills of workforce has increased relative to the national average.

The following three critical barriers to achieving the vision and outcomes have been identified as the most important to address:

- The **Smart Transport Corridors** which are incomplete and have insufficient capacity to service the needs of the business community – the movement of products, services and people.
- A critical **shortage of land** zoned for business purposes. Whilst new business areas have been identified, there is a need for these to be prioritised and action plans to be developed that will ensure that the appropriate zoning and infrastructure is established – including the roading infrastructure.
- A number of industries unable to recruit employees with **appropriate skills**.

While the Strategy takes a broad view of future economic development, issues of infrastructural deficiency are viewed as a key challenge for future economic development.

One of the most important infrastructural issues for the sub-region is transport, in particular traffic and roading. High population growth has placed increased pressure on the sub-regions infrastructure. The ACCESS partnership has been set up to address the issue. The airport is also another infrastructural concern highlighted. The main points of concern are land use and where the airport should be located, services provided, and linkages with other transport facilities. The need for transport linkages has also been noted. The message is clear, an efficient transport network is vitally important to the future prosperity of the sub-region.

Key actions in the Smart Economy Strategy which relate to transport and infrastructure are attached in **Appendix 2**.

***Bay of Plenty Regional Land Transport Strategy***

In September 2004 Environment Bay of Plenty adopted the Bay of Plenty Regional Land Transport Strategy (“RLTS”) under the new Land Transport Management Act 2003 (“the Act”). The document is a first for New Zealand. It has been prepared in response to the rate of growth in the Bay of Plenty.

The Strategy has a 10 year focus on transportation in the Bay of Plenty Region. It has a particular emphasis on the 2004 – 2006 period and will be reviewed again in 2006.

The vision of the Strategy is *“an integrated, safe, sustainable land transport needs that meets the current and developing needs of the people of a vibrant and growing region”*. Section 3 of the RLTS identifies a number of key issues facing the region. In particular, the critical links between future land use and transport. The Strategy focuses on a corridor pattern of development and seeks to implement in a practical manner the key strategic corridors from the SmartGrowth Strategy.

The Strategy focuses on the following Strategic Outcomes:

- Integration
- Safety and Personal Security
- Responsiveness
- Sustainability
- Economic Development
- Energy Efficiency
- Access and Mobility
- Public Health

Other outcomes relate to inter and intra regional corridors, demand management, monitoring and funding.

As a result of extensive public submissions this Strategy has a much greater emphasis on both rail and public transport.

The RLTS recognises that successful growth management requires timely infrastructure investment. There is an infrastructure lag particularly in the major roading areas in the western Bay of Plenty. The Strategy identifies a significant funding gap for the region as follows:

<p><b>Potential ‘strategic’ funding requirements:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Strategic Road Projects throughout the region (primarily, Tauranga, Western Bay and Rotorua) (\$650m)</li> <li><input checked="" type="checkbox"/> Additional passenger transport services expenditure – estimate (\$30m)</li> </ul>	<p>\$680 million Approximately</p>
<p><b>Expected ‘discretionary’ funding</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Uncommitted State highway funding</li> <li><input checked="" type="checkbox"/> Uncommitted local road funding</li> <li><input checked="" type="checkbox"/> Travel Demand Management, Uncommitted Rail and Barging</li> <li><input checked="" type="checkbox"/> Regionally distributed funding</li> </ul>	<p>\$210 million Approximately</p>
<p><b>Forecast funding shortfall over the 10 years</b></p>	<p><b>\$470 million</b></p>

## Western Bay of Plenty Update

The following provides a brief summary of specific initiatives and progress being made towards achieving the outcomes of the three key strategy documents referred to in the 'overview' section.

### *SmartGrowth*

- Changes to the Environment Bay of Plenty Regional Policy Statement to incorporate the Regional Settlement Pattern and urban limits
- Managing key land use decisions (eg Papamoa, Rangiuru, Tauriko)
- Managing the sequencing and timing of development within the western Bay of Plenty, particularly Papamoa
- Working hard towards linking growth, infrastructure and funding
- Submission on the growth management amendments to the Resource Management and Electricity Legislation Amendment Bill 2004
- Presentation to Transit NZ Board in Tauranga on growth management and infrastructure issues
- High level of co-operation between partner Councils. Both Tauranga City Council and the Western Bay of Plenty District Council have been putting time, effort and finances into implementing SmartGrowth at the local level.
- Tauranga City Council has quadrupled Development Contributions under the Local Government Act 2002 in order to finance and support SmartGrowth over the next 10 years in terms of growth-related infrastructure (eg local transportation, water supply, wastewater, stormwater, parks and leisure).
- Tauranga City is working on a residential intensification project 'Smart Living Places'.
- Proactively seeking to address the funding issues for the sewage costs at Omokoroa, to ensure that the area meets the SmartGrowth settlement pattern objectives

### *Smart Economy*

- Smart Economy Implementation Group set up which meets quarterly. Administrative agency (Priority One) in place to oversee the implementation of actions by the Strategy partners.
- Preliminary discussions around a horticulture based Major Regional Initiative are taking place.
- Bay of Plenty Polytechnic has established a Pacific Coast Applied Research Centre.
- INSTEP (business focused education) partners, staffing, funding and Operation Plan in place for 2005.
- Priority One developed the Business Migrant UK Strategy in 2002. Twenty business migrants are now established in the region.
- Tauranga / Yantai sister city economic opportunity forum planned for November 2005.
- Sub-regional Events and Tourism Strategy currently being developed.
- Business land has been zoned at Pyes Pa, additional land likely to be zoned in Tauriko and Rangiuru this year.
- Skill Gap Implementation Group are developing an action plan, finalising responsibilities and identifying milestones to increase the pool of skilled people in the region in key industry sectors.
- Skilled Migrant Strategy has been implemented.

### *Regional Land Transport Strategy*

- Currently implementing the RLTS through a comprehensive Implementation Project Plan.
- Target is to review the Strategy in 2006.
- Project Management Team set up along with Implementation Managers to progress key actions.

- Major Demand Management study for the region is underway. This study will look at the potential of key corridors to enhance modal shift, investigate targets for modal shift, and consider options to reduce the need to travel.
- Transport Corridors (including inter-regional links) brief being developed.
- Meeting held with Environment Waikato to work on developing inter-regional linkages
- Workshop has been held to develop regional outcomes.
- Land use / Transportation workshops to be held in Rotorua and the Eastern Bay of Plenty. This will secure a "big-picture" land use vision for these sub-regions and help to determine the transport requirements arising from this.
- Meeting held with key rail representatives to discuss issues and opportunities for rail in the Bay of Plenty. A paper has been developed from this meeting and various aspects will be pursued such as future rail corridor designations, and consideration of dual tracking.

### *Harbour Link*

- The Harbour Link project is a critical link in the Smart Transport Corridors network for the Western Bay
- This project will provide a continuous four-lane expressway linking Tauranga and Mt Maunganui.
- This project includes: A four-lane flyover which will bypass the industrial area, a duplicate Harbour Bridge, and the four-laning of Hewlett's Road
- Hearings have been held on the Harbour Link proposal which includes the tolling of the new bridge
- The Hearings Panel considered 1639 public submissions and has recommended that the tolling of Harbour Link proceed. One of the key reasons for the Panels recommendation was that Harbour Link is critical to the delivery of Smart Growth, Tauranga Tomorrow, the Regional Land Transport Strategy and Smart Economy.
- The Tauranga community has chosen tolls over rates as a more equitable source of funding for the project. The level of support for harbour Link was 69% from the public consultation process and 75% support from the Affected Party Survey.
- Moving ahead with this project as soon as possible is vital to the region
- Tauranga City, Transit and the community are awaiting the Order in Council (which is under preparation by Transit now) so that the project can proceed

### *Funding Initiatives*

- The Bay of Plenty region is eager to "help itself" in terms of funding initiatives for infrastructure, particularly transport related infrastructure.
- The sub-region is a high growth area and needs to keep up with infrastructure requirements. There is a unique opportunity in the western Bay of Plenty to ensure that infrastructure is in place to support the growth that is occurring.
- Harbour Link is a good example of this. The community want the Strategic Transport Network in the western Bay completed and Harbour Link is a critical component of this. In order to progress the project Tauranga City Council has contributed significant amounts of its own funding towards the project. Tolls are also being used as part of the funding package.
- Route K is another example where the Tauranga community have used tolls in order to get a strategic road in place in a timely manner.
- The region is open to and will work towards innovative funding methods to address the significant transport funding gap which it is facing. One of the key regional outcomes to come out of a recent RLTS workshop is that the region would work towards developing a sustainable funding strategy to meet the region's transportation needs which acknowledges the current

funding gap, and concentrates on a number of different funding tools to close that gap which will allow the burden to be spread instead of relying on one funding source.

### *Arts and Culture*

- Exhibition Centre has been granted Resource Consent at Baypark
- Tauranga City Council is shortly to favourably consider contributing to the funding of capital for the City's first public Art Gallery and provide significant annual operating expenditure
- Tauranga Museum project – likely to be opened in 2010-2015
- Kopurererua Valley Development (local park)
- Tourism Bay of Plenty are working on a Cultural Tourism Strategy
- Creative Tauranga are developing a sub-regional Arts and Culture Strategy

### *Education and Energy*

- Representatives of SmartGrowth recently met with the Hon Trevor Mallard. Two specific actions arose from that meeting:
  1. An undertaking to develop, in conjunction with the Electricity Commission, a distribution strategy for the western Bay of Plenty.
  2. Preparation of a curriculum based tertiary education strategy for discussion with the Tertiary Education Commission given the need for additional tertiary education investment in the sub-region.

## **Emerging Issues**

### *Surface Transport Costs and Charges*

The Bay of Plenty region was very interested in the results of the *Surface Transport Costs and Charges* ("STCC") study.

Of particular importance was the STCC report finding that in relation to freight transportation rail users pay 82% of their costs while trucks pay 56% of their costs. This has significant implications for the Bay of Plenty.

Also of importance was the finding that the charges paid by road and rail users do not cover the costs of those networks, and that some costs are not paid by anyone at all.

Adequate but equitable pricing of the transport system is of concern to the Bay of Plenty. The Demand Management initiatives being considered as part of the RLTS and also existing and proposed tolling initiatives should assist this situation (ie ensuring that the users of transport are contributing towards infrastructure costs). Freight transportation is vital to the Bay of Plenty, particularly in terms of the Port of Tauranga. Rail plays a large role in the movement of freight and the region would like to see any barriers that currently exist to using this mode removed. At present, the Bay of Plenty has the highest heavy vehicle weight intensity on roads in the country. There are growing community concerns over the volume of freight being carried via trucks on the roading network.

### *Rail*

As mentioned above, rail is vital to the region. The Bay of Plenty handles over a third of New Zealand's rail traffic and has the most densely utilised sector of the national rail network. As part of implementing the RLTS a meeting has been held with NZ Railways Corporation and Toll Rail to discuss issues and opportunities for rail in the Bay of Plenty. Opportunities for the Bay of Plenty include increasing rail freight capacity, rail corridors (protecting existing corridors, designating new corridors) and funding sources. Key outcomes from the meeting was the need for the region to support current rail initiatives in terms of increasing freight capacity, to ensure that future opportunities for rail are not foreclosed (eg the removal of rail corridors), and for the region to take a visionary approach in terms of future possibilities for rail, such as passenger transport.

### ***Draft National Rail Strategy***

Both SmartGrowth and the Regional Land Transport Committee made submissions on the Draft National Rail Strategy. The region would like to know what progress has been made on the Strategy and what will be happening in terms of the submission process.

### ***Tolling***

The progression of Harbour Link is "top of mind" for Tauranga City Council, Transit and the region as a whole. It is very important that tolling is in place to enable the Council to deliver on community expectations and to ensure that a key piece of the strategic transport network is in place. Given that an Order in Council has recently been provided for the Auckland Northern motorway extension (Alpur B2), the process and a model is in place that could be used for Tauranga's Harbour Link, thereby speeding up the "officials" process in Wellington based Government Departments.

### ***Smart Transport Corridors***

The completion of Smart Transport Corridors ("STC") is a base position in the SmartGrowth Strategy and a critical component of both the RLTS and the Smart Economy Strategy. The STC is the key to linking land use and transportation in the sub-region. The RLTS identifies the STC as critical to achieving the Strategy's vision and strategic outcomes. Without the STC successfully implementing passenger transport and other demand management initiatives will be very difficult. The sub-region will also reach a point of no return in terms of infrastructure lag.

### ***Development Contributions***

One of the foundations of the SmartGrowth Strategy is the need to link growth, infrastructure and funding. The Local Government Act 2002 has provided the local government sector with some useful tools in this regard, in particular development contributions. Tauranga City has a development contributions policy in place in order to fund the costs of growth. Development contributions are based on growth related capital expenditure and units of demand.

There is an anomaly in the LGA 2002 in that section 203 places a ceiling on reserve contributions (restricted to either 7.5% of the value of additional allotments or the value equivalent of 20m<sup>2</sup> of for each additional household unit). This is out of synch with the other development contributions provisions and with the focus of the Local Government Act 2002 on levels of service. The anomaly has arisen because the reserve contribution formulae used under the LGA 1974 has been transplanted into the LGA 2002. Section 203 places a significant financial constraint on the ability of Tauranga City Council to buy new reserve land in a city that is intensifying and has rising land values. The consequence is that development contributions for reserves cannot be used to fully offset the capital cost of buying new reserve land. At present Tauranga City Council is only able to recover 41% of growth related reserve costs through development contributions.

A possible way forward would be an amendment to the LGA 2002 which would delete section 203(1)(a) and (b), and insert a new section which requires reserve contributions to be based on a specified level of service (eg in hectares per 1,000 people) and calculated in accordance with the methodology as contained in Schedule 13.

At present Section 203 of the LGA 2002 is severely restricting Tauranga City's ability to offset the impacts of growth and to promote urban sustainability.

### *Te Puni Kokiri Funding*

The SmartGrowth project through the Ngati Ranginui Iwi Society has recently received a further institutional capacity building grant from the Te Puni Kokiri, Kaitake a Rohe fund. The grant is critical for implementing Tangata Whenua SmartGrowth outcomes. It is for a two year period from February 2005 to December 2006. The proposal sought \$337,000 over a three year period. \$232,000 has been granted. The funding shortfall effects the implementation of projects such as housing on Tangata Whenua land.

### *Omokoroa Sewage*

Development of the Omokoroa Peninsular is an integral part of the implementation of SmartGrowth. Before additional areas can be made available for increased residential development, existing residential areas need to be fully reticulated for sewage.

Western Bay of Plenty District Council has received preliminary approval for a \$6.35 million subsidy toward a proposed \$19 million scheme. However, the Council is now faced with a price of \$28 million for the scheme due to increasing costs. While the Council has ensured that future residents will pay their fair share, a significant amount of the burden will fall on current residents.

The Council has approached the Ministry of Health informally to enquire as to the likelihood of an increase in the sanitary works subsidy and has been advised that this is highly unlikely. In order to progress the sewage scheme and to not unfairly burden existing ratepayers, the Council would like the dollar value of the subsidy to be increased in line with the increased costs facing the project, and that where there are surpluses in latter years that some of those allocated funds be brought forward or a guarantee provided that funds will be available in subsequent years.

### *Arts and Culture*

The refurbishment of the former BNZ building as the sub-region's first public art gallery is timed for 2005/06 pending the allocation of a capital contribution and annual operating costs by the Tauranga City Council through the annual plan process. Over \$7 million has been raised by the community to date to go towards building purchase, refurbishment and operating cost through the creation of an endowment.

In addition, there is an opportunity to purchase an adjacent building and include this in the refurbishment process which would house significant collections that have been gifted to the art gallery. An application has been made to the Regional Museums Fund for a contribution of \$2 million to allow this to happen. This would be the first contribution from that fund to the sub-region and is regarded as a significant catalyst for the development of quality sub-regional facilities. It would also recognise the significant local contribution made to date by the community.

The development of arts and culture facilities assists in the development of well founded and strong communities and are a necessary component of having a cultural base that attracts talented and educated people in respect of growing the sub-regional economy.

### *Amendments to the RMA 1991*

SmartGrowth recently presented to the Local Government and Environment Select Committee supporting the growth management amendments to the Resource Management and Electricity Legislation Amendment Bill 2004.

The submission focused on the importance of leadership and coordination, at the Regional Council level, on the following policy issues:

1. Sustainable urban form.
2. The timely and effective provision of infrastructure.
3. The integration of infrastructure with land-use.

In order to achieve the "Live, Work, & Play" principles/outcomes of the SmartGrowth Strategy close integration of land-use and infrastructure planning is required. This includes the funding and provision of infrastructure in a timely manner, and striking a sustainable urban form for all existing and future settlements. These policy goals are to be implemented in part by each of the Strategy's partner councils progressing changes to their regional plans/policy statements and district plans respectively. The amendments to the RMA will provide the tools to allow Councils to progress such changes.

The Bill also reinforces the approach of the Local Government (Auckland) Amendment Act 2004 ("LGAAA"). The LGAAA has already had some positive effects in the form of proposed changes to the Auckland Regional Policy Statement and District planning documents. The amendments to the RMA will help the Bay of Plenty anchor similar principles in key planning documents so as to be able to successfully implement strategies like SmartGrowth. The changes to the RMA set up a leadership framework through the Bay of Plenty Regional Policy Statement.

It is very important to the Bay of Plenty region that the Resource Management and Electricity Legislation Amendment Bill 2004 is passed by Parliament this year. The amendments are vital in terms of having the necessary tools to manage growth and will provide support for the changes to the RPS which SmartGrowth has proposed.

## Moving Forward

The Western Bay of Plenty sub-region would like to:

- Work alongside and collaborate with Central Government in order to successfully manage growth, infrastructure and funding in the sub-region.
- Support the recently released Surface Transport Costs and Charges study and encourage the Government to take a leadership role in this area, particularly in terms of the ability of rail to successfully compete in the freight market.
- Work with the Government through New Zealand Railways Corporation and Toll Rail on rail initiatives for the region. In particular, there is a need to secure, through designation and land purchase, key rail corridors in the region for the long term.
- Receive an update on the Draft National Rail Strategy.
- Progress the Harbour Link project as a critical component of Smart Transport Corridors.
- Help to ensure that a decision is made on the tolling scheme Order in Council sooner rather than later by requesting officials to further speed up the official's process in relation to the assessment of the tolling proposal through the Ministry of Transport and the Treasury.
- Discuss ways in which the region can progress its transport initiatives and address the funding gap (as documented in the RLTS). The region would like to work towards developing a sustainable funding strategy to meet the region's transportation needs which acknowledge the current funding gap, and concentrates on a number of different funding tools to close that gap.
- Resolve the Development Contributions issue by pursuing an amendment to the LGA 2002 with urgency.
- Re-open funding application negotiations with Te Puni Kokiri with the aim of closing the current gap.
- Approve the Regional Museums Fund application
- Increase the funding contribution from the Ministry of Health for the Omokoroa sewage scheme due to increased costs in providing the infrastructure.
- Support the amendments to Resource Management and Electricity Legislation Amendment Bill 2004 and see the Bill enacted before the House rises. The region is relying on the tools that the new legislation will provide to underpin SmartGrowth in a cost effective regulatory manner.

## Contact Details

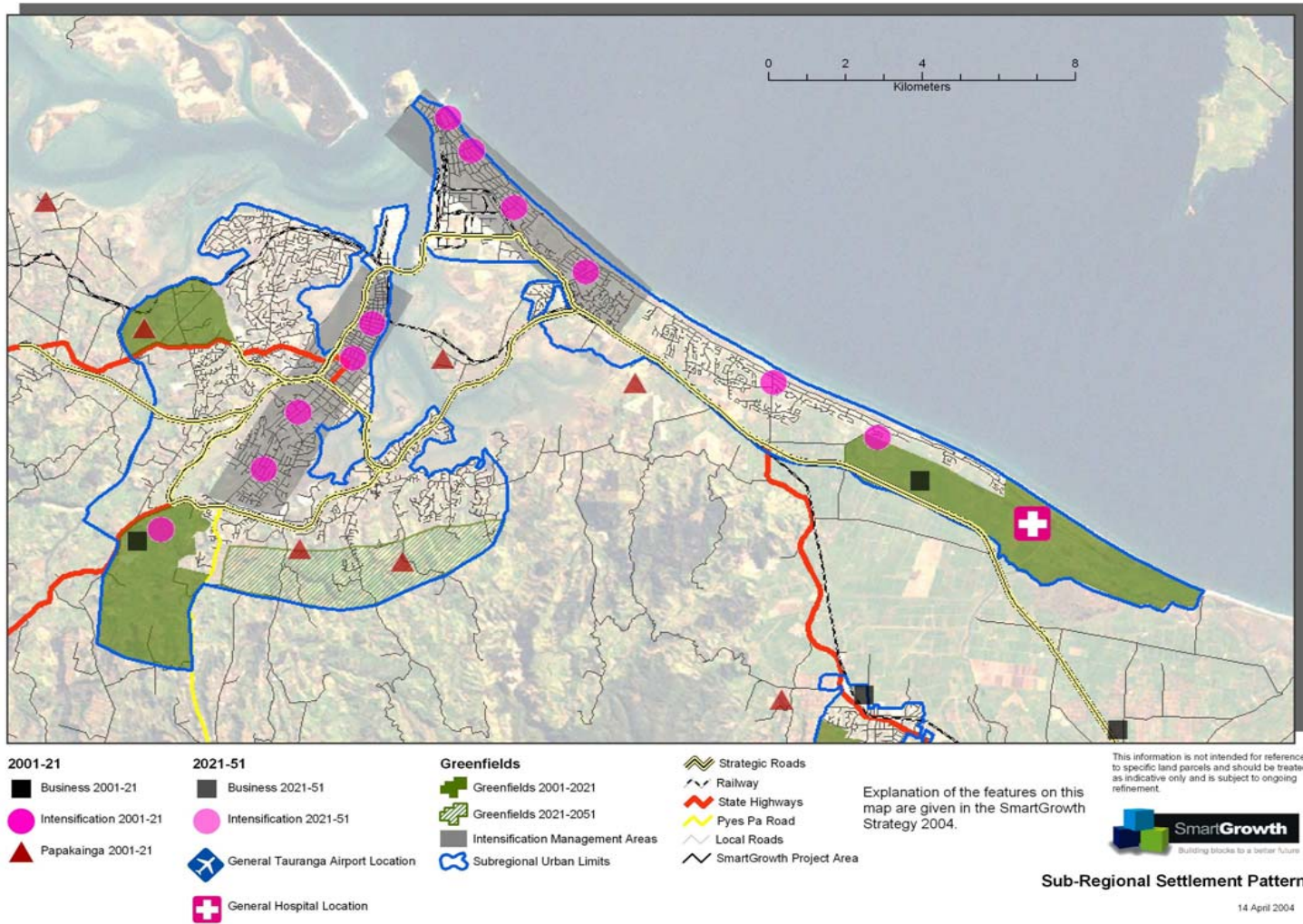
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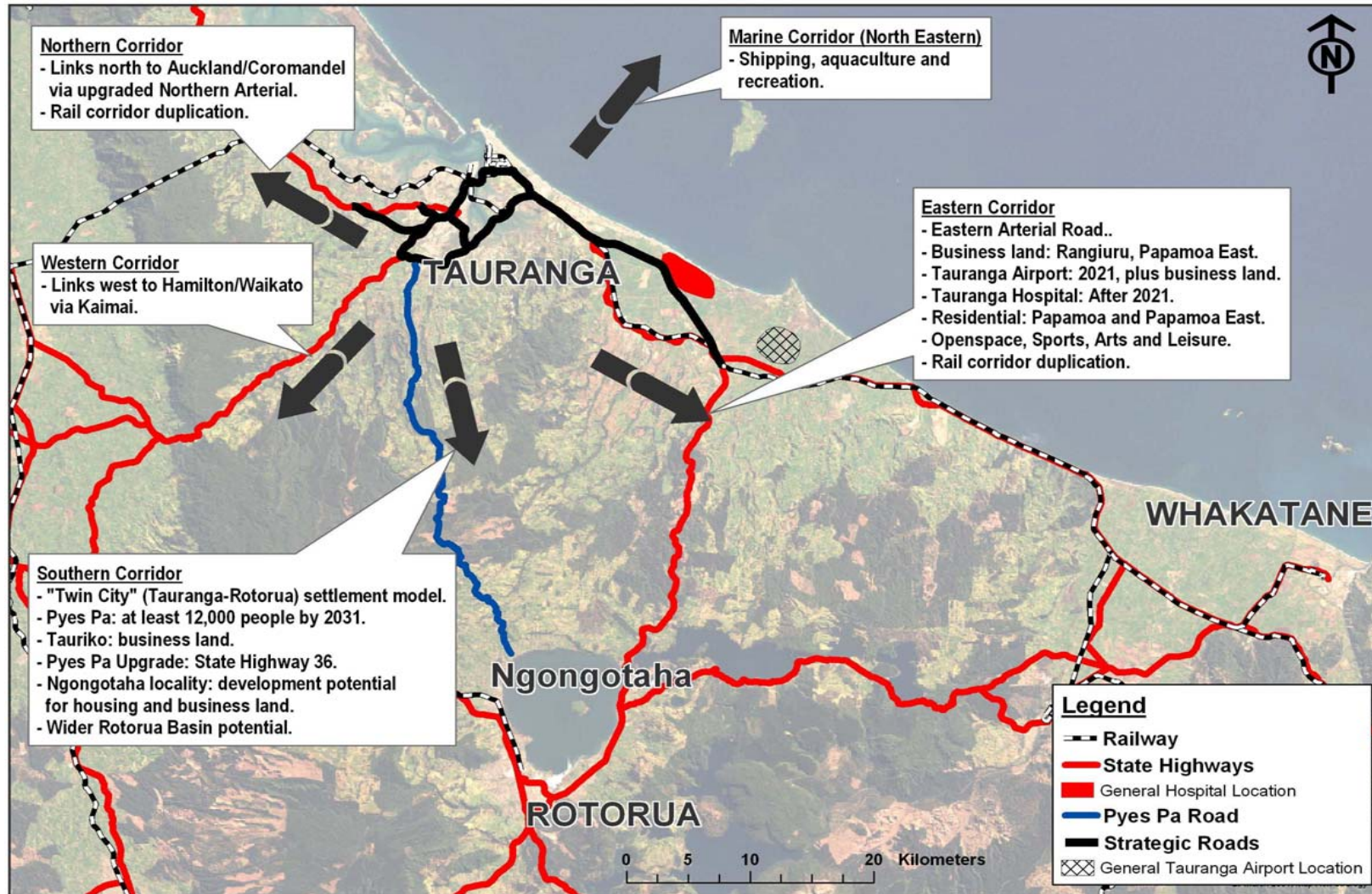
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Appendix 1: Map 1 Sub-Regional Settlement Pattern: *Tauranga City – intensification corridors shaded dark grey*



Appendix 1: Map 2 SmartGrowth Land Use and Transport Development Corridors



## Appendix 2: Smart Economy Actions

Actions which relate to transport and infrastructure in Smart Economy include:

**Complete Smart Transport Corridors:** Secure funding and commitment to complete Smart Transport Corridors (STC). The main projects are:

- Eastern Arterial
- Northern Arterial
- Hewletts Rd widening and flyover
- Harbour Bridge duplication ("Harbour Link")

Work with Government in a constructive manner to improve awareness and knowledge of the need for funding options/methods to implement the STC.

Foster support from the business community and the community as a whole for funding methods including tolling, loans and public-private partnerships.

**Improve rail infrastructure:** Determine the current state and capacity of the network and identify bottlenecks and constraints. Develop strategic agreements with Tranz Rail and others as appropriate for the duplication of the existing rail corridor from Apata to Otamarakau. Identify the issues associated with rail linkages to other regions.

**Improve air services:** Develop and implement a strategy to seek improved domestic air services to and from Tauranga. This includes frequency of flights, capacity and better linkages to other parts of New Zealand. The Chamber of Commerce has completed demand based work on air services.

**Ensure stable power supply with sufficient capacity:** Work with utility companies to ensure the maintenance and improvement of the existing network so that prior planning and investment can be undertaken with introduction of new business land. Ensure areas of threat to future supply are identified. Carry out a feasibility study on possible additional electricity generation sites and alternatives form of sustainable generation in the sub region. Promote R & D initiatives and funding sources within the sub region.

**Provide communication infrastructure:** Review Codes of Practice for Development to ensure provision for future broadband infrastructure. Facilitate the introduction of broadband infrastructure across the sub-region, including Project Probe and other mechanisms. The Strategy is currently being implemented through detailed actions, including the actions outlined above.