

population and on young people in particular. The main working-age population (15-64 year old group) will probably contract after 2020. Potentially, the increasing number of retired people will place a growing demand on resources funded largely by the working population. There are also likely to be labour shortages and a shortage of skilled workers. It will be important that older workers are retained as labour productivity growth may be insufficient to offset the decrease in workforce numbers. This will involve specific retraining requirements and workplace adaptability if older people remain in the workforce longer. The value of older volunteer workers to the social sector will also need to be recognised and supported.

- It is certain that global, national and regional population ageing will have a significant influence on the social and economic climate within the sub-region.

An ageing population also means that careful thought needs to be given to how our communities are planned and how accessible they are. There is a need to provide for an age-friendly city through approaches such as ensuring that social infrastructure and facilities are located in close proximity to housing. They also need a well-connected public transport system that takes into account the location of retirement villages, marae and papakainga housing, key facilities and services. SmartGrowth recognises that by promoting an age-friendly environment, we are also increasing accessibility for a broad range of people on a spectrum of ages and abilities.

G. The need to embrace cultural diversity

Cultural diversity contributes to building strong communities by broadening peoples understanding and tolerance of different cultural values and beliefs which is increasingly important in a globalised world.

While the population of the western Bay of Plenty sub-region is predominantly European and Maori it is becoming increasingly ethnically diverse with 16% of all residents born overseas. Currently there are around 145 different nationalities residing in the sub-region with migrants most commonly coming from the UK and increasing numbers from Asia. There has been little work done to date on reflecting the increasing cultural diversity of the sub-region.

While the demographic data from the 2013 census will provide a more detailed picture with regard to populations living in the Bay of Plenty, we know that there are increasing numbers arriving in the region from India, China and South America as well as from the more traditional contributing countries such as the UK and South Africa. The Bay of Plenty region is home to the largest Indian population outside Auckland. There is likely to be a rise in the number of migrants to fill workforce gaps in the provision of health and social support services of older people.

H. The need to provide transport that assists with connecting and building strong communities

In the Bay of Plenty, there has been an increase in commuting to work by private vehicle from 84.8% ten years ago to 89.5% at the time of updating the Strategy. This is compounded by the development of lifestyle blocks, out of town retail centres and low density residential developments with no local services.

Continued focus is required on providing for alternative forms of transport such as walk ways, cycle ways and public transport to reduce vehicle congestion, improve physical health, reduce vehicle emissions and increase social interaction. As recognised in the Regional Land Transport Strategy, relatively low cost investment in improved facilities on key walking and cycling routes has achieved significant increases in walking and cycling trips.

Investments in transportation infrastructure can yield important community and social benefits as well as support economic growth. They can increase mobility and access, provide a greater choice of travel modes, improve safety, enhance the visual appearance of our communities, cities, and natural landscapes, and increase community cohesion. In short, transportation investments can improve the quality of life. This does need to be balanced with the fact that transport infrastructure, particularly roads, can also introduce social barriers and community severance issues. These matters need to be carefully factored in to transport planning.

Shared residential streets which are designed and operated to allow for drivers, pedestrians and cyclists as well as encouraging the use of alternative forms of public transport to service the transport disadvantaged are also important considerations.

I. The need to continue to plan for parks, open space and recreational needs

The availability of high quality open space and leisure opportunities are key indicators of the quality of life that a community enjoys. Acquiring land for open space, sport facilities and recreation has become a significant challenge given the cost of land and the fiscal restraints facing local authorities. At present there is a heavy focus on maintaining existing amenities, sometimes to a reduced level of service. Despite these challenges it is important that local authorities and communities continue to plan for parks and open space given their contribution to quality of life.

Challenges to providing an integrated system of public open space that provides for continued access to and enjoyment of the unique characteristics of the sub-regional environment include;

- The high cost of maintaining sport and recreation facilities is balanced against the quality of life these provide

- The constraints around providing these facilities in high density areas
- Current provisions for sports and leisure facilities within Tauranga City Council and Western Bay of Plenty District Council long-term plans
- Identification of funding sources and lead agencies to ensure long-term plans are translated into actions

A key part of the sub-regional recreational and leisure environment is the marine and water based environment that surrounds the area in the form of the ocean, beaches, harbours, and rivers. Access to these areas for water based recreation is limited, particularly deep water access for non-powered recreational craft, and the planning and provision of access and accompanying facilities such as marinas and boat ramps is important to meet the recreational needs of both current growth and future growth of the sub-region. Currently issues around access to the harbour for recreation are provided for through the Coastal Reserve Management Plans of TCC and WBOPDC.

J. Recognising the need for social housing

Social housing is the provision of assistance with housing to those who cannot otherwise meet their own housing needs. This assistance can either be 'in kind', through to the provision of a dwelling, or 'in cash' through the transfer of subsidies. The issue of social housing is distinct from the more generic issue of housing affordability. Housing affordability is defined as a situation which reflects accepted United Nations global benchmarks, where no more than 1/3 of total household income is used to pay either rental or ownership costs. There are a suite of actions in the Growing the Economy section of the Strategy which focus on improving housing affordability. In New Zealand social housing is primarily delivered by central Government, to a much lesser extent local councils, Maori Trusts and community housing trusts also provide social housing. The SmartGrowth

focus on social housing has largely been around the provision of elder housing and Papakainga (housing on multiply owned Maori land).

K. The need to address the social determinants of health

The major contribution to overall health comes from the social determinants of health. This includes income level, having safe and secure employment, good housing conditions, high education achievement (including health literacy), having a secure cultural identity, engagement in the local community and social justice and equity.

The social determinants of health in the live, learn, work and play settings can be expressed through the four well-beings – social, economic, environmental and cultural. While the health sector is most easily placed within the social wellbeing, it sees itself as being connected to all four well-beings.

- The social wellbeing recognises the health sector's role as a provider of general wellness through preventative measures and treatment, as well as personal and family/whānau health and disability services;
- The environmental wellbeing recognises that health and wellness can be achieved only in a clean and supportive natural and built environment;
- The cultural wellbeing recognises that good health arises from a strong cultural identity at a personal and social level, and active participation in one's own cultural practices;
- The economic wellbeing through the maintenance of a healthy and productive workforce.

The social determinants of health have an impact throughout the course of a person's life. For instance children's health can be severely impacted by poverty and poor housing conditions. The prevalence of common respiratory infections can be reduced through the reduction of household crowding and by

ensuring homes are warm and dry. All children deserve the best start in life.

The western Bay offers many opportunities for leisure in the natural environment in the bush, at our beaches, or in parks and reserves. It is essential that growth is managed so that it improves our ability to enjoy open spaces, and to engage in everyday physical activity such as walking and cycling. Building an environment which facilitates physical activity as part of everyday life will benefit the health of the population as well as the environment.

9.5 Principles

- SmartGrowth supports the implementation of Smart Arts – the sub-regional arts Strategy.
- SmartGrowth supports the implementation of Smart Tourism – the sub-regional tourism Strategy.
- SmartGrowth recognises arts and culture play an important role in promoting a diverse, vibrant and creative local community and thriving economy.
- SmartGrowth recognises the following components as important features of a livable community;
 - A safe and healthy local environment with a well-designed network of streets and public green spaces.
 - A well-integrated mix of homes (including Papakainga) of different types and tenures to support a range of household sizes, ages and income levels.
- Effective engagement and participation by local people, groups and businesses is encouraged in planning, design and long-term stewardship of their community.
- All age groups have access to local services including education, training, employment, health care and community facilities.
- There are strong partnerships with and support for the community and voluntary sector and collaboration

with central Government in order to better implement social and community development needs.

- VIII. We make effective use of existing community facilities and services and collaborative integrated social infrastructure planning to cater for present and future population needs.
- IX. The community embraces cultural diversity
- X. SmartGrowth supports the Bay of Plenty Tertiary Partnership, enhanced provision of tertiary programmes

and tertiary campus within the CBD which provides a supportive environment for innovation and creative thinking to thrive.

- XI. The region values knowledge by providing lifelong learning pathways and training opportunities for all sectors of the community.
- XII SmartGrowth implementation partners support the building of capability and capacity within the community by encouraging initiatives identified by the community.

XIII SmartGrowth recognises the need for social housing and the need to support social housing providers.

XIV SmartGrowth facilitates the effective management and protection of historic heritage.

XV SmartGrowth supports and facilitates the outcomes arising from the Age-Friendly City Strategy.



Actions: **Build the Community**

Funding Key

	Action identified as a priority
	Able to be resourced using partner staff resources or within existing work programmes
	Not able to be resourced within existing SmartGrowth budget commitment. Requires additional resources
	Priority action which requires additional resources
	Potential for partner funding/resources outside SmartGrowth partnership
***	Investigation may result in consequential cost to implement recommendations
###	Implications for partner councils strategic policy work programmes

Timeframes

<i>Urgent</i>	Completed 1 year after adoption
<i>Short</i>	Completed 3 years after adoption
<i>Medium</i>	Completed 5 years after adoption
<i>Long</i>	Completed 5+ years after adoption

9A. Build and value partnership with the community	Lead Agency Support agencies	Indicative resourcing			Measure of success
		Time	Staff	\$\$\$	
1. Community partnership and engagement guidelines Develop community partnership best practice guidelines and a toolkit for engaging and partnering with the community based on successful examples from elsewhere and the following key principles: <ul style="list-style-type: none"> • Involve the public at the beginning of the development of review of plans, strategies • Efforts are made to involve all population groups in the community including young people, older people and other ethnicities • Community determination of priorities • SmartGrowth role is facilitator, enabler and partner in the process • Drawing on the competence and capacity of communities • Promoting community ownership and responsibility for determining the future of the community • Recognising that there are a range of approaches to community engagement, which can be used comprehensively or targeted to specific issues • Mutual trust and respect based on shared knowledge • Recognising the changing spectrum of cultural diversity • Recognising the benefits of place-based community engagement The toolkit will include: <ol style="list-style-type: none"> a) Social infrastructure planning framework and guidelines, urban design guidelines, community partnership guidelines to raise awareness and provide consistency in working with communities and design planning. b) A SmartGrowth 'Building Communities' web page to communicate principles, best practice examples and ideas to stakeholders. 	SGP SGPF SSIT DHB	<i>Short</i>			Adoption of best practice guidelines and toolkit

Actions: **Build the Community** (Continued)

9A. Build and value partnership with the community (Continued)	Lead Agency Support agencies	Indicative resourcing			Measure of success
		Time	Staff	\$\$\$	
2. Ongoing communication and engagement with the community a) Develop and implement a SmartGrowth communication and engagement strategy to ensure that communications effort is applied during strategy implementation to raise community support and awareness of SmartGrowth principles and key actions and clearly articulate the reasons behind the SmartGrowth principles and set out the consequences of not actively pursuing them for the sub-region. b) Ensure that sufficient effort and resources are applied to the on-going implementation of the SmartGrowth Communications Strategy to build and maintain a high level of engagement, public support and acceptance of the Strategy, its vision and objectives and to provide consistent messaging over an extended period of time to effect change.	SGP SGPF	Urgent and ongoing			Community awareness and understanding of SmartGrowth is improved and maintained
3. Effectiveness in the social sector <ul style="list-style-type: none"> Build collaboration with the social sector and facilitate the assessment of potential for shared services between different social sector groups to achieve long-term sustainable outcomes. Build on existing social services mapping to inform future work on improving long term sustainable outcomes. 	SSF SSIT	Short			Assessment completed and recommendations made.
4. Better understand and meet the needs of western Bay communities Continue to foster, and support the undertaking of local research to better understand and address the social needs of western Bay of Plenty communities, focusing on future generations (children, young people and their families from low incomes) and the impact of technological trends, changing population demographics and cultural diversity on existing communities to inform investment/ co-investment opportunities and policy development with central Government and the implementation of SmartGrowth.	WBOPDC TTOPHS SSF P1 BOPRC TCC PATAG SGPF SSIT	Short and ongoing			Local research completed to benchmark community needs
5. Facilitating awareness of cultural diversity Investigate the potential to improve awareness of cultural diversity in the western Bay through mechanisms such as welcoming ceremonies, and education about biculturalism for new migrants.	TRMC SS NN SGP SSF SPF CTWF CoC	Medium			Investigation complete, recommendations made to governance
9B. Plan for infrastructure to support communities					
1. Social Infrastructure Planning Guidelines <ul style="list-style-type: none"> Ensure social infrastructure planning guidelines are consistently applied in structure planning to improve and develop liveable communities. Ensure the needs of western bay communities research resulting from action 9A4 informs structure planning to improve and develop active, vibrant, connected, caring, healthy and safe communities 	WBOPDC TCC	Ongoing			Use of social infrastructure planning guidelines evident in structure plans.

Actions: **Build the Community** (Continued)

9B. Planning for infrastructure to support communities (Continued)	Lead Agency Support agencies	Indicative resourcing			Measure of success
		Time	Staff	\$\$\$	
2. Planning for Future Open Space <ul style="list-style-type: none"> In conjunction with the Settlement Pattern review, investigate future open space needs and opportunities for common service delivery and equitable funding, while recognising the challenges faced given the currently constrained financial environment. Consider the provision of marine recreation facilities (boats ramps and marinas) in future reviews of Partner Councils Reserve Management Plans. 	SGP BOPRC	Ongoing			Future open space needs and opportunities identified and included in relevant plans.
3. Public spaces to improve social connection Based on the community needs research directed by action 9A4, investigate new public spaces such as parks, pocket parks and pedestrian precincts to support social connection, improve the vibrancy of communities and enhance leisure opportunities.	TCC WBOPDC SGPF	Medium		***	Investigation complete. Recommendation made to governance.
9C. Consider the implications and opportunities of an ageing population					
1. Demographic analysis Assess the demographic make-up of western Bay communities and actively plan for the needs of older people through age-friendly assessment processes in policies, programmes and community development plans and reviews.	SGP NZTA BOPDHB PATAG	Ongoing	###		Evidence of demographic change analyses and influence on current policies can be produced
2. Universal design housing <ol style="list-style-type: none"> Work with Lifemark to review recent NZ data on cost and market assessment of universal design housing as the basis for developing a factsheet to promote universal design housing. Take the lead in bringing together local housing providers, the social sector forum, social care services, the health sector and the voluntary sector to identify the barriers and recommend policies to ensure well-designed, affordable homes, having regard to the ethos of Lifetime Homes (universal design), Lifetime Neighbourhoods and the desire of people to age-in-place 	PATAG WBOPDC SGPF TCC Lifemark Homes Accreditation	Short	###		Policy approaches developed Factsheet developed
3. Promote Intergenerational, Live-able Communities Recognise the importance of building live-able communities for people of all ages by: <ol style="list-style-type: none"> Engaging the DHB, relevant Government agencies and social sector organisations in a think tank to identify impacts of demographic change on housing, health, business and communities and to identify innovative and collaborative approaches Ensuring that best practice community engagement guidelines incorporate age-friendly community engagement processes with mature and older people in high ageing communities throughout the sub-region 	PATAG SGP SGPF	Short			Think tank established and utilised. Community engagement guidelines are age friendly.

Actions: **Build the Community** (Continued)

9D. Provide tertiary education opportunities	Lead Agency Support agencies	Indicative resourcing			Measure of success
		Time	Staff	\$\$\$	
1. Support the Tertiary Partnership Advocate for and support the tertiary partnership including continued collaboration between tertiary providers (including BOP Clinical School) both sub-regionally and throughout the wider Bay of Plenty region	TEP SGP P1 BoC SGPF WBOPTPEF DHB RDC	Ongoing			Tertiary partnership is recognised and supported by SmartGrowth partners and forums.
2. Establish a Regional Tertiary Facility Support the establishment of a tertiary and research facility located in Tauranga City and connected to a network throughout the region, to increase provision of programmes relating to key regional and sub-regional strengths and needs across business and community sectors to support the economy. This includes building on existing facilities such as the clinical school.	TEP SGPF SGP P1 BoC WBOPTPEF DHB RDC SGPF	Urgent and Ongoing		***	Sub-regional tertiary and research facility established
3. Tertiary Education and Population Ageing <ul style="list-style-type: none"> Through the tertiary partnership, explore ways in which demographic analysis could be expanded to provide for needs and opportunities arising from the unique ageing demographic of the sub-region Ensure training and development programmes give consideration to the impact of population ageing on the local economy 	TEP BOPDHB SGPF	Medium			Tertiary programmes can demonstrate consideration for population ageing impacts on the sub-region
4. Tertiary Education and Maori With support from Iwi Maori improve the participation of Maori youth in tertiary education that supports local industry, particularly the sciences	TEP SGPF WBOPTPEF	Long			Rates of Maori youth participation in tertiary education improve
5. Lifelong Learning Investigate opportunities for lifelong learning to meet diverse and changing community learning needs and expectations. This includes investigating the development of a private training establishment model to promote lifelong learning and could also include other tertiary education opportunities.	SGP TEP PATAG WBOPTPEF SGPF	Ongoing			Education programmes established which provide opportunities for lifelong learning.
6. Review of Bay of Plenty Tertiary Education Action Plan Through the sub-regions economic development agencies and the Bay of Plenty Tertiary Partnership, support the review and on-going updating of the Bay of Plenty Tertiary Education Action Plan so that it remains relevant in defining the tertiary education needs of both the sub-region and wider region and encourage tertiary education institution support for its implementation.	BOPTESG P1 Toi EDA Grow Rotorua Taupō EDA Tertiary Partner Institutions SGP SGPF Other tertiary institutions DHB WBTPF	Urgent			Tertiary Education Action Plan reviewed with wider engagement and input from support agencies.

Actions: **Build the Community** (Continued)

9E. Promote arts and cultural initiatives	Lead Agency Support agencies	Indicative resourcing			Measure of success
		Time	Staff	\$\$\$	
1. Future Arts and Cultural Facilities Advocate for and support the development of key facilities that support arts and cultural outcomes within the sub-region	SGP TMMT P1 CT SAAG CCAG	Ongoing			New facilities established to support arts and culture
2. Tauranga Museum Continue to advocate for and support the Tauranga Moana Museum Trust in progressing the establishment and operation of a museum in Tauranga. Tauranga City Councils current policy position is to support the TMMT in respect of land and the consenting process. No other direct funding by council is proposed.	TMMT TCC WBOPDC CT SAAG P1	Ongoing			Museum established
3. Developing the Arts Support initiatives that promote the arts to assist in developing the social and economic wellbeing of the western Bay of Plenty	SAAG CT SGP	Ongoing			Evidence of active support for initiatives to promote the arts
4. The Value of the arts to the Economy Better understand the potential economic benefits of arts to the western Bay including by investigating the return on investment in arts and cultural facilities achieved by leading NZ arts centres.	P1 CT SAAG SGP CNZ	Medium			Investigation complete. Recommendations made.
5. Sub-regional Events Trust Support the development of an Events Trust funding and distribution model to enhance and grow the potential of events to the sub-region.	TBOP SGP SAAG CCAG CT SBOP, P1 CoC TCV MST	Short			Sub-regional events Trust established
6. Sub-regional Events Strategy Support the development of a sub-regional events strategy to grow both the community and economic benefits of festivals and events.	TBOP SGP SAAG CCAG CT SBOP P1 CoC TCV MST	Medium			Sub-regional events strategy completed

Actions: **Build the Community** (Continued)

9F. Provide transport to connect communities	Lead Agency Support agencies	Indicative resourcing			Measure of success
		Time	Staff	\$\$\$	
1. Promote and provide for walking and cycling a) Continue with planned implementation of walking and cycling routes by seeking opportunities to provide routes for walking, cycling and mobility scooters integrated with the provision of roads and other infrastructure. b) Investigate new cycling commuter routes and prioritise their development. c) Investigate and support opportunities to connect existing walking and cycling routes for recreational use throughout the sub-region.	TCC WBOPDC NZTA SGPF RLTS BOPDHB TTOPHS	Ongoing		***	Identification of specific actions and agreed programmes as part of the Regional Walking and Cycling Strategy 2009 and the Tauranga Transport Strategy 2012-2022 Key cycling commuter routes are identified and prioritised in a timely manner The new routes form part of structure plans for new development areas
2. Public Transport a) Continue to advocate for public transport funding and infrastructure. b) Plan for public transport infrastructure in new growth areas (greenfields and intensification) through structure plan process. c) Encourage the use of public transport to optimise investment including by installing Real Time Information systems, promote frequency of services and investigating methods to support the use of public transport with walking and cycling such as by providing cycle racks on buses. d) Actively progress greater levels of disability friendly public transport within the subregion.	SGP NZTA	Ongoing			Effective advocacy which ensures that public transport funding is sufficient to maintain and enhance services. Public transport is provided to growth areas in a timely manner in order to influence travel behaviour.



10. Grow a Sustainable Economy

10.1 Desired Outcome

“Our economy is thriving, growing, diverse and sustainable”.

10.2 Background

The economy of the Western Bay of Plenty sub-region has experienced a sharp decline over the last few years as a result of the Global Financial Crisis. This has particularly impacted on the retail and residential construction sectors, with the latter declining 12% alone in the 2009/10 year. The sub-region's real GDP per capita declined at a significantly faster rate than at the national level over the period from September 2007 to September 2010, declining 7% compared to the national decrease of 3.7%.

The Western Bay of Plenty District's economy is underpinned by the agricultural and horticultural sectors and is strongly intertwined with Tauranga city's economy, which provides most of the sub-region's manufacturing and services. The Western Bay sub-region's economy is almost three times more reliant on agriculture and horticulture for its economic output than New Zealand as a whole.

Significant industry sectors in the wider Bay of Plenty region have a primary production focus (horticulture, agriculture, and forestry). Secondary production industries include wood processing (in particular pulp and paper in the south and east of the Bay of Plenty), food processing and manufacturing.

Population-driven expansion of the construction sector has underpinned growth in the wholesale and retail trades and in business and professional services. The important drivers of growth within the sub-region are population growth, improvements in hard and soft infrastructure, and increases in the

productivity of exporting sectors through improved technologies and higher levels of mechanisation.

Sectors with a competitive advantage in the western Bay of Plenty include the marine sector (which incorporates the Port of Tauranga with its deep water access and current and planned marine precincts); food production and manufacturing; horticultural and value-add processing; and ICT businesses specialising in control systems and the development of industry-related technologies. The professional services, retail, health and human services, fisheries and construction sectors are all substantial employers. With the exception of the retail sector, the western Bay sub-region has experienced growth across all its main industries, much of which has been achieved through growth in existing businesses.

Of concern was the outbreak in late 2010 of the kiwifruit vine killing disease, Psa. As at August 2013, Psa has been confirmed on 2,243 orchards, largely in the Te Puke area. The outlook for the industry is uncertain at this stage, and the threat of the spread of Psa is of real concern to a region where nearly 20% of total GDP is generated by the kiwifruit sector. However, the release of new cultivars, particularly the new G3 variety, offers hope for the industry. If it proves to be more tolerant than other varieties to Psa, we will see production per hectare rise markedly compared to the Hort16A variety.

The sub-region's environment, soils and climate are clearly not only attractive for agricultural production, but they also act as a magnet for people wishing to enjoy a relaxed, outdoor lifestyle, either in a city environment or through having an opportunity to retain a rural or small town atmosphere. Between 1998 and 2006, the sub-region's population grew by nearly 30%, which was well above the national average.

At the inception of SmartGrowth in 2004, the following issues were identified as barriers to economic growth:

- Shortage of business land;
- Issues with transportation infrastructure;
- Insufficient cultural, artistic and recreational opportunities;
- Unstable power supply;
- Insufficient tourism infrastructure to grow this market (international hotel and convention centre);
- The need to attract skilled and unskilled people in most industry sectors.

Over the first decade of SmartGrowth significant progress has been made on these issues;

Business Land (industrial and commercial)

Around 236.5ha of developable land has since been zoned at Tauriko in the Western Corridor and 410ha in the Eastern Corridor. At the time of updating the SmartGrowth Strategy there is approximately 600ha of industrial land which is zoned and undeveloped.

In terms of commercial land SmartGrowth supports a 'centres-based' approach to commercial areas, preferring to concentrate business activity closer to the CBD. While this approach has been reinforced in the Tauranga City Plan, it will take some time before the results are evident.

Cultural, Artistic and Recreational Opportunities

Despite strong emphasis in the Smart Economy strategy on the importance of physical and cultural assets to economic development in the attraction of human capital, the sub-region still suffers from a lack of arts and cultural amenities compared to other cities in New Zealand. In the modern economy, businesses are attracted to places with high human capital, and human capital is attracted to

places that can offer a good quality of life, particularly in relation to arts, cultural and recreational opportunities.

Power Supply

A strategy and implementation plan was developed to address issues around electricity security and capacity of supply and the region's short and long term growth needs. As a result, there has been a significant improvement in security of supply and capacity, particularly in rural communities. In addition, in 2011 a cross-region energy strategy was developed by representatives from the business community and regional economic development agencies, led by the Bay of Plenty Regional Council's Bay of Connections. The Bay of Plenty is potentially one of the most energy-rich regions in the country, particularly in the areas of geothermal, hydro-power, solar and biomass. The strategy estimates that over the next 15 years the region could attract up to \$4 billion in investment in sustainable energy development and generate more than 15% of the country's energy requirements and 10% of its liquid transport fuels. An action plan has been developed to implement the strategy through an industry-led forum.

Tourism Infrastructure (International Hotel and Convention Centre)

The \$41 million TECT Arena at Baypark opened in August 2011, providing a state-of-the-art venue for sporting events, conferences, concerts and entertainment.

There have been several attempts to progress the development of an international hotel in the City Centre in recent years. At the time of updating this strategy negotiations are underway between council and a commercial consortium.

Attraction of Skilled and Unskilled People

The Global Financial Crisis and resultant economic downturn from early 2008 has

seen skill shortages reduced in most sectors in the sub-region, with the exception of ICT and specialised manufacturing.

The Bay of Plenty District Health Board has been proactive in addressing current and future shortages in the health sector. In 2010 the Bay of Plenty Clinical School was formally recognised as a division of the University of Auckland campus. As a result, University of Auckland medical students are increasingly choosing to undertake their year five and six programme of study in the Bay of Plenty.

10.3 New Research informing the Update

The following new research has been undertaken to inform the 2012/13 update of the SmartGrowth Strategy:

i) Industrial Land Study

A review of industrial land demand for the sub-region was undertaken in light of economic and industrial development since the first projections were made in the 2004 Strategy.

ii) Commercial Land Study

A review of commercial retail and office was also completed and confirms that the emphasis of a 'centres-based' approach remains appropriate for the foreseeable needs of the sub-region's commercial economy.

The research into industrial and commercial land and its implications on the Settlement Pattern is outlined in more detail in Part C of this Strategy.

iii) 2012/13 Smart Economy Review

The Update has been informed by the 2012/13 review of the Smart Economy Strategy. The Smart Economy review identified the following 2-5 year priority issues:

- Tertiary education and research
- Innovation and business parks

- Growth of the export sector
- City centre development
- Broadband uptake
- Maori economic development

iv) *The Implications and Opportunities of an Ageing Population in the western Bay of Plenty Sub-region.*

This research report analyses the significance of the ageing demographic for our sub-region and the implications and opportunities of population ageing on health, housing, employment and transportation in the western Bay of Plenty. It informs actions around how SmartGrowth can better plan for population ageing in the areas of:

- Collaboration, integration and governance
- Economy and employment
- Liveable communities.

10.4 Issues

A. The implications of changing demographics

The median age in New Zealand has now risen to 37 years and will rise rapidly over the next 20 years. The main working-age population (15-64 year old group) will probably contract after 2020. It is clear that a 'business as usual' approach over the next ten years will not be a mandate to continuing prosperity and community wellbeing. A shift is required to address the changing economic climate; to meet the ageing-in-place requirements of a maturing population, the challenge of workforce demands and providing for the diverse care needs of the burgeoning numbers of older-old. Potentially, the increasing number of retired people will place a growing demand on resources funded largely by the working population. There are also likely to be labour shortages (particularly in health and elder care sectors) and international competition within the labour force market. Changing demographics and population ageing also trigger a need to better understand the future housing

requirements of the population.

Sustaining the economy in the face of changing demographics and population ageing will require increased recognition of the contribution of mature and older people in the paid workforce, and adaptation to their unique needs. The impact of an ageing population on the economy also presents a number of opportunities, including:

- Educating employers on challenges and opportunities around an ageing population;
- Key industries that will be able to leverage off a mature market (eg emergency solutions, housing efficiency / conveniences, financial services, tourism and leisure);
- The sub-region positioning itself in terms of innovation in urban design, housing, education, training, financial services, home renovation and maintenance, product and health care innovation, technology, leisure, tourism and social services;
- Proactively transferring knowledge and skill across generations;
- Understanding the impact of changing demographics with regard to future housing needs.

At odds with the general trend of an ageing population is the growing number of Maori youth. New Zealand's Maori population is relatively youthful compared with the total New Zealand population. In fact, 44% of the total population under 15 years in the Bay of Plenty and Taupo, are Maori. This demographic needs to be carefully considered in terms of the sub-regional economy and workforce.

B. The need to think bigger than the western Bay of Plenty

The sub-regional economy is part of a wider regional, Upper North Island and national economy. These influences need to be taken into account in any forward thinking on the sub-regional economy. A deepening economy is likely as a result of: growing economies of scale and scope; a focus on the wealth generating capacity of

specialist sectors; the growing influence of the Port of Tauranga; the growing integration of the Bay of Plenty into a wider Upper North Island economy; the likelihood that investment in the sub-region will complement and build on investment elsewhere in the Upper North Island. It is important that these factors are viewed from the perspective of strengthening links in the eastern Bay of Plenty and Rotoura as well as the north and the west.

C. The need to move from a low skill/low wage economy to a high skill/high income environment

While further research and analysis of employment and employment trends in particular around potential employment and growth opportunities would be useful, previous research has shown that the western Bay of Plenty economy is relatively low skill and low wage in its make-up. The sub-region needs to be able to attract and retain skilled workers. Lifting the skill and income levels within the sub-region will play an integral part in reducing social inequality. A high skill, high income western Bay of Plenty is likely to have a much higher proportion of professional and technical workers, be more reliant on trade in knowledge and information than on physical goods and have a heavy reliance on technology.

It is becoming increasingly recognised that if a region wants to attract people and custom for businesses and more broadly wants to grow the economy it needs to create an environment that is interesting, stimulating, diverse and unique to attract residents. A thriving economy requires a range of social and cultural features that will attract talented people to the region. These include arts and cultural infrastructure, high quality recreation and leisure facilities, and a vibrant city centre.

Tertiary education and associated research facilities are also a key catalyst for increasing the desirability of investment in higher skill and higher wage business activities in the sub-region.

D. The need to diversify and focus on our strengths

Sustainable economic development may require moving up the value chain by adding significant value to primary products rather than supplying basic commodities. Diversification will reduce our dependence on a relatively narrow range of sectors, as well as reducing our reliance on natural resources and minimising our waste output to the environment. This may mean that future activities will have different locational requirements to present industries.

Focusing on our strengths also requires taking a wider regional perspective across the whole of the supply chain and being aware of the need to protect and enhance supply chain corridors both inside the subregion and beyond.

E. The need for integration and linkages between strategies

There is a fundamental link between SmartGrowth and other statutory and non-statutory strategies, plans and policies, in assisting economic development such as Smart Economy (the sub-regional economic development strategy), Bay of Connections (the regional economic development strategy) and Smart Tourism (sub-regional tourism strategy). A distinction has been made between actions which sit in Smart Economy and those which belong in SmartGrowth. The actions housed in SmartGrowth are intended to be those which require collaboration in terms of funding or implementation, have land-use or infrastructure implications or require advocacy to central Government.

Tourism is a key element of business in the sub-region. There is a need, as noted in the Smart Tourism strategy, to provide for major tourism related and event infrastructure development, manage conflict between tourism growth and environmental, social and cultural values and to assist in sustaining a skilled workforce, together with identification of destination development opportunities.

We also need to take a wider regional perspective in terms of the opportunities to grow tourism by taking a collaborative approach across sub-regional boundaries.

F. The need to make housing more affordable

While housing is more affordable in many towns across the sub-region such as Katikati, Te Puke and Paengaroa; Tauranga City was rated by Demographia in 2012 as one of the least affordable areas for buying property in New Zealand. Housing Affordability is defined as a situation which reflects accepted United Nations global benchmarks, where no more than 1/3 of total household income is used to pay either rental or ownership costs. The 2012 Demographia survey assessed the average house price at 5.9 times higher than the average annual income. This has implications for peoples social and economic wellbeing and for the local economy in attracting new businesses and employment and housing the sub-regional workforce.

Historically SmartGrowth's role in housing affordability has centred on ensuring sufficient land supply and infrastructure is provided in an efficient and affordable manner. However during the update process there was a strong message from the community to increase focus on housing affordability by taking a strong advocacy, leadership and facilitation role and actively working with central Government agencies, third-sector groups, the development and construction sector and the financial sector to increase the supply of affordable housing in the sub-region.

G. The emerging Maori economy

The Maori asset base in the sub-region has been estimated at \$1.817 billion and Tauranga contributes 22% to the total Maori GDP in the wider Bay of Plenty and Taupo. There are currently a range of local iwi Treaty of Waitangi claims which have either been settled or are close to settlement. The net effect of

these settlements will be to transfer over \$200 million worth of assets to Maori ownership within the sub-regional economy through the transfer of Crown lands, income-generating leases over other Crown assets (ie schools) and cash assets. These settlements will empower local iwi to make a major contribution to the sub-regional economy.

SmartGrowth needs to recognise and make provision for Treaty settlement outcomes and generally for Maori economic development. Given the nature of the settlements, these are unlikely to significantly influence the future SmartGrowth land use pattern, though they will make a very important contribution to Maori economic development. In addition to the sub-regional Treaty settlements there are significant Maori developments in the wider region relating to fisheries, agriculture, aquaculture, geothermal energy and forestry development.

H. The need to encourage thriving community and city centres

The Tauranga Central Business District remains the commercial, civic and cultural heart of the sub-region with an emphasis on specialty shopping, entertainment, cultural facilities, residential living, tertiary education and employment.

Town centres such as Katikati, Te Puke and Waihi Beach and Paengaroa continue in their service roles and provide social and cultural centres for their communities.

There is a need to encourage thriving city and community centres which include facilities, activities and events to turn the western Bay of Plenty's lifestyle advantages into a competitive advantage for the sub-region's economy. Significant economic spin-offs can result from investment in lifestyle – from building facilities to hosting major events, to manufacturing lifestyle products. Research highlights that competitive cities are cities that can attract skilled people and investment by offering the

lifestyle that that talented people seek. This means retaining the sub-region's high quality natural amenities and adding to them a diverse range of recreational, cultural and artistic attractions to enhance the lifestyle the sub-region can offer.

I: The need to recognise the contribution of the rural sector to the economy

The productive rural sector is a major contributor to the Bay of Plenty regional economy. The main sectors for the Bay of Plenty are horticulture, agriculture and forestry. The horticulture industry is substantial in the western Bay of Plenty, particularly kiwifruit and avocado. The rural production sector provides a large amount of employment in the sub-region and contributes significantly to regional GDP.

The productive rural sector underpins both our local and national economies and it is important that it continues to thrive and expand sustainably into the future. Particular emphasis is being given in the rural production sector to high value items, research and development. Key resources required for continued growth include access to clean freshwater for frost protection and irrigation purposes, avoiding fragmentation of rural land for purposes other than rural production, an efficient post-harvest system, provision for rural industry, and a high quality transport network linking the industry to the Port of Tauranga.

10.5 Principles

- I. SmartGrowth supports the implementation of Smart Economy – the sub-regional economic development Strategy, and Bay of Connections – the regional economic development strategy.
- II. Economic development within the sub-region focuses on increasing the annual average income levels and reducing social inequality.
- III. The provision of quality tertiary education services in the sub-region is increased.

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- IV. Adequate business land is provided in the right locations and brought to market in a timely manner within each growth corridor to suit changing needs in order to support the economy.
 - V. The opportunities presented by an ageing population are maximised.
 - VI. The Tauranga CBD remains the commercial, civic and cultural heart of the sub-region and is considered as the priority location choice for key sub-regional community infrastructure and anchor projects. Other town centres such as Katikati and Te Puke continue in their service roles and provide social and cultural centres for the community.
 - VII. A network of other commercial centres meets the needs of people and communities.
 - VIII. Treaty Settlements add value to the sub-regional economy and existing assets of Maori
 - IX. SmartGrowth values the contribution of the rural sector to the western Bay economy and supports the rural economy to expand sustainably.
 - X. Existing productive land is actively maintained in order to maximise the potential of the rural sector
 - XI. Employment training opportunities are encouraged and supported
 - XII. SmartGrowth supports the establishment of business and innovation parks that align to the sub-regions competitive advantages including;
 - Titanium Industry Development Association
 - Bay of Plenty District Health Board Clinical School
 - Coastal Marine Field Station
 - Newnham Park Innovation Centre
 - Planned Harbour Central Marine Precinct
 - Planned Comvita Campus
 - XIII. SmartGrowth implementation partners will support the building of capability and capacity within the community by encouraging economic development initiatives identified by the community



Actions: **Grow a Sustainable Economy**

Funding Key

	Action identified as a priority
	Able to be resourced using partner staff resources or within existing work programmes
	Not able to be resourced within existing SmartGrowth budget commitment. Requires additional resources
	Priority action which requires additional resources
	Potential for partner funding/resources outside SmartGrowth partnership
***	Investigation may result in consequential cost to implement recommendations
###	Implications for partner councils strategic policy work programmes

Timeframes

<i>Urgent</i>	Completed 1 year after adoption
<i>Short</i>	Completed 3 years after adoption
<i>Medium</i>	Completed 5 years after adoption
<i>Long</i>	Completed 5+ years after adoption

10A. Create an Enabling Business Environment	Lead Agency Support agencies	Indicative resourcing			Measure of success
		Time	Staff	\$\$\$	
1. Business Friendly Processes <ul style="list-style-type: none"> In conjunction with the private sector and economic development agencies, undertake a stocktake of potential barriers to economic development, relating to Council processes from the perspective of both new and existing businesses. Adopt the common set of metrics for the assessment of business friendly Councils originating from the Core Cities initiative Recognise and support the Core Cities China Engagement Strategy to leverage mayoral relationships and better coordinate activity across New Zealand 	P1 TCC CoC WBOPDC BOPLASS	<i>Urgent</i>			Project complete, recommendations result in change to Council processes. Measures adopted by SmartGrowth partnership.
2. Business and Innovation Parks <ul style="list-style-type: none"> Support the establishment of business and innovation parks that align to the sub-region's competitive advantages including support for the establishment of the harbour central marine precinct initiative to develop state of the art marine business park on Council owned land beside the harbour bridge. 	SGP P1 BoC	<i>Ongoing</i>		***	Innovation park established
3. Marine Centre of Excellence <p>Support and advocate for the continued development of the Coastal Marine Field Station, including the Intercoast programme into a marine centre of excellence, including:</p> <ul style="list-style-type: none"> Investigate opportunities to provide on-going support for a PHD and Post Doctorate scholarship programme Advocate for and support the establishment of a high tech molecular containment facility (aquarium) to enable opportunities for the commercialisation of marine species 	TEP SGP P1 BoC	<i>Ongoing</i>		***	Internationally recognised Marine Centre of Excellence established including a containment facility and PHD programme
4. Planning Environment <p>Investigate amendments to the regulatory planning framework required to facilitate aquaculture opportunities including farming of experimental species to proof of concept stage and land-based aquaculture.</p>	BOPRC TCC WBOPDC	<i>Medium</i>	###		Assessment completed and recommendations made
5. Events <ul style="list-style-type: none"> Provide an enabling environment for events Investigate a more user friendly regulatory framework for events including a partnership approach to reducing compliance costs 	TCC WBOPDC SAAG CCAG CoC	<i>Short</i>	###		Investigation of regulatory framework for events completed and recommendations made to provide enabling environment

Actions: **Grow a Sustainable Economy** (Continued)

10B. Strengthen connections	Lead Agency Support agencies	Indicative resourcing			Measure of success
		Time	Staff	\$\$\$	
1. Bay of Connections Strengthen links between SmartGrowth and Bay of Connections including all sector strategies to identify sub-regional sector issues and opportunities and promote information sharing and the use of consistent information.	SGP BoC	Ongoing			Formal links established between Bay of Connections and SmartGrowth
2. SmartGrowth Partner Forums Establish formal links to the SmartGrowth Partner Forums for the purposes of identifying and recognising the contribution of the social/community sector, rural sector, property development sector, as well as youth, housing affordability, population ageing and the environment to the regional and sub-regional economy.	SGPF P1 BoC SGP	Urgent			Social Sector Forum set up as formal SmartGrowth partner forum
3. Tourism <ul style="list-style-type: none"> Establish formal links between SmartGrowth and Tourism Bay of Plenty including monitoring and reporting against tourism strategy implementation to SmartGrowth governance group Support the improvement of tourism related infrastructure including visitor accommodation and attractions Complete a review of the Smart Tourism strategy. 	SGP TBOP CoC P1	Urgent			Formal links established between Bay of Connections and Tourism Bay of Plenty
4. Economic Development Forum Host an economic development forum every three years with central Government to discuss priorities and identify issues which align to governments economic growth agenda.	SGP P1 BoC CoC	Ongoing			Economic development forum with central Government occurs
5. Maori Economic Development <ul style="list-style-type: none"> Review actions from the Bay of Connections Maori Economic Development Strategy and enable relevant and appropriate outcomes to be progressed through SmartGrowth. In conjunction with the private sector and economic development agencies, undertake a stocktake of potential barriers to Maori economic development, relating to Council processes. 	P1 SGP BoC CTWF CoC	Urgent		***	Outcomes from Bay of Connections strategy supported by SmartGrowth
6. Treaty Settlement Forum Establish a Treaty Settlements Forum upon the completion of all sub-regional Treaty of Waiangi Settlements	CTWF SGP	Medium			Treaty Settlements Forum established
10C. Encourage a thriving city centre					
1. Key Anchor Projects Identify and support the implementation of key anchor projects within the city centre strategy (including waterfront upgrade, international hotel, tertiary facility, conference centre museum and marine precinct) central city housing, and recognise that these projects are some of the key anchor projects which require forward investment to stimulate other investment and growth and vitality of the sub-region.	TCC, SGP P1 CCAG SGPF	Urgent and ongoing		***	Each key anchor project is supported by SmartGrowth partnership

Actions: **Grow a Sustainable Economy** (Continued)

10C. Encourage a thriving city centre (Continued)	Lead Agency Support agencies	Indicative resourcing			Measure of success
		Time	Staff	\$\$\$	
2. Earthquake Strengthening Consider incentives to ensure that earthquake strengthening work is completed to support the city centre as the commercial and cultural hub.	TCC P1	Short		***	Incentives have been investigated and recommendations made
10D. Consider the implications and opportunities of changing demographics on the economy					
1. Research sub-regional workforce implications of population ageing <ul style="list-style-type: none"> Invest in research to identify business opportunities and analyse workforce implications arising from population ageing in the sub-region Implications arising from research are picked up where relevant by economic development agencies and strategies Consider establishing an ageing innovation cluster if appropriate Consider what would make the western Bay an attractive place for youth to study and stay. 	PATAG SGP P1 BoC SSF BOPDHB	Short		***	Research undertaken and recommendations made
2. The value of migrants to the economy Assess the value of migrants to the western Bay economy and recommend actions to facilitate filling the gaps in the workforce resulting from an ageing population with migrants	SGP P1 COC TRMC NN SS SSF SPF	Short			Assessment complete, recommendations made to governance
3. Business Succession Planning Initiate a project to encourage succession planning of businesses contributing to the sub-regional economy to transfer of skills to the younger generation, and teach business owners about their responsibility to share the knowledge across the generations.	CoC SGPF P1 SGP	Short			Toolkit developed, engagement with businesses and industry underway
10E. Improve housing affordability					
1. Availability of Land Investigate the role of Council and other agencies in facilitating the availability of property and land for housing affordability projects including: <ul style="list-style-type: none"> Regularly assess partner Council's property portfolios for properties that could be made available for housing affordability projects. Provide specific opportunities for the development community or third sector housing groups to advocate/ initiate suitable housing projects using this land. Work with Housing NZ, Ministry of Innovation and Employment and other agencies to identify suitable blocks of land which could be made available for affordable housing projects. 	WBOPDC TCC BOPRC HAF CTWF HNZ BOPDBH JAG Maori Trustees	Short		***	Investigation and annual assessment of property portfolio completed. Identification and release of suitable land for housing affordability projects when feasible.

Actions: **Grow a Sustainable Economy** (Continued)

10E. Improve housing affordability (Continued)	Lead Agency Support agencies	Indicative resourcing			Measure of success
		Time	Staff	\$\$\$	
2. Development of Treaty Settlement Land Support the development of business cases, operational plans and their implementation to develop post Treaty of Waitangi Settlement land or undeveloped land for the purpose of quality affordable residential development.	JAG HAF CTWF SGP Maori Trustees	Medium			Input from HAF and SmartGrowth partners into business cases, plans and implementation of land for housing and use of HNZC properties.
3. Auckland Housing Action Plan Closely monitor the progress of initiatives in the Auckland Housing Action Plan including inclusionary zoning, betterment levy, initiatives to improve the quality of rental stock and assess the relevance of these initiatives.	HAF TCC WBOPDC	Ongoing			6 monthly report of progress of Auckland Housing Action Plan in relation to SmartGrowth. Promotion of successful initiatives from the Auckland Housing Action Plan in the following year i.e. 2014.
4. Planning Frameworks Investigate opportunities to provide a planning framework that enables more housing affordability projects that meet specific criteria for density, bulk and scale i.e. permitted controlled activity	WBOPDC TCC HAF PDF	Medium	###		Planning frameworks reviewed and recommendations made
5. Housing Affordability Pilot Project Facilitate the delivery of pilot project to provide a practical, best practice example of sustainable, affordable, quality housing to raise awareness amongst the housing sector and the public. The pilot project will; <ul style="list-style-type: none"> Establish and agree with partner Councils, a framework for the delivery of affordable housing projects (including potential incentives/benefits to developers) Provide an opportunity to have a conversation about the levels of intervention councils are prepared to promote housing affordability including the use of Council land. Include a literature review of interventions that have occurred elsewhere in NZ and internationally Include a definition of housing affordability for the western Bay. 	HAF SGP PDF SSF CoC Maori Trustees JAG	Urgent			Project plan complete, framework agreed and expressions of interest received.
6. Advocate for housing affordability Work with the local government sector to jointly lobbying central Government to: <ul style="list-style-type: none"> Provide financial levers such as tax incentives and/or subsidies to encourage a greater flow of capital investment into affordable housing projects Continue seeking regional and national funding opportunities for affordable housing Facilitate/advocate central Government intervention into housing affordability Consider alternate options, technologies and delivery mechanisms for the funding and delivery of infrastructure. 	SGP WBOPDC HAF JAG Local government sector e.g. FP Maori Trustees	Urgent			Submissions/meeting with central Government in relation to financial levers, funding opportunities and interventions to increase housing affordability. Central Government investment into affordable housing. Funding for affordable housing obtained.
7. Research - Covenants Undertake a research project to assess the effect of private covenants on housing affordability and the delivery of affordable housing within subdivisions, and what methods may be applied to address any adverse effect of such covenants.	TCC HAF	Short			Report on the effect of private covenants on housing affordability completed.

Actions: **Grow a Sustainable Economy** (Continued)

10E. Improve housing affordability (Continued)	Lead Agency Support agencies	Indicative resourcing			Measure of success
		Time	Staff	\$\$\$	
8. Share information Provide and facilitate the sharing of innovation and good practice in design and construction to increase supply, quality, choice and affordability, in particular: <ul style="list-style-type: none"> • Collaborative designs¹, reuse designs², smaller dwelling designs³ and lifetime design⁴ • Encourage and promote innovation in good design and construction • Promoting economies of scale in design and construction • Promoting advocacy for the affordable provision of telecommunications and utilities. 	WBOPDC HAF PDF CTWF PDF Maori Trustees	Short			Good design guidelines and market developed and, published. Good design and market demand research promoted.
9. Monitoring income levels Investigate the costs and benefits of establishing a programme to measure and monitor average income levels and the availability of full time permanent work in the sub-region.	SGP P1 CoC SGPF WINZ	Urgent			Investigation complete. Recommendation made to governance

¹ Design collaboration is a group activity in which design professionals or design teams work collaboratively with different disciplines and areas of study by sharing their expertise and responsibilities through the design process to reach a goal of obtaining a successful design solution together. Shin, D. Design Collaboration – University-Industry Partnerships in New Product Development. USA

² Reuse designs allows previously developed housing designs to be shared to reduce the costs of building affordable housing in the design phase.

³ Smaller dwelling designs that make effective use of smaller spaces which increase their acceptability of smaller dwellings to the market.

⁴ Lifetime design supports the changing needs of individuals and families at different stages of life by incorporating 16 design criteria to ordinary homes that can be universally applied to new homes at minimal cost. Life time Homes www.lifetimehomes.org.uk.





11. Recognise tangata whenua cultural identity and change

11.1 Desired Outcome

“We realise economic and social opportunities for tangata whenua while protecting cultural identity”.

11.2 Background

A number of pieces of research and assessment around Tangata whenua areas of priority and concern have been completed since 2004. These pieces of work have set the scene for a number of programmes and activities that have embedded tangata whenua values and aspirations in strategies, policies, plans and work programmes. The wealth of information available and accessible in cultural heritage resources has been used to inform both Councils and the community in making decisions about the protection of heritage values. Significant view shafts are protected and a cultural heritage strategy has been initiated. Significant progress has been made through the Combined Tangata whenua Forum (CTWF) on Maori engagement and participation at governance level during the implementation of the Strategy. CTWF has also made significant gains around promoting the highlighting the importance of water management and championing many other issues identified throughout the SmartGrowth Strategy such as affordable housing on Maori land, integrated approaches to landscapes and heritage protection, and building capacity for co-management relationships with iwi.

There is still work to be done particularly around issues like the sub-regional cultural heritage database, gaining a better understanding of iwi demographics and facilitation of papakainga housing on Maori land.

11.3 New Research informing the Update

The following new research has been undertaken to inform the 2013 update of the SmartGrowth Strategy:

i) *Development of Maori land and Post Treaty Land use Issues*

This research report was prepared by the Tu Pakari Advisor to SmartGrowth and sets the scene for a significant change in iwi participation across the environmental, economic, cultural and social spectrum as a result of more than 25 Treaty settlements being completed over the 10 years following the update. The settlements represent more than \$200m of assets, commercial and cultural rights, with much of the asset worth being in property within the western Bay of Plenty. The research informs actions around anticipating the changes arising from the range of co-governance and co-management regimes for water, public lands and new relationships with government agencies and post Treaty settlement groups which are likely to establish as a result of settlements. The research also assesses the potential of traditional industries such as agriculture, forestry, fishing, horticulture, health, education to be further advanced and supplemented by new impetus into energy, agriculture, aquaculture and cultural tourism.

ii) *Tangata whenua Aspirational Plan 2012 - Horahia o mata ki a Meremere Tuahiahi*

The Aspirational Plan was prepared by the Combined Tangata whenua Forum to assist their members to respond in a meaningful and consistent manner to a range of proposals, activities, policy directions and strategies and plans in the western Bay of Plenty. The plan was developed in two stages. The first was an intensive and interactive facilitated workshop of Combined Tangata Whenua Forum members on the 10th September 2012. The second stage was a review of key iwi strategic documents, iwi

management plans and feedback from iwi and hapū members. This plan was adopted by the CTWF in 2012.

11.4 Issues

A. The need to recognise tangata whenua interests and values

There will often be tensions between European property rights and tangata whenua values. This is especially true in the western Bay of Plenty where past growth and development has taken place at significant cost to tangata whenua. This includes the loss of land, authority and self-governance, and other natural and cultural resources to accommodate infrastructure development and public facilities. Also, because of topography and coastal amenity, many sites of cultural value are located in growth areas where there are limited options for accommodating future growth.

The customary relationships and practises of tangata whenua as kaitiaki over their land, waahi tapu and other taonga is recognised and provided for within the district plans. SmartGrowth acknowledges that only Maori and in particular tangata whenua can determine these relationships, and the relationship of their culture and traditions, with their ancestral lands, water, sites, waahi tapu and other taonga.

B. The need to provide for the use of tangata whenua lands and waters

There remains a myriad of barriers to building on multiply-owned Maori land including access to finance, land administration and infrastructure services. Some success has been achieved through a range of pilots and Papakainga programmes. Most of the progress has come from collaborations between councils, government agencies, Maori NGOs, and land trusts which has resulted in the completion of a comprehensive Papakainga toolkit.

Treaty Settlements involve a range of redress, some of which is financial and commercial. The impending Treaty Settlements will provide tangata whenua with resources to meet their social, economic, environmental and cultural aspirations. The balance between resource protection and resource development will evolve over time. There will be a range of new entities representing interests of iwi, new co-governance and co-management regimes as well as the transfer of a large number of commercial and cultural properties. The changing economic and social landscape of the sub-region post the Treaty Settlements needs to be carefully considered.

Treaty of Waitangi Settlement redress can provide investment to existing plans to develop and create new opportunities, particularly on acquired lands. There may be obvious land development opportunities and subsequent zoning implications. Further work is required to better understand tangata whenua land use aspirations as a result of Treaty settlements. New marae and community development is expected as part of the post-settlement aspirations of iwi in the western Bay of Plenty.

C. The need to understand and plan for changing Maori demographics

Population forecasts show a trebling of the Maori population in the sub-region over the next 50 years. This growth will lead to an increased need to provide housing, employment and social services. Resources such as kaimoana, marae, and urupa will be subject to increasing demands. New Zealand's Maori population is also relatively youthful compared with the total New Zealand population. Although the Maori population will age in the future, it will remain a relatively young in comparison with non-Maori population. This will have economical (workforce) and social implications for the western Bay.

The 2006 Census identified a great number of Maori who do not have a direct affiliation to the area through whakapapa (genealogy) however acknowledge their Maori ethnicity. These populations may have special aspirations and values similar to tangata whenua but may be expressed in different ways such as housing preferences, education, relationships with natural resources, employment and economic opportunities. Tangata whenua have a responsibility to ensure the values of manaakitanga (hospitality) and hononga (relationships) are afforded to Maori living in the sub-region. Understanding the make-up of the Maori population will be an important component of providing the right mix of infrastructure and opportunities in the future.

11.5 Principles

- I. Maori have the ability and capacity to evolve and express their unique culture, traditions and ways of doing things according to their cultural preferences.
- II. Tangata whenua are enabled in the use of their lands and waters to the fullest extent practicable to meet the needs of their people and wider community.
- III. The active protection of Maori interests including.
 - a. Ancestral lands, forests, waters, sites, wahi tapu, fisheries and taonga of significance to ensure the mauri, wairua and tapu of resources is sustained for future generations.
 - b. Tangata whenua participation in all levels of governance and management is an outcome of shared decision-making, collaborative relationships, recognition of the mana and rangatiratanga of iwi and hapu, and the special role of tangata whenua as kaitiaki.

Actions: Recognise tangata whenua cultural identity and change

Funding Key

	Action identified as a priority
	Able to be resourced using partner staff resources or within existing work programmes
	Not able to be resourced within existing SmartGrowth budget commitment. Requires additional resources
	Priority action which requires additional resources
	Potential for partner funding/resources outside SmartGrowth partnership
***	Investigation may result in consequential cost to implement recommendations
###	Implications for partner councils strategic policy work programmes

Timeframes

Urgent	Completed 1 year after adoption
Short	Completed 3 years after adoption
Medium	Completed 5 years after adoption
Long	Completed 5+ years after adoption

11A. Recognise tangata whenua interests and values	Lead Agency Support agencies	Indicative resourcing			Measure of success
		Time	Staff	\$\$\$	
1. Cultural Heritage Database – Project Plan <ul style="list-style-type: none"> Complete project plan Investigate potential use of alternative mechanisms to protect cultural heritage such as covenants, heritage protection orders and financial incentives 	BOPRC TCC WBOPDC CTWF	Short			Project plan adopted
2. Cultural Heritage Database – Project Implementation <ul style="list-style-type: none"> Complete database set up Populate database with current information Initiate identification and recording programme for new sites Implement database for agreed purpose as set out in project plan 	BOPRC TCC WBOPDC CTWF	Short	###		As agreed in project plan
3. Iwi/hapu Management Plans (IMPs) <ul style="list-style-type: none"> Continue to update and host sub-regional IMP database Ensure all IMPs are accessible online Continue to provide funding/resources for the development of IMPs Promote specific identification of cultural resources and their significance, spatial extent and policy response as a result of IMPs 	CTWF BOPRC WBOPDC TCC	Ongoing			IMPs lodged for all iwi in sub-region (12) and completed at the rate of 1 per year
4. Sub-regional tangata whenua consultation policy for resource consent processing <ul style="list-style-type: none"> Compare and contrast current partner council policies Develop and agree a single sub-regional policy in line with iwi management plans Use and maintain a combined sub-regional contact database for consultation purposes 	CTWF BOPRC WBOPDC TCC	Short			Single policy adopted
5. Representation and co-governance arrangements resulting from TOW settlements <ul style="list-style-type: none"> Manage and maintain sub-regional contact database of Post Treaty Settlement Groups Promote discussion on Maori representation on partner Councils through Maori seats 	CTWF BOPRC TCC WBOPDC	Urgent		***	Database is established and maintained
6. New technologies for water infrastructure <p>Ensure that consideration be given to new technology relating to water infrastructure, including technology which aligns with tangata whenua values such as kaitiakitanga, mauri, tapu, and waahi tapu at the very early stages of resource consent application for water or wastewater infrastructure particular in relation to Katikati and Te Puke upgrades.</p>	WBOPDC CTWF TCC BOPRC	Short			Tangata whenua values are taken into account at consent preparation stage for water and wastewater infrastructure

Actions: **Recognise tangata whenua cultural identity and change** (Continued)

11A. Recognise tangata whenua interests and values (Continued)	Lead Agency Support agencies	Indicative resourcing			Measure of success
		Time	Staff	\$\$\$	
7. Cultural Awareness Facilitate cultural awareness and support cultural awareness training opportunities specific to the western Bay, for local government, business and other organisations and communities across the sub-region including the provision of generic information about Treaty of Waitangi settlements.	CTWF SGP	Short			Material developed and disseminated through SmartGrowth Partners
11B. Provide for the use of tangata whenua lands and waters					
1. Facilitate Papakainga development <ul style="list-style-type: none"> • Provide on-going recognition and support (which may include direct funding) to Joint Agency Group • Enabling low impact urban design requirements that are suitable to Papakainga developments • Provide assistance with relationship building and approaches to funding providers • Enable Papakainga settlements to include some small scale commercial/retail activity and other community facilities. 	JAG MHF WBOPDC BOPRC TCC HNZ TPK MLT	Urgent			Training programme continues Papakainga developments approved at a rate of 2 per year
2. Land use aspirations resulting from Treaty settlements not currently provided for <ul style="list-style-type: none"> • Tangata whenua undertake feasibility and design for new marae in historic settlements not currently provided for through compatible zoning • Tangata whenua undertake sub-regional scoping exercise to identify and evaluate planning issues associated with potential business developments arising from Treaty of Waitangi settlements, not currently provided for through compatible zoning • Partner Councils identify required planning response and undertake plan changes to support development where appropriate 	CTWF WBOPDC TCC BOPRC NZTA	Short	###		Plan changes have been implemented to support development where appropriate
3. Investigate the potential for iconic cultural tourism opportunities <ul style="list-style-type: none"> • Identify opportunities, undertake feasibility and prepare business cases for a range of cultural tourism ventures that have iconic or sizeable attributes • Review new concept and business cases for cultural tourism ventures from third parties 	Iwi CTWF TBOP BOPRC P1	Medium			Feasibility study completed. Recommendation made
11C. Plan for changing Maori demographics					
1. Maori Demographics Prepare a report from 2013 census data (and document methodology used) that relates to tangata whenua iwi and Maori in the areas of housing, employment, education and income (among others) for the purpose of developing a base platform from which to compare future demographics trends and community needs.	CTWF	Short			Report prepared and base data established







Western Bay - a great place to **live, learn, work AND play**

Part
C

Settlement
Pattern

12. The SmartGrowth Settlement Pattern

12.1 Introduction

This section of the document sets out the approach of SmartGrowth 2013 to key issues related to integrated planning and the Settlement Pattern. The key components of this section are;

- The SmartGrowth Settlement Pattern
- SmartGrowth corridors
- Growth projections and demographic analysis
- Staged development of the Settlement Pattern
- Residential land
- Business land
- Sub-regional infrastructure
- Transport

Actions required to implement the approach of the Updated Strategy to each of the key issues are contained in the implementation plan in section 21.

12.2 What is the Settlement Pattern?

The Settlement Pattern is a 'blueprint' that sets out how, where and when development will occur within the sub-region and ensures that implications of infrastructure and funding can be worked through early, in an integrated manner.

The SmartGrowth Settlement Pattern provides certainty by sending clear and unambiguous signals to the market on long-term growth and development of the sub-region by identifying;

- urban limits
- transport and growth corridors
- employment areas
- urban growth areas
- increased residential density targets for greenfield subdivisions
- intensification opportunities

The Settlement Pattern promotes a more compact urban footprint and protects productive rural land for the foreseeable future under the current growth rates.

12.3 Background

Three growth scenario alternatives were consulted on as part of the development of the original SmartGrowth Strategy. Broadly described they were as follows:

Status Quo: A continuation of the policy approach where a mix of intensification and expansion are provided.

Lower Density: A continuation of past trends of low-density suburban development and urban expansion, with intensification limited to market led initiatives.

Higher Density: A modification on the current policy approach that seeks to significantly increase the intensity of development, with limited urban expansion.

The three growth scenario alternatives were evaluated and the high-density alternative ranked the strongest. The evaluation criteria used, helped shape the identification of sites for future development (greenfields and intensification) through incorporating the development constraints and opportunities specific to the western Bay of Plenty sub-region. This preference for a more compact urban form underpins the original 2004 SmartGrowth Strategy Settlement Pattern.

12.4 The Settlement Pattern Review

Postponing the 2011 Census had implications for the 2013 SmartGrowth Update. It was not possible to undertake a comprehensive review of the 2003 Settlement Pattern based on the most up-to-date demographic analysis during the 2013 SmartGrowth Update. Instead, a comprehensive review of the Settlement Pattern is directed by a priority action in the implementation plan. Upon completion of that action, relevant sections of the SmartGrowth strategy

will be updated to reflect the confirmed Settlement Pattern.

For residential Urban Growth Areas the Settlement Pattern review will;

- Identify new Urban Growth Areas required to accommodate the projected population
- Confirm existing Urban Growth Areas
- Confirm the amount of growth allocated to Urban Growth Areas
- Confirm the sequencing of development of Urban Growth Areas
- Confirm the infrastructure triggers required for development of Urban Growth Areas
- Confirm projections for residential intensification.

For industrial land the Settlement Pattern review will;

- Assess the amount of industrial land required at Wairakei and Ōmokoroa
- Assess the infrastructure servicing and funding requirements for Rangiora
- Assess the balance of industrial land provided throughout the Settlement Pattern based on the confirmed Urban Growth Areas and identify whether any new industrial land is required.

12.5 Key Changes to the Settlement Pattern

SmartGrowth 2013 has made four key changes to the 2003 Settlement Pattern based on available evidence;

1. Welcome Bay South has been removed from the Settlement Pattern as a future Urban Growth Area
2. Additional land at Belk Road has been added to the Settlement Pattern for future industrial use as an extension to the Tauriko Business Estate
3. Three areas not currently in the Settlement Pattern have been identified as requiring strategic assessment through the Settlement Pattern Review. These are;
 - i. Tauriko west
 - ii. Te Puna
 - iii. Paengaroa

4. Projections for residential intensification have been removed from the Strategy and replaced with a comprehensive work programme for Residential Intensification (see appendix 5). The Residential

Intensification work programme outlines the work required to develop robust, evidence-based estimates for the likely quantity, form and location of intensification for incorporation into the Strategy.



13. SmartGrowth Corridors

13.1 Sub-regional corridors

The physical setting of the sub-region is such that a “corridor” pattern of development has emerged. This corridor pattern links the western Bay of Plenty sub-region with its neighbours, in particular heading east towards Whakatane and south towards Rotorua. The SmartGrowth Strategy takes a wider spatial view in order to better integrate land use and infrastructure. The Strategy also promotes wider Bay of Plenty economic development outcomes through better intra-regional linkages.

13.2 Spatial Corridors

SmartGrowth takes a corridor approach to the integration of infrastructure, land-use and funding. These corridors extend beyond the boundaries of the western Bay and align with the transport activity packages and associated funding requirements into the Regional Land Transport Strategy (RLTS) 2011, which also takes a corridor approach to transportation across the region.

From a spatial planning perspective it is important to remember the strong links between the western Bay of Plenty sub-region and the wider Bay of Plenty region. For example all the rivers have headwaters outside the Western Bay. All the key transport routes extend beyond the sub-region to Gisborne, the central North Island, the Waikato, Auckland and the Coromandel. Map 2 shows the linkages between western Bay of Plenty and neighbours regions.

For the western Bay of Plenty sub-region large-scale transport activities have been packaged together as part of the Northern, Eastern, Southern and Western Corridors. A package for the Tauranga urban network is also included which covers the transport requirements for the Central Corridor. The corridors in the RLTS directly link to the corridors used in the SmartGrowth Settlement Pattern.

The corridors are separated into five key geographic areas:

1. North of Tauranga including Omokoroa and Katikati
2. East of Tauranga towards Whakatane and Rotorua
3. South of Tauranga linking Pyes Pa Road to Rotorua
4. West of Tauranga linking the Bay of Plenty with the Waikato.
5. Central Tauranga covering the inner city urban area.

Map 3 depicts the corridors within the sub-region.

A. Northern Corridor

The Northern corridor links the western Bay of Plenty north to Coromandel and Auckland. It includes the urban areas of Bethlehem, Omokoroa, Katikati and Waihi Beach. Other components of this corridor include;

- Business land at Katikati, Omokoroa and Te Puna
- Additional residential development at Omokoroa, Katikati and Waihi Beach
- Tourism links through the Goodness Highway
- The designated Tauranga Northern Arterial and 4-laning to Omokoroa
- Special consideration of harbour impacts from development

The Tauranga Northern Corridor Strategy was developed in 2009. This document represents an integrated land use and transportation strategy for the Northern Corridor. Since 2009 there have been a number of influences (e.g. growth location and yields; change in land use, road safety) which have served as a catalyst to initiate a review of the corridor strategy. The NZTA, WBOPDC, TCC and the BOPRC are now working collaboratively on a review of the Northern Corridor within the broader SH2 corridor between Pokeno and Tauranga. It is intended for this strategy to update the strategic context, investment priorities and outcomes to achieve integrated planning and optimise the of transport network.

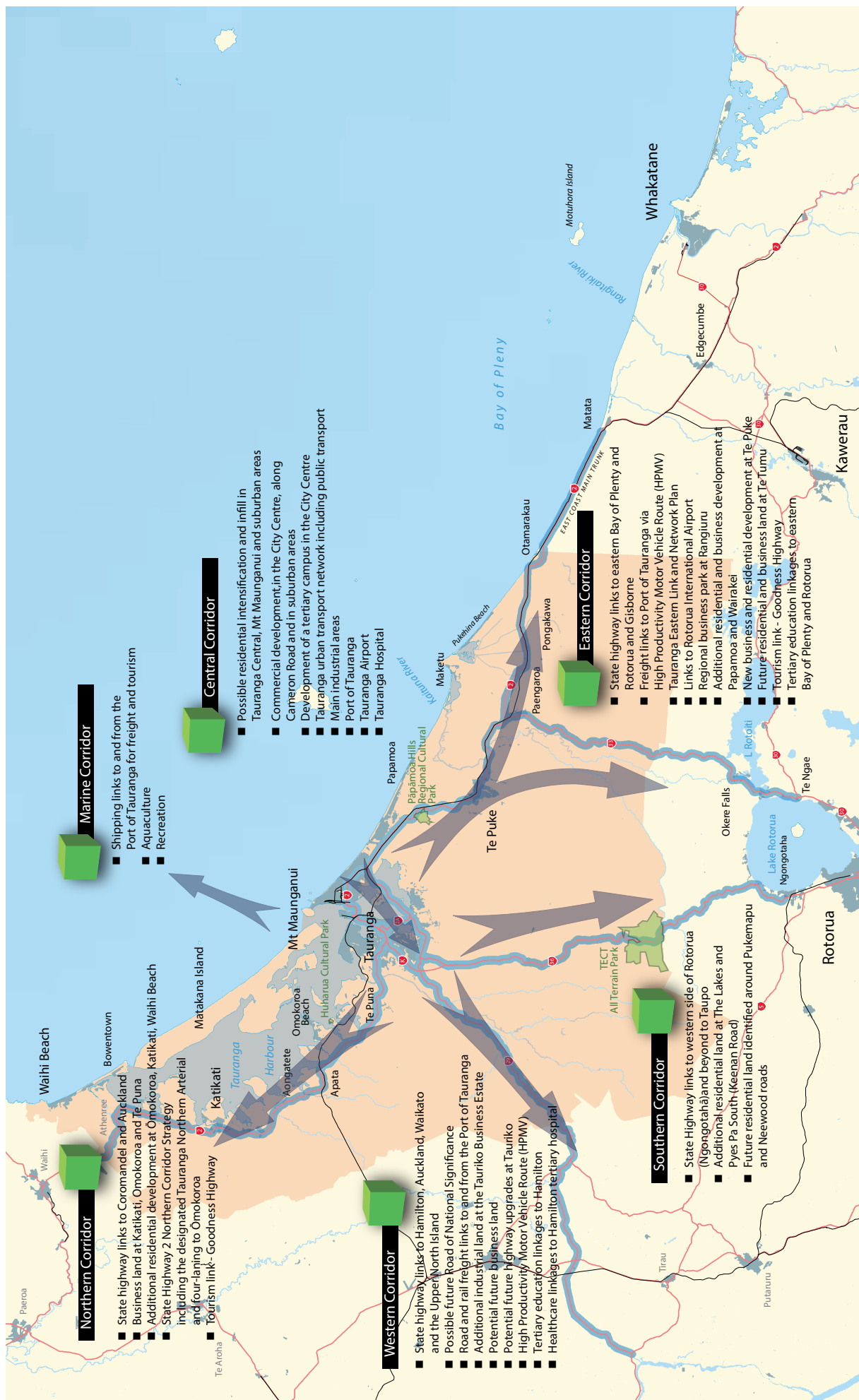
B. Eastern Corridor

The Eastern Corridor links the western Bay of Plenty with the eastern Bay of Plenty and Rotorua and includes the urban areas of Papamoa, Wairakei and Te Puke. State Highway 2 (to the east) provides significant economic and social links between the western Bay of Plenty and Rotorua. There are also synergies between the export Port of Tauranga and the agriculture and forestry originating from the Taupo and Rotorua areas. Export timber volumes are expected to increase from 6.8 million cubic metres per annum to 12 million cubic metres per annum in the near future and are likely to be sustained at these high levels for some time into the future.

Other components of this corridor include:

- State highway links to eastern Bay of Plenty, Rotorua and Gisborne
- Freight links to Port of Tauranga via High Productivity Motor Vehicle Route (HPMV)
- East Coast Main Trunk railway which is a key freight link enabling access to the Port of Tauranga for timber exports from within and beyond the subregion.
- The Rotorua Airport which is developing as an international airport for trans-Tasman tourism links
- Regional business park at Rangioru
- Additional residential and business development at Wairakei
- New business and residential development at Te Puke
- Future Waiari water treatment plant
- Future residential and business land at Te Tumu and associated transport infrastructure including the Papamoa East Interchange and the Kaituna Link from the eastern end of Te Tumu to Rangioru/ Tauranga Eastern Link/ SH2
- Tourism links through the Goodness Highway
- Tertiary education links to eastern Bay of Plenty and Rotorua

The Tauranga Eastern Link (TEL) Network Plan 2011 has been developed for the Eastern Corridor. This Network Plan outlines the considerable investment that



Map 3
Regional Context and SmartGrowth Corridors

both central and local government, as well as private developers and landowners, have committed to and aligned, to ensure certainty of development and the subsequent prudent provision and funding of infrastructure. The network plan includes:

- An outline of the strategic context that supports the planning and delivery of the TEL, within a wider regional framework
- Details of the integration of land use, transport and investment to ensure optimisation of the TEL, including the integration with the local transport network, land use and associated infrastructure
- A summary of key issues, risks and opportunities, including the action(s) being undertaken or proposed to take advantage of or address these.

C. The Southern Corridor

The Southern Corridor reinforces the links between the western Bay of Plenty and Rotorua with access provided by State Highway 36 to Ngongotaha on the western side of Rotorua and beyond to Taupo.

Other components of this corridor include:

- The Lakes provides significant amounts of zoned residential land in this corridor
- Future residential land (identified in the Settlement Pattern but not yet zoned) at Pukemapu and Neewood roads has been identified as requiring further assessment in terms of its suitability for residential land.
- Tertiary education links to Hamilton
- Healthcare links to Hamilton tertiary hospital
- Currently no Corridor Strategy exists for the Southern Corridor. Development of a strategy and a package of interventions has been identified in the Implementation Plan as a priority action.

D. Western Corridor

The western corridor links the sub-region to Hamilton, Auckland and the Waikato

and the Upper North Island via the Kaimai ranges. The Government Policy Statement on Land Transport Investment 2012 signals that the Hamilton to Tauranga route may be considered for a future Road of National Significance.

The Tauriko Business Estate provides significant amounts of industrial land in this corridor. Additional business land at Belk Road has been included in the Settlement Pattern through the SmartGrowth update in order to extend the capacity of the Tauriko Business Estate. An investigation into the need for and cost of providing more business land in this corridor in the future will be undertaken through the Settlement Pattern review.

Other components of this corridor include:

- Nationally significant State Highway freight links to the Waikato.
- East Coast Main Trunk rail freight links to and from the Port of Tauranga through the Kaimai Tunnel
- An investigation into potential highway upgrades at Tauriko which will, if they proceed, separate or reduce conflicts between local traffic and the inter-regional highway connections between the Waikato region and Tauranga.
- There is currently no Corridor Strategy for the Western Corridor. Development of a strategy and a package of interventions has been identified in the Implementation Plan as a priority action.

E. Central Corridor

The Central Corridor includes the Tauranga City isthmus and the Mount Maunganui peninsular. Components of the Central Corridor include;

- Possible intensification and infill areas in the Tauranga Central and Mount Maunganui urban growth areas
- Commercial development along Cameron Road and in the City Centre
- Development of a tertiary campus in the City Centre
- Tauranga urban transport network including public transport and

connections to key identified national and regionally strategic destinations such as the Port of Tauranga (see Tauranga Urban Network Study as summarised in Section 19).

- East Coast Main Trunk railway connecting the Port of Tauranga's Mt Maunganui and Sulphur Point terminals.
- Tauranga airport
- Tauranga hospital

14. Growth Projections and Demographic Analysis

14.1

Revised SmartGrowth Population Projections for the western Bay

The sub-region has been an area of rapid population growth since 1950. In 2006 the population was 149,900 a 13% increase from the previous census in 2001. The population data from the 2013 Census will not be available until early 2014. However in 2011 the District and City Council adjusted the original SmartGrowth population projections for their 2012-22 Long Term Plans to reflect the recent slowing of growth and development in the sub-region. Revised SmartGrowth projections to the year 2051 provide for a long term population of 275,000 compared to approximately 285,000 forecast in both the 2007 and 2010 SmartGrowth population projections. The revised figure of 275,000 has been used as the basis for SmartGrowth 2013 Update and will be reviewed once the census data is available in 2014.

In 2011, Statistics NZ released some provisional figures which provide a useful bridge between the 2006 census figures and the 2013 census. The Statistics NZ estimate of the sub-regional population was 161,500. This figure is within 1% of the revised SmartGrowth estimate of 160,100. Sub-regional analysis of demographic projections based on data from the 2013 Census will be available in 2014. Once this project is completed, relevant sections of the strategy can be updated.

14.2

Demographic drivers

It is well established through previous demographic work by the University of Waikato that the dominant driver for population growth in the sub-region over many years has been in-migration, primarily from other parts of New Zealand with some from overseas. This has often been referred to as 'sunbelt' migration. Natural increase has not been a strong

part of the sub-regions population growth. Migration decisions or choices are generally driven by people's personal circumstances; including a change of employment, retirement and the location of family or friends. In some cases the economic pull of Auckland could be a strong influence. As such it is difficult to accurately assess the reasons why inward migration is likely to have slowed in the last 5 years. There is likely to be a high correlation between the global financial crisis and associated downturn in the property market nationally, decision making on migration and the obvious downturn in population growth. The results of the 2013 census are needed to confirm the estimated demographic changes over the last 7 years since the 2006 census.

The question is whether recent, lower growth rates are likely to be short term or longer term for the western Bay of Plenty sub-region. There is no reason to assume, at this stage, that migration should not continue to play an important part in driving population growth, albeit possibly at a slower rate than the last 20-30 years. The general ageing of New Zealand's population is likely to influence retirement-type decisions. The market is actively responding to these signals with significant investment in new retirement/lifestyle complexes.

Economic influences such as investment in new tertiary education facilities and added-value export production, associated with the very efficient Port of Tauranga, are likely to be important in migration decision making. The SmartGrowth Demographic Project (See action 21A1) is a key piece of new research to be commissioned to assess the 'push' and 'pull' of demographic drivers for the sub-region. Through this project, new population projections will be prepared using the 2013 Census as the base.

Populations are ageing all over the world and the western Bay of Plenty is no exception. As a 'sunbelt' destination, the

region has a higher ratio of older people than the national average. Labour force participation rates, average incomes and spending area also lower than the national average. Overall the sub-region is facing an imminent shift in the dependency ratio of young to old, such that the number of 65+ year olds to children (0-14 years), will cross over at around 2017.

This demographic shift to a more mature population will affect work environments, retail focus, transport systems, housing provision and recreational activity. While demographic analysis at a sub-regional level may inform some sub-regional policies such as housing and economic investment, territorial authority decision making will need to 'drill down' to reflect the diversity of their own demographic profile. Similarly this will affect planning for liveable communities and the provision of aging-in-place infrastructure, health and social care service provision.

Within the sub-region, the population profiles for the individual territorial local authorities show distinct differences in particular;

- Within the Western Bay of Plenty District, the population is ageing more rapidly in part because the district includes naturally occurring retirement communities such as Waihi Beach, Katikati, Omokoroa and Maketu.
- Tauranga City has a higher birth rate which can be largely attributed to Maori fertility.

Table 1 "Population Projections" sets out the 2011 SmartGrowth population and total dwelling projections. Total dwellings is defined as occupied plus unoccupied dwellings. These projections have been adjusted in response to changes in the global and national economies and recent actual development trends in the sub-region. This information will be updated following the 2013 Census.

(Table 1)

Population Projections

Population Projections for Tauranga City and Western Bay District

		2011 (base)	2031	2051	2011-2051
Western Bay of Plenty District	Population	45,380	59,718	74,147	28,767
	Total Dwellings	19,782	26,257	32,722	12,940
Tauranga City	Population	114,720	157,110	199,430	84,710
	Total Dwellings	48,783	70,017	91,469	42,686

Population Projections for western Bay of Plenty sub-region

		2011 (base)	2031	2051	2011-2051
Western Bay of Plenty Subregion	Population	160,100	216,828	273,577	113,477
	Total Dwellings	68,565	96,274	124,191	55,626

14.3

Revised approach to development triggers

Experience gained from the previous Strategy has resulted in moving away from the previous approach which combined population numbers and specific dates to act as triggers for development and sequencing. SmartGrowth 2013 endorses specific population thresholds/milestones as development triggers rather than specific dates. This approach offers greater certainty about when new development areas and/or investment in supporting infrastructure will occur, and enables flexibility to responding to changing circumstances such as unforeseen slower or faster growth. This revised approach will rely on the continuation of regular development uptake monitoring.

14.4

Capacity of the Settlement Pattern long term

Despite the lower population assumption at 2051, there still may be insufficient land within the current SmartGrowth Settlement Pattern to accommodate

275,000 people. This is because of the cumulative impact of:

- Development on the ground will achieve lower densities (number of houses per hectare) than originally forecast in large urban growth areas like Wairakei and Te Tumu.
- A staged (stepped) approach over the next 25 years towards the RPS target of 15 lots / per hectare for the new urban growth areas being adopted in the Tauranga City Plan. It is estimated that a total of about 5,000 less people will be accommodated in these areas as a result.
- Less residential intensification (extensive site redevelopment) is taking place in Tauranga City than was factored into the 2004 Settlement Pattern calculations.

14.5

Capacity of Identified Urban Growth Areas

Whilst it can't be ruled out that more land may be required towards 2051 to accommodate the forecasted population of 275,000 people; there is currently sufficient capacity within the identified Urban Growth Areas for at least the

next 20 years based on the previous 10 year average development rate. These capacity calculations are based on desk top calculations using current data. The capacity of the Settlement Pattern is likely to change as a result of the Settlement Pattern Review project which will result in confirmation of the Settlement Pattern and a subsequent update to the Strategy.

The SmartGrowth Update has identified that there is no immediate pressure to zone additional urban land. The focus of the updated strategy is instead on consolidation and effective delivery of the existing Settlement Pattern as a priority over identification of new Urban Growth Areas.

15. Staged Development of the Settlement Pattern

15.1

Background

SmartGrowth takes a staged approach to land use and infrastructure which includes the use of urban limits as a planning tool to identify where urban development is expected to take place.

The sub-region like many other cities and regions has identified certain areas where urban development will be supported and other areas where it is not. Identification of these areas in the SmartGrowth Strategy has informed the RPS and the City and District Plans.

The sub-region's sequencing/urban limits policy and maps identify land that can be developed for urban purposes now as well as land that is anticipated to be re-zoned for urban development in the future as far out as 2051. Not all readily developable land in the sub-region has been identified for urban development in the short or long term. The reason for this is that sufficient other land has been identified to meet the anticipated growth of the sub-region, or in some cases other resource management considerations are given prominence, including the provision of infrastructure.

Urban development outside of the urban limits is not prohibited however there are a number of stringent criteria that would have to be satisfied for it to occur. These are set out in the Regional Policy Statement and will flow into District and City plans where necessary.

15.2

Reasons for Staging Development

SmartGrowth aims to coordinate new urban development with the provision of infrastructure and funding. A key part of taking this approach is the use of urban limits in order to encourage orderly and staged development which integrates with infrastructure.

Concerns are sometimes raised about

the impact of staged development on affordable housing. This is not the case in the sub-region where there is sufficient zoned and serviced land to meet over 20 years of demand (as at 2013), as well as land beyond that identified for future development along with related existing or planned infrastructure. The respective Councils also have capital works programmes that provide for the timely servicing of this land to allow development to proceed.

Staging development and applying urban limits as a strategic planning tool provides certainty to both the public and private sector for capital investment and strategic long-term decision-making. When the long term supply of urban land is reasonably identified and certain, land use, transport, infrastructure and funding can be better aligned. There are a number of other reasons for staging development and using urban limits as a planning and growth management tool. These include:

- To ensure infrastructure investment by Councils and other parties is not compromised by growth occurring in areas where it was not expected i.e. aligning land use, infrastructure and funding and ensuring logical growth sequencing. This includes the development/financial contribution funded infrastructure that Councils provide. Like the private sector, Councils need a degree of certainty when making investment decisions.
- To support planning and development to be undertaken in an integrated way that aligns land-use and infrastructure investment (e.g. urban growth in the Eastern Corridor supports the optimisation of the investment in the Tauranga Eastern Link).
- To prevent urban development from adversely impacting on the function of the transport network.
- To protect the productive, economic capacity of rural land located in the

western Bay of Plenty sub-region. Most of this land is located in the WBOP District and is in various rural land uses with horticulture being the most prominent.

- To protect natural features and landscapes, including the coastline and the harbour from inappropriate development. This is a matter of national importance in the RMA 1991 and is also required under the NZ Coastal Policy Statement.
- To promote urban sustainability, particularly in regard to greenhouse gas emissions from transport. These are thought to be reduced through a more compact urban form due to shorter travel distances and greater use of public transport. This aim is likely to be more influential in larger scale cities. Associated with this are social and health benefits of compact living compared to urban sprawl. While the benefits of a more compact urban form are noted here, the aim of this approach is not to force a greater level of residential intensification.
- To minimise reverse sensitivity issues associated with urban development occurring in areas where incompatible rural or industrial land uses also exist.
- To assist in securing funding for transport projects in the sub-region and obtaining NZTA endorsement for SmartGrowth's Transport Corridor Strategies. The NZTA Board papers which supported both the Eastern Corridor and Northern Corridor Strategies and approved funding for the Tauranga Eastern Link, made reference to the importance of achieving the SmartGrowth Settlement Pattern, including through the use of urban limits, and the risks to these projects of not having urban limits in place.
- For industrial development, staging which identifies long term land needs can ensure that the future receiving environment can take into account the long term change in land use and

avoid intensification or development of sensitive activities, including rural residential activities. Staging also allows decisions on large scale infrastructure to be made with certainty. For example, road corridors can be planned, designed and developed with reasonable knowledge of activities that may be located alongside.

- Staging the development of infrastructure can enable the investigation of alternate infrastructure technologies and/or delivery mechanisms which could have the potential to reduce and/or delay infrastructure spending. In terms of staged infrastructure development, it is important that ultimate infrastructure requirements can be provided for and appropriately funded. Thus consideration should be given to cashflow, capacity, the full cost of development and the desired long-term function.

If urban limits were removed it is unlikely that the situation in regard to the amount of land available for urban development would actually change very much due to the constraints imposed by the high cost of infrastructure servicing (including the available debt capacity of local authorities) which in effect create a de facto urban limit. Therefore the requirement to roll-out infrastructure in a logical, sequenced manner effectively creates limits to when and where urban growth can occur. Whether urban limits are drawn on a map

or not they will always exist (although maybe not quite to the same regulatory extent) due to financial and other constraints associated with the servicing of greenfield land on or beyond the urban fringe.

15.3 **The impact of urban expansion on productive rural land**

Rural production is a key driver of the sub-regional economy. Industries like kiwifruit, dairy and avocados contribute a significant amount of wealth and employment both directly and in the downstream processing, value adding and servicing sectors.

Urban expansion permanently reduces the amount of rural land that is available. A reduction in the amount of productive rural land because of urban expansion may to some extent be offset by increased productivity resulting in higher yields off the land and urban based production activities. However, continued demand for food and increasing food prices highlights the importance of productive rural land as an important strategic resource for the sub-region and the national economy.

Rural residential/lifestyle blocks can also result in productive rural land moving to unproductive uses and pressures on rural services and rural production through reverse sensitivity tensions. Both WBOPDC and TCC have in recent years

put more stringent controls on this type of subdivision with a general aim of enabling it to occur in rural areas where land is less productive such as the Minden.

The initial SmartGrowth Settlement Pattern attempted to strike a balance between urban expansion and the protection of productive rural land which involved 70-75% of residential urban growth being delivered through greenfield expansion and 25-30% through infill and intensification development, primarily in Tauranga City.

Balancing these two competing planning objectives continues to be an issue for SmartGrowth 2013 in an environment where the uptake of intensification and increased housing densities has been significantly lower than anticipated by the initial strategy. The amount of additional rural land that may be needed for urban expansion, over and above the current Settlement Pattern, depends on such variables as growth rates, development density (yields) as well as housing and business demand. As an action in the implementation plan these variables will be reassessed using information from the 2013 Census, through the Settlement Pattern Review.



16. Residential Land

16.1 Background

The original 2004 SmartGrowth Strategy identifies Growth Management Areas for residential development. Residential development is categorised into five broad types;

1. Greenfield residential development
2. Intensification areas
3. General intensification
4. Infill development
5. Papakaia

A significant amount of work on residential development and the growth management areas, now called Urban Growth Areas (UGA's) has been undertaken for SmartGrowth 2013. This work has found that there is significant capacity available in the identified UGAs, either zoned or within the current Settlement Pattern, to accommodate forecast residential growth into the medium to long term. This work has also outlined a number of challenges to the full development of Urban Growth Areas identified in the 2004 Strategy.

16.2 Research informing the Update

Research undertaken as part of the review of residential land supply for SmartGrowth 2013 consists of separate reports on sub-regional infrastructure capacity, transport as well as development viability reports on Omokoroa, Te Puke and Te Tumu and the implications of tsunami risk to the Settlement Pattern.

The research assesses the potential challenges to full implementation of planned development of Urban Growth Areas in relation to:

- Development viability
- Transport
- Capacity of water and wastewater infrastructure
- Risk from tsunami

SmartGrowth 2013 categorises residential

urban growth areas as generations one through to four (as described in detail below). Figure 8 broadly illustrates the location of each generation within the Settlement Pattern. The scope of the research includes all four generations of Urban Growth Areas (including already zoned and substantially developed land through to land identified in the SmartGrowth Settlement Pattern and the RPS for urban development but as yet largely undeveloped).

16.3 Generations of Growth

Generation 1 Growth Areas

Generation 1 UGAs were well established before the amalgamation of Mount Maunganui and Tauranga Councils into Tauranga City Council and the creation of Western Bay of Plenty District Council in 1989. They cover the older, established residential areas of Tauranga, Mount Maunganui, Te Puke, Omokoroa, Katikati, Waihi Beach.

Generation 2 Growth Areas

Generation 2 UGAs were established/zoned after amalgamation in the early 1990's but prior to the initiation of SmartGrowth in the early 2000s and include:

- Papamoa
- Welcome Bay
- Ohauiti
- Pyes Pa East
- Bethlehem Central and North
- Katikati (Shrewsbury Park, Highfields)
- Te Puke (Village Heights)
- Waihi Beach (Koutunui Road, Browns farm)

The Generation 2 UGAs aimed to cater for the foreseeable growth estimates of each district council (as at the early 1990's) through a mix of new greenfield areas and infill/intensification. Each Council assessed their needs independently to each other and without reference to wider, sub-regional growth or infrastructure considerations.

These areas relied heavily upon the efficient use or expansion of infrastructure that was either existing or planned at that time. Examples include infill development, Papamoa sewage back to Te Maunga, extending Katikati reticulation, building Takitimu Drive and relying on the planned strategic road network including projects like Route J to 15th Avenue.

Generation 3 Growth Areas

Generation 3 UGAs have emerged from a mix of public and private plan changes through the 2000's responding to growth trends and generally aligned to SmartGrowth thinking. They include:

- Bethlehem West and North-West
- Pyes Pa West (The Lakes)
- Wairakei
- Katikati (Middlebrooke, Park Road)
- Omokoroa (Stage 1-East of Railway)
- Te Puke (McLoughlin Drive)
- Waihi Beach (Athenree, Sea Breeze, Hanlen Ave, Citrus Ave).

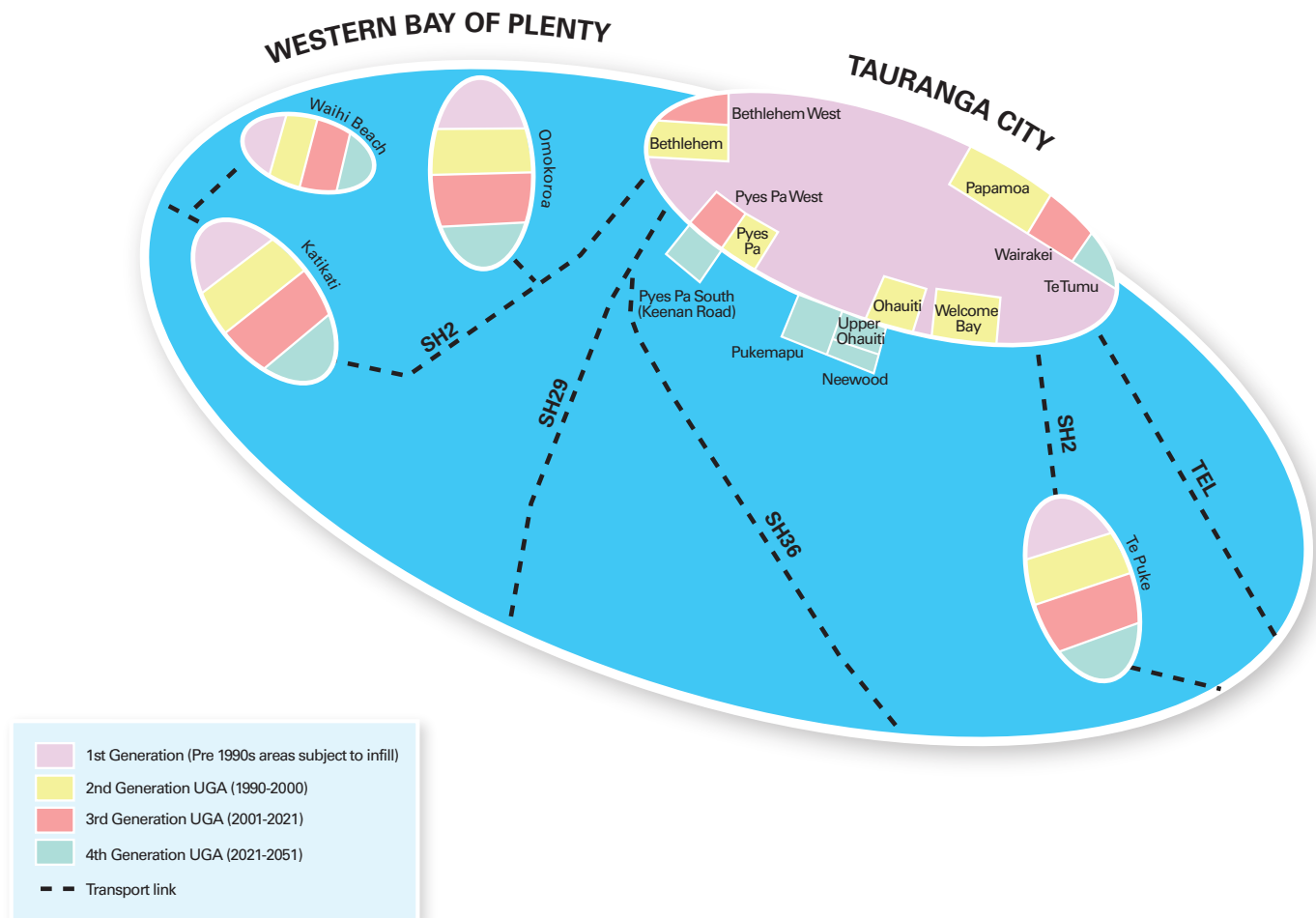
Generation 4 Growth Areas

Generation 4 UGA's are within the current urban limits and are logical geographic extensions to the existing urban areas. While they are identified in the SmartGrowth Settlement Pattern and the RPS they are yet to be zoned. The majority of this land is within the WBOP District apart from Te Tumu and Pyes Pa South (Keenan Road). They include:

- Te Tumu
- Upper Ohauiti
- Neewood/Pukemapu
- Pyes Pa South (Keenan Road)
- Omokoroa (Stage 2-SH2 to the railway)
- Te Puke (Cannel Farm South, Dudley Vercoe North)
- Katikati (Busby Road)
- Waihi Beach (Wilson Farm, Three Mile Creek-Emmerton Road)

Development of Generation 4 UGAs is dependent on meeting RPS staging criteria and completing plan change and structure plan processes. The timing of Generation 4 UGAs is dependent upon

Figure 8.
Identified Residential Urban Growth Areas of Western Bay of Plenty Sub-Region



a number of complex factors including downstream growth rates in zoned UGA's, housing demand and affordability, development density, the ability to fund infrastructure and future sub-regional growth rates and population changes.

The viability, sequencing and amount of growth able to be accommodated in each of these UGAs will be assessed through the Settlement Pattern Review project which may result in significant changes to the Settlement Pattern. Upon completion of the project, relevant sections of the SmartGrowth strategy will be updated to reflect the confirmed Settlement Pattern.

16.4 Capacity within zoned Urban Growth Areas

Table 2 provides a summary of the estimated yield and remaining capacity up to 2051 and shows that the Generation 2 and Generation 3 UGAs still have capacity for approximately 15,000 dwellings. Based on an average uptake rate of greenfield subdivision over the past 5 years (approximately 472 lots per year) there is an estimated 30 years available capacity. When a 10 year average is applied (which recognises the mix of higher and slower development rates) the average estimated

uptake rate of greenfield subdivision lots is 677 per year which represents an estimated 22 years of available capacity. The capacity illustrated in table 2 is based on the 2012 Development Trends Report for the sub-region and is likely to change as a result of the Settlement Pattern Review project. Changes resulting from the 2012 Tauranga City Council Plan mediations relating to density provisions are not reflected in the 2012 Development Trends Report.

(Table 2)

Capacity within Zoned Urban Growth Areas

Zoned Areas	Estimated Dwelling Yield/ Capacity (up to 2051)	Estimated Dwelling Capacity remaining (at June 2012)	Estimated % Capacity remaining (at June 2012)
Second Generation UGA's			
Bethlehem	3,543	1,108	31%
Pyes Pa East	2,363	360	15%
Ohauti	1,680	500	30%
Welcome Bay	2,052	585	29%
Papamoa	11,153	2,251	20%
Waihi Beach	3,284	666	20%
Total	24,075	5,470	23%
Third Generation UGA's			
Wairakei	3,285	3,285	100%
Bethlehem West	790	560	71%
Pyes Pa West	2,926	2,717	93%
Waihi Beach	979	929	95%
Katikati	2,481	571	23%
Te Puke	3,156	906	29%
Omokoroa (Stage 1)	2,161	1,017	47%
Total	15,778	9,985	63%

Data relates to completed dwellings taken from the Development Trends Report 2012

The 2004 SmartGrowth Strategy projected that Generation 4 Urban Growth Areas would have the capacity to absorb approximately 25,000 dwellings however research undertaken for the SmartGrowth Update indicates that there are significant barriers to achieving the projected development capacity in some of the planned Generation 4 UGAs. Issues relating to development feasibility, transport and infrastructure require further consideration as outlined below. Actions have been identified in the implementation plan to ensure that this further assessment is undertaken and the Settlement Pattern is consolidated.

16.5

Challenges to full development of Identified Urban Growth Areas

Comprehensive assessment of all Urban Growth Areas identified in the 2004 Strategy was initiated as part of the 2013 Update. This work included sophisticated modelling of development viability, transport and other infrastructure. While this work raises some challenges to the full development of identified Urban Growth Areas (as set out below) it also allows SmartGrowth to respond in a proactive manner so that a sustainable Settlement Pattern can be achieved in the long term.

Development viability challenges

Development viability analysis was completed as part of the 2013 Update to analyse the cost drivers involved in opening up new urban areas and assess whether development would be feasible given these costs. This analysis has enabled SmartGrowth 2013 to take a more market orientated assessment of growth management. Understanding what can be profitably delivered by the development community will assist in ultimately achieving a sustainable Settlement Pattern in the long term.

Development viability modelling of Generation 3 and 4 UGAs indicates there are challenges in getting viable

development within Wairakei and Rangiuru (business land) and Te Puke and Omokoroa (residential land). Te Tumu economic modelling results are more positive.

Transport network challenges

SmartGrowth 2013 has been informed by the Tauranga Urban Network Study (TUNS). This research integrates the strategic thinking between the agreed, long term land use pattern and future transport needs, performance and form so that the transport system is 'optimised' (in accordance with the vision of the Regional Land Transport Strategy). An optimised transport system considers:

- Land use and transport integration
- Demand management
- Freight management
- Road improvements (includes safety)
- Sustainable transport infrastructure

The optimized transport system is closely aligned to the intervention hierarchy which promotes an approach to land use and transport planning that considers low-cost, land use and demand focused interventions before investing in additional infrastructure.

TUNS concludes that Tauranga has a well-defined urban road network that plays a variety of roles for inter-regional and local traffic, however continuing economic and population growth will increasingly affect levels of service on arterial routes throughout the city. As a result of the coastal geography, the transport network has a series of constraints and arterial routes are required to carry all types of traffic. Residential growth, business and freight activity cumulatively builds pressure within these corridors and will impact on the ability of those routes to fulfill their functions safely, efficiently and effectively.

Traffic modelling to 2031 completed as part of TUNS indicates that full development of identified UGAs would present challenges with declining levels of service and/or capacity issues in the following areas:

Generation 1 and 2

- Access to the Port of Tauranga along Route K, SH2, Hewletts Road, Mirieles Road/Marsh Street and Matapihi Rail Bridge

Generation 3

- Along SH 2 at Wairoa Bridge and Bethlehem
- Appropriate connectivity of SH2 to Omokoroa
- SH29/Route K roundabout
- SH36/Taurikura Drive roundabout

Generation 4

- Western Corridor: The requirement for State Highway 29 to efficiently and safely perform its identified function as a nationally strategic high volume freight route means that consideration will need to be given to these issues prior to enabling additional urban zoning in this corridor. The NZTA currently has the Tauriko Upgrade investigation project underway which is helping to progress this matter.
- The development of Te Tumu and Papamoa East will require the package of interventions listed in the Tauranga Eastern Link Network Plan including the Papamoa East Interchange and possible future Kaituna Link.
- Full development of Urban Growth Areas in the northern corridor anticipates the package of interventions included in the Tauranga Northern Corridor Strategy.

TUNS along with the Tauranga Transportation Strategy, and the Northern Corridor Strategy and Eastern Corridor Strategy, outline possible interventions that respond to the cumulative effects of urban and rural growth in the sub-regional transport network. Transport interventions to respond to the cumulative impacts of growth along SmartGrowth corridors will be competing with other national transport projects for funding.

Water and wastewater Infrastructure Challenges

Generations 1 and 2

Development is occurring in the Generation 1 and 2 UGA's steadily without major water or wastewater constraints and proceeding to their planned capacity.

Generation 3

The forecasted take up of Generation 3 areas creates a demand for significant new capital investment by the two territorial authorities and the NZTA. Much of this is now either built or included within the respective 10 Year Plans and beyond:

- Pyes Pa West, Bethlehem West, Omokoroa Stage 1 and more recently Wairakei have all created a demand to extend and upgrade water and wastewater services through downstream areas. For example, the Southern Pipeline project is linked to the allocation of growth in this southern part of Tauranga and freeing up capacity in the west; the Waiari water scheme to serve the coast, the new sewer pipeline from Omokoroa into the Chapel Street plant.
- The Tauranga Eastern Link, Pyes Pa bypass and the Harbour Link.
- Proposed Tauranga Northern Link and Tauriko Upgrade investigation projects.

Generation 3 infrastructure capacity issues include:

- Wairakei: There is a 1000 household threshold relating to existing trunk wastewater capacity and Papamoa Beach Road capacity. Beyond this threshold Te Okuroa Drive has to be constructed into Wairakei, new pump stations have to be constructed and new water trunks provided to service additional development.
- Katikati: Constraints related to capacity of wastewater pipeline.

Generation 4

The Generation 4 UGA's have further

servicing needs, some of which will enable recent public projects to be used more efficiently, while others such as Katikati, Pyes Pa South (Kennan Road), Upper Ohauiti, Neewood and Pukemapu present further challenges around the provision of water and wastewater infrastructure and transport network upgrades. Achieving viable road network performance to support the Pyes Pa south, Upper Ohauiti, Neewood and Pukemapu areas will also be challenging.

Further analysis of these issues is required as part of the implementation of SmartGrowth. Actions linked to further investigation of these issues can be found in the Implementation Plan and results of these actions will inform the Settlement Pattern Review.

Further consideration of the long term UGA at Welcome Bay South (Kaitemako Road) suggests that the topography and fragmented land ownership may significantly affect the potential development yield from this area. This area has been removed from the SmartGrowth Settlement Pattern.

16.6

Managing the risk of natural hazards on the Settlement Pattern.

Due to the coastal geography of our sub-region, much of our residential land lies within the coastal environment and as a consequence is potentially at risk of coastal hazards. About 40,000 additional people could be accommodated on the coast at Papamoa extending east into Wairakei and Te Tumu over the next 50 years.

As part of the SmartGrowth Update, the Bay of Plenty Regional Council commissioned two reports through the Institute of Geological and Nuclear Sciences (GNS) to better understand the potential risk posed by tsunami to the current Settlement Pattern as well as the approach that should be adopted toward managing this risk.

Compared with other hazards, tsunami are much riskier than earthquakes (based on estimates of deaths). Comparison of the risk of tsunami and volcanic hazards has not been undertaken; however, warning systems would enable fatalities to be minimised in most volcanic events.

Risk posed by volcanic eruption and earthquakes (shaking) to the Settlement Pattern is not spatially differentiated and any mitigation would apply across the whole sub-region. There are few (if any) fault lines within the Settlement Pattern and an evenly spread volcanic risk means that these hazards do not influence where development should occur within the Settlement Pattern. The shaking hazard is addressed by engineering and the Building Act.

Investigation of the impact on the Settlement Pattern of liquefaction arising from earthquakes has also been initiated through the SmartGrowth Update.

Tsunami

The GNS research was focused on the risks of tsunami to the identified Urban Growth Areas of Papamoa, Wairakei and Te Tumu. Wairakei and Te Tumu are the primary focus of the report as they are largely or wholly undeveloped for urban settlement. The GNS modeling undertaken during the SmartGrowth update was to assist with decisions around strategic land use, primarily for the purpose of assessing whether or not SmartGrowth could have confidence in confirming Te Tumu as a future Urban Growth Area in the Settlement Pattern (ie that mitigation of the risk to an acceptable level was possible). At this level an assessment of the risk has been undertaken for Te Tumu and as a consequence Te Tumu has been retained in the Settlement Pattern. Reassessment of risk levels for Te Tumu will not be undertaken from a strategic land use perspective, however there will be an opportunity through the RMA process to reassess the level of risk prior to development of Te Tumu.

The modelling categorizes the level of risk from 12 different earthquake scenarios and finds that the scenarios that present the highest level of risk to our Settlement Pattern originate from the Kermadec Trench. The Kermadec Trench runs from off the tip of East Cape up to near Samoa - a distance of approximately 1000km. While the other tsunami sources may have an impact on our beaches and harbours, they are not considered a threat to land behind the foredunes. The GNS report acknowledges that there is uncertainty with regard to magnitude of earthquakes modelled that could be experienced from the Kermadec Trench and the resultant findings in the GNS research reports have been determined on a conservative and precautionary basis. The level of tsunami risk arising from an earthquake in the Kermadec Trench may alter over time as scientific investigation, knowledge and analysis improves.

A tsunami from the Kermadec Trench would take less than one hour travel time to the nearest coastline. This timeframe is too short for formal warning and effective evacuation. While some natural signals may be able to be detected, effective evacuation will be dependent on the preparation and implementation of an entire evacuation strategy. Ongoing community engagement, sustained tsunami education and evacuation training is required to ensure appropriate evacuation response to natural signals so that individuals act to reduce their own risk.

Future (Undeveloped) Urban Growth Areas

The reports found that, assuming no evacuation or mitigation, the study areas of Papamoa, Wairakei and Te Tumu would be subject to levels of risk from tsunami that could exceed community risk expectation levels. The second

report (relating only to Te Tumu) included evacuation. It found that, by incorporating emergency management measures and including mitigation into land use planning (for example by the use of retaining higher areas of land and or multi-storey buildings for vertical evacuation) an acceptable level of risk could be achieved to enable future development of the currently undeveloped Te Tumu area.

It is anticipated that any future modelling undertaken prior to the development of the Te Tumu area for residential purposes (at structure plan stage) would recognise a comprehensive package of transport and building design interventions in determining how development can proceed in a way that sufficiently achieves the requirements of the Regional Policy Statement and the City Plan with regard to natural hazard risk.



Established Urban Growth Areas

For existing developed urban areas, a key aim should be to manage future development and subdivision within an agreed 'tolerable' risk profile and to reduce risk where practicable.

Reducing risk in developed areas is largely focused on emergency management work through such education programmes as 'Tsunami Survive'. The aim of this programme is to raise awareness and understanding of tsunami so that people are better informed and can take personal responsibility for action in a catastrophic emergency event.

Part of the current settlement strategy for accommodating future urban growth in the sub-region is to facilitate residential intensification opportunities in established urban areas some of which are in highly desirable coastal locations. This creates a tension between strategic land use planning and hazard management policy that needs to be carefully considered.

While intensification has the effect of putting more people in coastal areas at risk of tsunami, intensification involving multi-storied buildings and related structural design requirements could provide opportunities for vertical evacuation and therefore could be

undertaken without increasing risk and could even reduce risk.

Other Natural Hazards

Liquefaction

An assessment of liquefaction risk across the western Bay has previously been commissioned by Tauranga City Council resulting in 2 reports:

- i. A sub-regional assessment of liquefaction risk undertaken in 2003
- ii. A Papamoa specific assessment of liquefaction risk undertaken in 2006.

To inform SmartGrowth 2013, these



Residential Development Types in the western Bay of Plenty



reports were reviewed by GNS Science for an opinion as to whether this information remains best practice given the knowledge that has been gained since the Canterbury earthquakes and what actions need to be taken to manage liquefaction risk on the Settlement Pattern. The following recommendations from GNS will be considered in the development of a Natural Hazard Framework for the subregion as directed by the implementation plan;

- a. Updating the regional liquefaction hazard map taking into account seismic hazard and using up-to-date geological data
- b. Future (undeveloped) Urban Growth Areas – Undertake detailed assessment of liquefaction hazard prior to structure planning so that liquefaction risk can be quantified and mitigated through the subdivision earthworks processes, including utilising contemporary ground engineering building design solutions.
- c. Established Urban Growth Areas – Undertake detailed assessment of liquefaction hazard in those areas identified as at risk in the regional assessment with a view to ensuring that risk mitigation is taken into consideration when infrastructure is being maintained and/or renewed.

Flooding

Several high intensity rainfall events in the last few years have led to flooding of property in low lying areas of settlement in parts of the sub-region. Flooding is a natural hazard that has implications for the Settlement Pattern, particularly in established Urban Growth Areas within Tauranga City and throughout the western Bay but in particular at Waihi Beach. Tauranga City Council and Western Bay District Council are both initiating major stormwater projects to identify the scale and location of the issues to inform both immediate mitigations and long-term solutions. These projects will incorporate extensive stormwater modeling which will in turn inform the Settlement Pattern Review.

Further analysis of these issues is required as part of the implementation of SmartGrowth and will inform the Settlement Pattern Review. Actions linked to the further investigation of natural hazards with implications on the Settlement Pattern can be found in the implementation plan.

16.7

Residential Infill and Intensification

Background

Tauranga and the wider Western bay of Plenty sub-region are popular areas which have experienced high population growth over a long period of time well above the national average. Population growth is projected to continue into the future. As population grows more houses are required. One way of delivering more houses is through residential intensification and infill which both result in increased residential densities (a greater number of dwellings per hectare).

While both residential intensification and infill result in increased residential densities (a greater number of dwellings per hectare), they are two different forms of development. Infill is characterised by dividing a large section into two or more smaller sites while residential intensification means the comprehensive redevelopment of a property (or two or more neighbouring properties) that usually involves the replacement of any existing house(s) with new dwellings. This form of development is characterised by an increase in densities (although not always by an increase in height) and units are typically attached to each other resulting in housing types such as duplexes, townhouses, terraced housing and apartments. Most of the residential intensification that has occurred in Tauranga has been in the northern part of Mt Maunganui, especially in the area around the Main Beach, Pilot Bay and the main shopping area. There are also some examples in other parts of the city such as in the City Centre and in areas with

high amenity for example sea and harbour views.

Residential intensification is different to infill development. Infill development refers to a situation where an existing property is subdivided into two (or more) sections with a minimum section size (excluding the driveway) of 325m² in accordance with the proposed Tauranga City Plan. With infill development the existing house is usually retained and a new house is built on the vacant section that is created (usually at the back of the existing house). Infill development results in higher densities but not to the same extent as residential intensification. Recent research indicates that there are still reasonable opportunities within Tauranga City for infill development and that this can make a continued contribution to accommodating the city's growth.

In the original SmartGrowth Strategy, residential intensification was anticipated to accommodate approximately 19% of the sub-region's population growth out to 2051. Development trends between 1996 and 2012 indicate that residential intensification has been accommodating about 5-6% of the sub-region's growth. If a low level of residential intensification continues into the future, accommodating Tauranga's projected population growth would require the city to spread out further than the SmartGrowth Strategy previously anticipated. This would have effects such as the loss of more productive rural land and the need for Tauranga City Council and/or Western Bay of Plenty District Council to spend more on infrastructure to service new suburbs with consequential impacts on rates and Council debt. Projected levels of intensification have also been factored into financial modelling undertaken for large infrastructure projects such as the southern pipeline. On the other hand, residential intensification has effects such as construction activity and in some cases increased traffic movement occurring in established suburbs next to existing houses, and cumulative changes to the character and scale of existing suburbs

over a long period of time as well as the loss of private outdoor space between buildings (e.g. backyards).

A substantial research project on residential infill and intensification was undertaken in 2012 to inform the update of the SmartGrowth Strategy. The report titled *Prospects for Residential Infill and Intensification in Tauranga City (November 2012)* documents this research. The overall conclusion of the research was that the previous SmartGrowth intensification projections for residential intensification to 2051 were unlikely to be deliverable for a number of reasons, the most prominent of these being:

- The large difference between actual residential intensification development trends and the much higher target projections previously contained in SmartGrowth
- The high cost of delivering residential intensification projects and resulting commercial viability and project risk issues for developers
- The absence of the drivers of residential intensification in Tauranga that exist in large cities like Auckland such as severe traffic congestion, long commuting times and distances.
- The lack of any substantial 'brownfield' redevelopment sites in Tauranga. As a result, delivery of intensification in Tauranga is primarily reliant on more difficult and contentious redevelopment of the suburban residential environment or the potential redevelopment of valued community amenities like a racecourse or a golf course.
- Medium and high density living are still relatively unfamiliar to most New Zealanders.

Despite these conclusions the research found that the potential amount of future residential intensification development in Tauranga could be higher than historic trends. For more intensification to occur, more enabling City Plan provisions in the Suburban Residential Zone (i.e. existing residential suburbs) would be required. A more enabling planning framework in the suburbs would probably involve allowing

moderate sized, low rise, residential intensification projects (maybe up to 10 or 12 dwellings and two or three stories) to be built across substantial parts of the Suburban Residential Zone, with some opportunities for medium to large scale developments in more limited areas where they could be appropriately located or respond to market demand. Under this type of planning framework the research undertaken suggests that it is likely that most residential intensification projects would occur in areas where property values are reasonably high e.g. close to the harbour and the coast, where expansive views (especially water views) exist and amongst areas of high quality housing / amenity.

The report also concluded that more active involvement and leadership by Tauranga City Council and other SmartGrowth Partners would also assist the delivery of residential intensification, possibly through joint venture arrangements, the provision of land for development and practical demonstration of positive examples and benefits of intensification.

SmartGrowth Update approach to Intensification

Instead of adjusting the residential intensification growth projections in the SmartGrowth Strategy downward through the 2013 SmartGrowth Update, it was decided that further work was required in order to determine what the revised projections should be. As a result, SmartGrowth 2013 is silent on projections/estimates for residential intensification in the future, noting that these are still to be confirmed.

SmartGrowth's interim policy position on the delivery of residential intensification is to explore a more enabling planning framework in the suburbs of Tauranga through the completion of the work programme. The work programme has been developed to provide structure to the further research and analysis required to determine new residential intensification projections/estimates for inclusion in the

Strategy in the future. The Implementation Plan contains an action directing the completion of this work programme.

Following the completion of the work programme outline below future decisions on the contribution of residential intensification in the SmartGrowth Strategy will be aligned with further refinement of the Settlement Pattern as the result of new 2013 Census-based population projections.

The Intensification Work Programme

The proposed work programme is made up of a number of different workstreams and will be led by Tauranga City Council with support from the other SmartGrowth Partners, relevant SmartGrowth Forums and, in some cases, other organisations and stakeholders.

The work programme outlined below has been drafted on the assumption that the City Plan could be amended to provide a more enabling planning framework which would provide more opportunity for developers to deliver residential intensification. However, commitment to initiation of the work programme does not translate to a commitment to a change the City Plan. The work programme ensures that opportunities for discussion with the community and other SmartGrowth partners on these issues, will be actively pursued before any decisions are made.

The full work programme is contained in appendix 5. The key elements of the work programme are:

Phase One

- Further work to determine where intensification would most likely occur from a market-led and commercial viability perspective which would involve partnership with the development community.
- Further work to understand the planning provisions necessary to enable/encourage intensification and clarify the role of SmartGrowth Partners in delivering intensification

Phase Two

- Further work to determine infrastructure constraints and identify opportunities to make use of spare infrastructure capacity and assist in funding projects like the Southern Pipeline and investment in the local road network.
- High level community engagement through the SmartGrowth Partner Forums on the costs and benefits of intensification and comparison with other growth options
- Reporting to TCC and SGIC for direction on whether to continue with the work programme and/or whether any modifications to it are required.

Phase Three

- Consider constraints to intensification posed by natural hazards and potential infill development
- Prepare an issues discussion document and draft planning provisions which strike a balance between retaining suburban character and amenity whilst enabling commercially viable redevelopment to proceed with a minimum of risk and red tape.
- Undertake community engagement on the issues discussion document

- Reporting to TCC and SGIC for direction on whether to continue with the work programme and/or whether any modifications to it are required.
- A formal plan change process (or series of plan changes) to amend the Tauranga City Plan to provide further opportunity for residential intensification
- Future revision of the SmartGrowth Strategy to include revised growth projections/estimates (not binding targets or minimums) for residential intensification.

On-going:

- A continued 'watching brief' on the operating environment including emerging government policy and residential intensification provisions in the Auckland Unitary Plan.

16.8

Identification of future Urban Growth Areas (Generation 5)

Initially the original project plan for the 2013 SmartGrowth Update anticipated the Census would be held in 2011 and included the identification of additional Generation 5 UGAs as part of the update project. However the findings in relation

to existing growth capacity indicate that the sub-region has an estimated 30 plus years of urban land supply planned, and there is no urgency to zone or identify additional greenfield land in the short term.

These findings coupled with the challenges raised in this section around implementation of the existing Settlement Pattern, means that SmartGrowth 2013 also focuses on consolidating the existing Settlement Pattern prior to identifying additional land.

Action 21B3 has been included in the Implementation Plan to ensure that future decisions on Generation 5 greenfield Urban Growth Areas aligns with and takes into account further detailed work in the following areas:

- The 2013 Census-based population projections
- The agreed contribution of residential intensification in the Updated SmartGrowth Strategy following the intensification work programme and community consultation
- Further assessment to refine and consolidate some Urban Growth Areas identified in the Settlement Pattern, as identified in action 21B1.



17. Business Land

17.1

Background

The original SmartGrowth Strategy identified a need for an additional 800ha of business land out to 2051. As a result, this land was included in the Settlement Pattern and zoned at Omokoroa, Te Puke, Tauriko, Rangiuru and Katikati. Some areas of business land have not yet been developed due to the economic downturn and a subsequent slowing of growth in the western Bay of Plenty.

17.2

Research Informing the Update

A review of industrial land was undertaken for SmartGrowth 2013. Research into industrial land consists of separate reports on long term

requirements, suitability for high load bearing activities, financial viability and the supply of commercial land for office and retail activities.

17.3

Financial viability of industrial development

The term financial viability refers to whether development would be sufficiently profitable for the developer/landowner to be willing to undertake and for project finance to be secured.

An assessment of the financial viability of undeveloped industrial land at Rangiuru, Wairakei and Te Puke was undertaken to inform the SmartGrowth Update. Modelling indicates that there are significant challenges around the financial viability of industrial land in all three

areas primarily because of high costs associated with the level of infrastructure required to provide fully serviced business parks.

SmartGrowth 2013 takes the longer term view that development of currently undeveloped industrial land would support the optimisation of infrastructure investment already made by SmartGrowth partners including central Government. Growing cities need to provide opportunities for economic development and employment growth regardless of market cycles. Therefore industrial land identified in the previous Strategy but as yet undeveloped, has been retained in SmartGrowth 2013.

Recognition has been given to the serious development feasibility challenges which exist. Consideration has been given to



reducing costs through actions in the implementation plan directed at assessing alternative infrastructure funding options and reducing levels of service to lower infrastructure costs. The amount of business land allocated at Wairakei and Omokoroa will also be reassessed as part of the Settlement Pattern Review.

17.4 **Long term requirements for Industrial land**

McDermott Consultants assessed the long term requirements for industrial land to inform SmartGrowth 2013. The purpose of this report was to identify the likely long-term demand for various types of industrial land uses within the sub-region and the implications of this on the quantum, general location and economic viability of additional land that should be identified within the SmartGrowth Strategy for industrial purposes.

The report concluded that looking towards 2051 more land is likely to be required in the Western Corridor given that the desirability of this location in terms of its proximity to Hamilton and Auckland are likely to result in the only vacant land in this corridor at the Tauriko Business Park being fully developed well before the end of the 2051 SmartGrowth time horizon. This recommendation is also supported by the fact that Tauriko is the only significant industrial area on the Tauranga side of the harbour and the Settlement Pattern needs to provide a balance between residential and business land in accordance with the live, work, play philosophy. Other factors supporting additional business land in the western corridor include its strategic location in terms of access to the Port of Tauranga, and promotion of economic links to the Waikato and Upper North Island.

Through the 2013 Update, 50 ha of industrial land has been added to the Settlement Pattern south of Belk Road as an extension to the Tauriko Business Estate. The site directly adjoins and is a

logical extension of the existing business land area at Tauriko which promotes cost effective servicing. The strategic location alongside State Highway 29 is within the area being actively investigated for the Tauriko Upgrade project. Long term land use certainty at this site will assist in decision making required for transport infrastructure investment. A significant amount of evidence has been accumulated through various planning processes to support this decision including an assessment of site suitability for industrial land in 2009, a preliminary structure plan prepared through the District Plan review process in 2009 and through a submission to the Proposed Regional Policy Statement in 2011. The Settlement Pattern Review will assess whether any additional industrial land is required. Providing additional industrial land will require an assessment of the likely infrastructure development costs and constraints as well as an assessment of market uptake rates for industrial land.

The McDermott report also recommended that development and financial contributions for industrial land (especially in the Eastern Corridor) should be reviewed on an on-going basis to determine whether growth-related infrastructure costs can be reduced through alternative infrastructure delivery options or reduced levels of service in a manner that ensures infrastructure is still 'fit for purpose' and cost effective from a whole of life cost perspective.

The final recommendation of the McDermott report was that some (limited) flexibility needs to be built into the SmartGrowth Strategy (and subsequently into related planning documents like the Regional Policy Statement, City and District Plans) to provide for large scale industrial activities that genuinely cannot be satisfactorily located in industrial zones through either rezoning or resource consent processes on a project by project basis when the need can be demonstrated and the effects satisfactorily managed. These

recommendations have been picked up as actions in the implementation plan.

17.5 **Assessment of land availability for industrial building with high floor loads**

An assessment of land availability for industrial buildings with high floor loads in the western Bay of Plenty was undertaken by Coffey Geotechnics. The report assesses all industrial zoned land in the Settlement Pattern and categorises each parcel of land in terms of its development complexity (ie whether it could be made suitable for heavy building loads following easy, moderate or substantial ground improvement works, or with structural solutions).

The report concludes that from a geotechnical point of view, there is a significant amount of readily developable industrial land in the identified Settlement Pattern which is suitable for heavy load buildings. Of the total area of industrial land, approximately 785 ha (or 48%) was considered to be readily developable at the time of writing (i.e. the land is currently 'vacant' or 'partially vacant', is of suitable size and of 'easy' or 'medium' development complexity). The term readily developable land is intended to mean industrial zoned land which is either vacant or partially vacant and classified in the Coffey Geotechnics report as either relatively easy or medium in terms of development difficulty from a geotechnical perspective. Readily developable land from a geotechnical perspective does not necessarily mean the land is currently available to the market for development.

This geotechnical assessment of the identified industrial land confirms the recommendation in the McDermott report that additional industrial land will be required as current supply is consumed rather than because existing land supply is inadequate from a geotechnical perspective.

17.6

The approach to commercial activities

An assessment of the SmartGrowth approach to commercial land was provided for the update by Property Economics.

The report found that the 'centres-based' policy approach outlined in SmartGrowth and implemented through the two district plan reviews (WBOPDC and TCC) is appropriate and prudent given existing market supply and demand dynamics, and having regard to emerging trends in retail and office development.

Based on revised SmartGrowth population projections, the existing, consented and proposed 'in-zone' retail floorspace is more than enough to accommodate predicted future retail provision.

The report recommends that the strategic planning focus should remain on improving the role and function of the well-established centres network rather than duplicating the retail offerings with new currently unidentified centres.

In the WBOP District this means continued consolidation of the centres at Te Puke, Katikati and emerging Omokoroa. Within Tauranga City, there is potential for additional local convenience retail activity in suburbs where the existing provision is considered light; for example Welcome Bay and Papamoa East. Higher-order comparison retail should be channelled into the existing centre network for maximum benefit. This includes proactive promotion of the Tauranga CBD as the commercial, civic and cultural 'heart' of the sub-region.

In terms of the provision of commercial office space there is an increasing fluidity

emerging in the office market. Continuing drive towards efficiencies, cooperative sharing of floor-space and technological trends will fundamentally change the way workers use office space. It is important that additional office development (new or upgraded) is located within defined commercial areas to complement retail activity and improve the economic and social wellbeing of centres as a whole. To help this, district and city plan provisions should not be too prescriptive or onerous as to make development in appropriate zones unrealistic or unviable.



18. Sub-Regional Infrastructure

18.1

Location and Alignment of Sub-regional Infrastructure in relation to Corridors

It is important that infrastructure investment by public agencies delivers value-for-money and is optimised. This need has been heightened as the result of the Global Financial Crisis for a number of reasons, such as:

- Significantly less money is available to invest in additional new infrastructure in the foreseeable future. Related to this is the expectation that existing investment in infrastructure is optimised to defer the need for investment in new infrastructure.
- There are significant pressures on public agencies to reduce debt rather than take on additional debt (which is often associated with infrastructure investment)
- The amount of growth and development activity has contracted sharply within the sub-region (as well as nationally and internationally). This puts pressure on the funding models for "lead" infrastructure which rely on continued growth to provide sufficient revenue streams to repay project debt (e.g. through development/ financial contributions or tolls).

Key Infrastructure Investments of SmartGrowth Partners

The SmartGrowth Partners have made significant infrastructure investments in recent years not only to accommodate growth as projections change but also

to provide infrastructure capacity and environmental improvements.

Geographically speaking, it is evident that there is misalignment in where the infrastructure investment identified above has occurred to date. This poses a challenge to maximising the use of the capacity it provides in the next 10 to 15 years.

There are various reasons for this situation and it is important to note that:

- There are sufficient amounts of zoned land which is (or is programmed to be) serviced that provides opportunities for growth to continue in each corridor.
- Construction of the Tauranga Eastern Link (TEL) was brought forward (possibly by around 10 years) because of the region's overwhelming acceptance of the road being partly toll funded.
- In the case of Omokoroa and the Southern Pipeline, existing trunk infrastructure had run out of capacity and investment in 'lead' infrastructure was required to allow growth in these areas to continue.
- The local effects of the Global Financial Crisis have had a detrimental impact on local growth rates and hence the rate of take up of infrastructure capacity.

If there were measures that could be put in place to maximise the use of a particular infrastructure investment by channeling more growth into the area it services, this could have negative impacts on infrastructure investments made by the other SmartGrowth Partners in the form of:

- Reducing growth in the utilisation of these other Partners infrastructure investments;
- Compromising the funding models of these other infrastructure investments;
- Requiring further infrastructure investment to accommodate increased growth in particular areas.

SmartGrowth Update approach to alignment of infrastructure investment

SmartGrowth 2013 confirms that growth will continue as planned in all 5 strategic corridors. In light of the fact that the land has already been zoned, the amount of growth that takes place in each of these corridors within the next 10 to 15 years is fundamentally dependent on decisions that will be made by developers in response to current and anticipated market conditions.

While the infrastructure investments are not currently fully geographically aligned, overall they do align with the 50 year SmartGrowth vision in the sense that they are all required to service the growth of the sub-region out to 2051.

As part of the ongoing work to refine and align infrastructure investment with growth, the SmartGrowth partners will continue to research and consider alternate technologies and delivery mechanisms for key infrastructure, particularly water and wastewater.

(Table 3)

Key Infrastructure Investments of SmartGrowth Partners

Partner	Project	Corridor
NZTA	Tauranga Eastern Link	Eastern Corridor
TCC	Southern Pipeline	Central, Southern, Western and Northern Corridors
TCC	Route K	Southern and Western Corridors
WBOPDC	Omokoroa roading and wastewater infrastructure	Northern Corridor

19. Transport

19.1 Background

SmartGrowth takes a spatial corridor approach to land use and infrastructure planning, especially transport. These corridors have formed the basis for transport activities throughout the sub-region. The corridors align with and have helped to inform the strategic packages of activities identified in the Bay of Plenty Regional Land Transport Strategy.

Significant investment has been made in the sub-region's transportation infrastructure since 2004 as part of the strategic roading network. This investment has supported and enabled growth and has helped to make Tauranga and the western Bay of Plenty easier to move around, providing significant competitive advantages. These

efficiencies also add to the strong case for Port of Tauranga to become the country's main import/export port. Other key transportation projects completed or significantly underway include the second harbour bridge, Tauranga Eastern Link, Route K, Hewletts Road flyover, four laning of Hewletts Road through to Takitimu Drive, Pyes Pa bypass, Welcome Bay/Maungatapu roundabout, four laning at Bethlehem, investment in public transport and bus lanes on main routes.

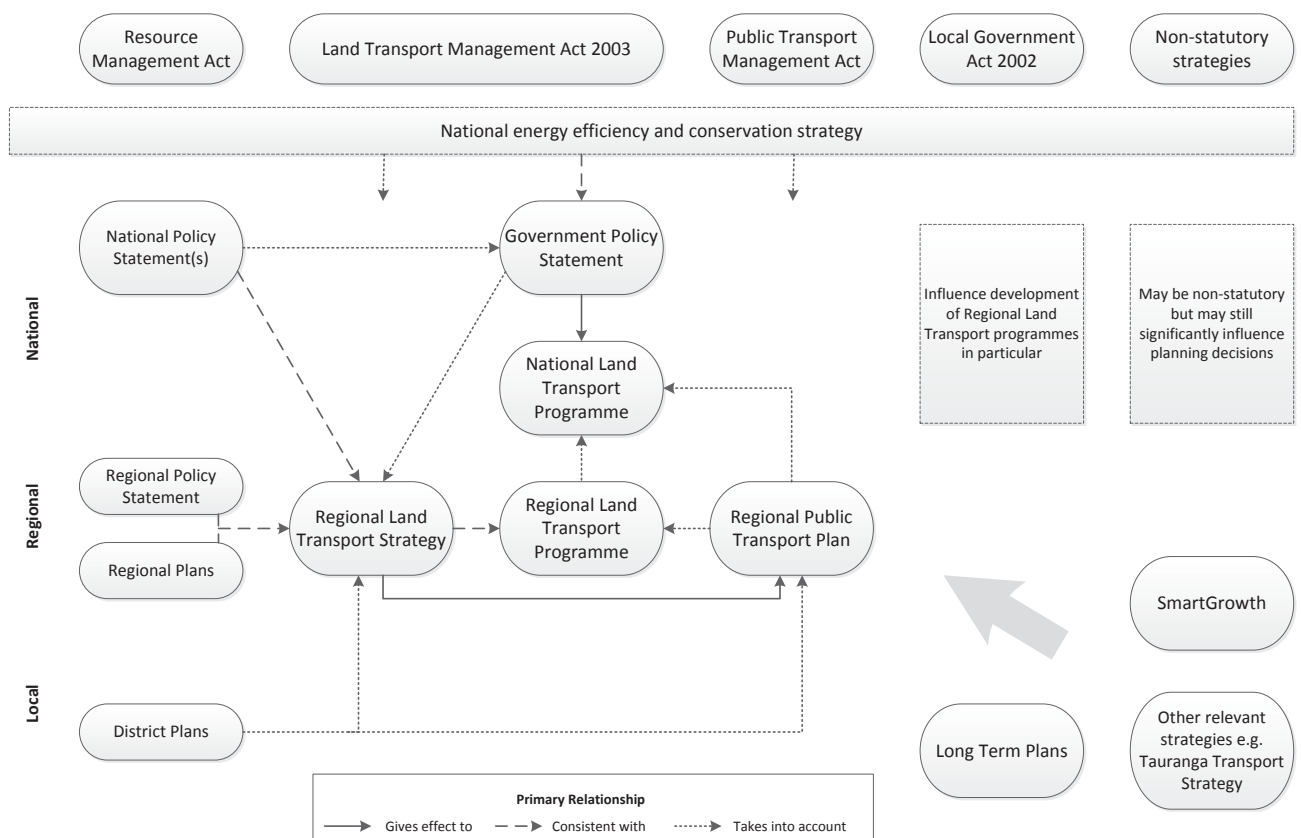
Recent Central Government investment into the East Coast Main Trunk (ECMT) rail line has improved the carrying capacity and safety of the ECMT which runs between Waikato and the Bay of Plenty, in particular to the Port of Tauranga.

Upgrades to the rail line in the form of two new passing loops have doubled rail

capacity between Tauranga and Hamilton to ensure the ECMT can continue to meet increasing customer demand for additional rail freight services. The number of freight train services running between Auckland and Tauranga has also increased significantly over recent years in response to customer demand.

The Bay of Plenty Regional Land Transport Strategy envisages an important and growing role for rail in the sub-region and identifies opportunities and key policies in order to increase the use of rail. The initiatives identified in the RLTS should also now focus on linking up with the Upper North Island Freight Story initiative and the Upper North Island Freight Plan which is to be developed in the near future.

Figure 9.
Transport policy hierarchy





19.2

Statutory and policy environment for transport

A number of national, regional and local documents influence transport policy in the sub-region. Figure 9 illustrates the hierarchy of national, regional and local policy documents currently in place, but which were prepared prior to the Land Transport Management Amendment Act 2013.

The statutory and policy context for transport is subject to ongoing change. The following summarises some of the key statutes and policies based on the latest information available when the Strategy was being reviewed.

Land Transport Management Act (LTMA)

The LTMA is the key statute that guides transport policy development and implementation in New Zealand. The Land Transport Management Amendment Act (LTMAA) enacted in June 2013 has significant implications for national, regional and local transport policy. The purpose of the LTMA 2013 is to contribute to an effective, efficient, and safe land transport system in the public interest.

Government Policy Statement on Land Transport Funding (GPS)

The current GPS was issued in July 2011 and covers the financial period from 2012/13 – 2017/18 with indicative figures for 2018/19 – 2021/22. The GPS is in effect from 1 July 2012 – 30 June 2015.

The GPS includes the following overarching goal for transport: An effective, efficient, safe, secure, accessible and resilient transport system that supports the growth of our country's economy in order to deliver greater prosperity, security and opportunities for all New Zealanders.

The three priority focus areas in the GPS are:

1. economic growth and productivity;
2. value for money; and
3. road safety.

The GPS states that continuing to progress the seven Roads of National Significance (RONS) is a critical part of the Government's economic growth and productivity priority. The GPS identifies an additional four routes that may be considered as future RONS. These have high volumes of traffic and are important

for freight movements including port access. The routes are:

1. Hamilton to Tauranga
2. Cambridge to Taupo
3. Napier to Hastings
4. State Highway 1 north and south of the current Christchurch motorway projects.

GPS 2012 also recognises that the following can make a contribution to economic growth and productivity outcomes:

- quality investments in public transport;
- improving the local road network;
- investing in walking and cycling;
- considering networks from a national perspective; and
- integrated planning.

The National Infrastructure Plan (NIP)

The NIP was released in July 2011 and outlines the Government's intentions for infrastructure development over a 20 year timeframe. The Plan sets out seven specific goals for transport infrastructure, all of which have relevance for investment in land transport from the National Land Transport Fund. These goals are to achieve:

- A long term strategic approach to transport planning which maximises the potential synergies between regional planning and central Government strategies.
- A flexible and resilient transport system that offers greater accessibility and can respond to changing patterns in demand by maintaining and developing the capacity of the network.
- Improved operational management practice and the use of demand management tools especially in urban areas experiencing significant growth.
- A network of priority roads that will improve journey time and reliability, and ease severe congestion, boosting the growth potential of key economic areas and improving transport efficiency, road safety and access to markets.
- A continued reduction in deaths and serious injuries that occur on the network.

- A public transport system that is robust and effective and offers a range of user options that will attract a greater percentage age of long term users.
- A rail system that enables the efficient movement of freight and complements other modes of passenger transport and freight movement.
- Sea and air ports that are linked to the overall transport network to support efficient nationwide movement of passengers, domestic goods and exports and imports and are able to respond to technological changes and changing international safety and security standards.

Connecting New Zealand 2011

Released in 2011, Connecting New Zealand confirms the Government's three focus areas for transport as economic growth/productivity, value for money and road safety.

New Zealand Energy Efficiency and Conservation Strategy 2011 – 2016 (NZECS)

The New Zealand Energy Efficiency and Conservation Strategy was developed alongside the New Zealand Energy Strategy. The NZECS outlines the Government's priorities to make improvements in energy efficiency, energy conservation and renewable energy. It sets the following objective and targets for the transport sector:

Objective:

A more energy efficient transport system, with a greater diversity of fuels and renewable energy technologies.

Target:

By 2016: The efficiency of light vehicles entering the fleet has further improved from 2010 levels.

Safer Journeys – New Zealand's Road Safety Strategy 2010-2020

Safer Journeys is the national strategy to guide improvements in road safety over the period 2010 - 2020. The Safer Journeys vision is:

A safe road system increasingly free of death and serious injury.

To support the vision, Safer Journeys takes a safe system approach to road safety. This means working across all elements of the road system (roads, speeds, vehicles and road use) and recognising that everybody has responsibility for road safety.

Safer Journeys also identifies the issues that are priorities for road safety in New Zealand and actions to address them. The first priority areas are:

- Increasing the safety of young drivers.
- Reducing alcohol / drug impaired driving.
- Safe roads and roadsides.
- Increasing the safety of motorcycling.

National Land Transport Programme 2012-15 (NLTP)

The NLTP contains the land transport activities that the NZ Transport Agency anticipates funding over the period of the programme.

The Bay of Plenty component of the programme focuses on investment that will support the key economic drivers in the region through:

- maintaining the existing network;
- improving inter and intra-regional freight movement efficiency; and
- improving network security and resilience.

The NLTP also invests in activities designed to:

- support implementation of the Safe System approach;
- decrease road fatalities and serious injuries; and
- increase public transport mode choice and network efficiency.

Figure 10.

Optimised Transport System

Intervention Hierarchy	Optimised Transport System
Integrated planning	Land use and transport integration
Demand management	Demand management
Best use of existing network	Freight management
New infrastructure	Road improvements (includes safety) Sustainable transport improvements

Key projects from the sub-region that have been included in the NLTP are:

1. Tauranga Eastern Link;
2. Maunganui-Girven Intersection;
3. Hairini Link Stage 4;
4. Public transport investment;
5. Freight efficiency improvements on the strategic routes to the Port; and
6. Safety improvements on the SH2 corridor north and the SH29 corridor across the Kaimais.

Regional Land Transport Strategy (RLTS)

The Regional Land Transport Strategy (RLTS) sets the direction for the Bay of Plenty's transport system for the next 30 years. The vision of the RLTS is:

Best transport systems for a growing economy and a safe and vibrant Bay lifestyle.

This vision is supported by the following outcomes:

Economic development

The transport system is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region. The transport system supports economic development by providing user options, applying efficient pricing mechanisms and prioritising higher value trips.

Safety and personal security

Deaths and serious injuries on the

region's roads are reduced. People understand and contribute to a safety culture that is supported by a safe system approach to road safety. Transport corridors and public spaces are safe and secure environments to use and people feel safe using them.

Environmental sustainability

The transport system is flexible, robust and resilient to external influences. People choose the best way to travel to improve energy efficiency and reduce reliance on non-renewable resources. Political leadership and support is shown at all levels, supporting funding for the infrastructure required for all modes to be safe and easy ways to travel.

Land use and transport integration

Long term planning ensures that transport corridors are protected and well designed transport infrastructure supports economic development. Regional growth patterns and urban form reduce travel demand, support public transport and encourage walking and cycling.

Access and mobility

Communities have access to a reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.

Public health

The transport system minimises the health damaging effects of transport for all members of society. A wider choice of transport options allows all individuals

to make the social connections and travel choices that contribute to their health and wellbeing.

The preferred strategic option in the RLTS is an Optimised Transport System. The Optimised Transport System means considering a hierarchy of interventions to optimise the performance of the region's land transport system (Figure 10).

The RLTS is to be replaced by a Regional Land Transport Plan by June 2015.

Bay of Plenty Regional Land Transport Programme 2012/13 – 2014/15 (RLTP)

The RLTP seeks funding from the National Land Transport Fund for the activities it contains. Consequently, the RLTP:

- Identifies the region's investment priorities for transport;
- Lists the region's proposed land transport activities for the period 2012/13 – 2014/15 and prioritises them;
- Provides a ten year financial forecast of anticipated revenue and expenditure for the region's land transport activities.

The region's transport investment priorities are:

- Regional transport infrastructure maintenance.
- Western Bay of Plenty growth.
- Eastern Bay of Plenty route security.
- Rotorua growth.

The region's top ten capital improvement activities in descending order of priority are:

1. Maunganui Girven Road Intersection.
2. Rotorua Eastern Arterial.
3. Victoria Street Arterial.
4. Tauriko Upgrade.
5. Safety Retrofit – Bay of Plenty.
6. Katikati Bypass.
7. Rotorua Transportation Centre.
8. Tauranga Northern Link.
9. Hairini Stage 3 and 4.
10. Domain Road Four-Laning.

The RLTP is to be replaced by a Regional Land Transport Plan by June 2015.

Bay of Plenty Regional Public Transport Plan 2012 (RPTP)

The RPTP was developed to give effect to the public transport components of the RLTS.

Public transport objectives

The RPTP sets out the following objectives for public transport in the region:

- Networks and services – reliable and integrated public transport services that go where people want to go.
- Fares, ticketing and information – fares, ticketing and information systems that attract and retain customers while covering a reasonable proportion of operating costs.
- Infrastructure – high quality and accessible public transport infrastructure that supports safe and comfortable travel.

Public transport services

The RPTP identifies the following public transport service layers:

- Regional Strategic corridors - along which a number of Urban Connector services converge to create enhanced levels of service for public transport users.
- Urban Connector routes - provide the levels of service that are necessary for public transport to be a viable option for commuting and other daily travel needs.
- Rural Connector routes - provide access to essential community goods and services, and connections to Regional Strategic corridors and Urban Connector routes.

Targeted services in the Bay of Plenty include Total Mobility services and ferry services. Targeted school services are a potential future option following the transitioning of school children in Tauranga from Ministry of Education funded school transport services.

Public transport investment priorities

The investment priorities for public transport in the RPTP are:

- Maintain service levels.
- Deliver target peak time service levels.
- Deliver target off-peak service levels and targeted services.

Tauranga Transport Strategy 2012 – 2042 (TTS)

The Tauranga Transport Strategy 2012-2042 is currently being reviewed. The draft TTS identifies, describes and prioritises the actions required to deliver the city vision of a place that is easy and safe to move around, and a place that is built to fit our hills, harbour and coast over the next 30 years.

Objectives for the transport network in Tauranga are:

- Efficient: Economic Growth and Productivity
- Effective: Land use and Transport Integration, Environmental Sustainability, Access and Mobility.
- Safe: Safety and Personal Security, Public Health

The draft TTS identifies the following key transport issues for Tauranga:

- Growth
- Safety
- Network resilience
- The role and demand for non-car travel
- Access, severance and mobility

The draft TTS then considers strategic responses in nine key implementation areas to respond to the identified issues:

- 1 Safety
- 2 Asset Management
- 3 Travel Demand Management
- 4 Public Transport
- 5 Walking and Cycling
- 6 Access and Mobility
- 7 Parking
- 8 Rail
- 9 Road Network

These are subsequently integrated into five packages of activities:

- Ring Road North – South Western Corridor

- Ring Road North – North Western Corridor
- Ring Road North – Eastern Corridor
- Ring Road South Corridor
- Internal Peninsular Corridor.

19.3

Transport infrastructure within SmartGrowth Corridors

The SmartGrowth Central Corridor

The Tauranga Urban Network Study (TUNS) has identified three distinct sub-corridors within the central corridor, each performing different functions for a variety of road users. These are illustrated in figure 11.

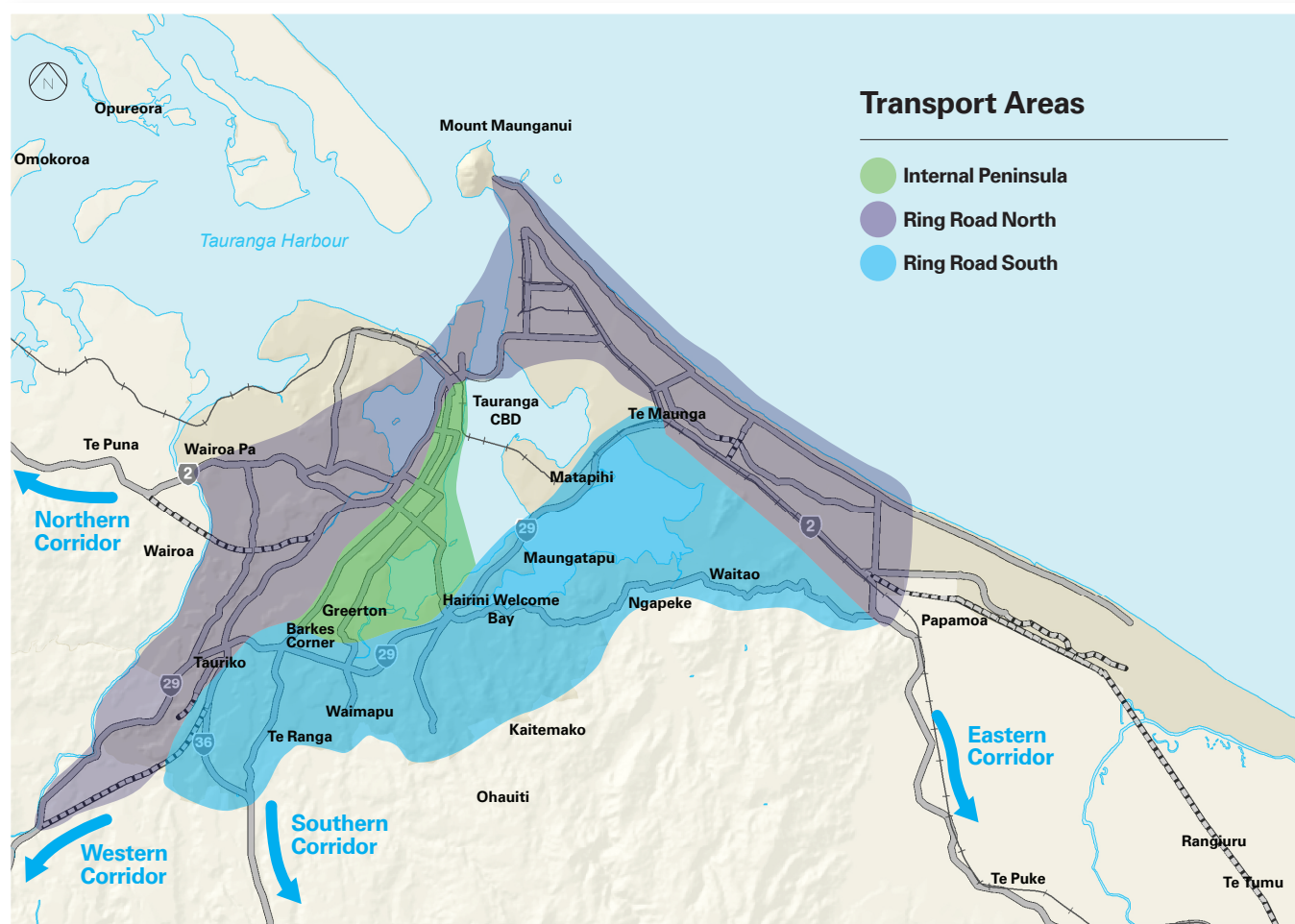
1. The Ring Road North

A key current and future function of the Ring Road North Corridor is to provide road freight access to the Port of Tauranga for import and export of primary products:

- To/from the Waikato via State Highway (SH) 29, 'Route K' and SH2
- To/from the Coromandel and Hauraki Plains via SH2 (through Bethlehem)
- To/from the central North Island (e.g. Taupo) via SH2 (to Paengaroa) and SH33.
- To/from the Eastern Bay of Plenty via SH2 and its major primary industry processing centres at Kawerau, Edgumbe, Whakatane other provincial freight generators and links to Gisborne and the East Coast.

The Government Policy Statement on Land Transport Funding (GPS) puts a high priority on improving freight efficiency across New Zealand. As the country's largest export port by volume, it is essential to ensure that this corridor operates as efficiently as possible, enabling freight operators to transport goods to market. Linked to this, the role of the East Coast Main Trunk railway line in reducing truck trips to the Port and supporting efficient access to Auckland and the Waikato is recognised and supported.

Figure 11.

Transport Areas within the Central Corridor

Competing with the key freight function in this corridor is regional demand for private vehicle access to the city centre and through the city from Tauranga's peri-urban (e.g. Bethlehem, Otumoetai, Papamoa) and rural hinterland (e.g. Katikati, Te Puna and Omokoroa). The same section of corridor also provides for tourist trips along the Pacific Coast Highway – another major contributor to the regional and national economy.

II. The Ring Road South

The increasing function of this corridor is to provide for intra-regional and city-wide

access to employment and commercial centres for developing residential areas alongside and south of State Highway 29 over the next 30 years. The constrained physical geography of this corridor focuses travel demand along and across SH29, between the SH29/Route K intersection and the SH2/29 intersection at Te Maunga.

A second function which will again increase over time is to provide an alternative route for through traffic to relieve the Ring Road North Corridor and enable the continuation of high quality access to the Port and City Centre.

III. The Peninsula

The Peninsula Corridor provides for a wide variety of traffic functions, typical of an urban arterial network in New Zealand. Intra-regional freight, tourist, commercial, commuter and other private traffic functions are 'in the mix' across the peninsula and are added to by the convergence of city-bound trips from the Ring Road North and South Corridors.

Enabling good connections between the Peninsula and Ring Road North Corridors will assist with continuing to separate shorter and longer distance trips in coming years.

The SmartGrowth Eastern Corridor

The Tauranga Eastern Link (TEL) Network Plan (2011) has been developed for the Eastern Corridor. This Network Plan outlines the considerable investment that both central and local government, as well as the private developers and landowners, have committed to and aligned, to ensure certainty of development and the subsequent prudent provision and funding of infrastructure. The network plan includes:

- An outline of the strategic context that supports the planning and delivery of the TEL, within a wider regional framework.
- Details of the integration of land use, transport and investment to ensure optimisation of the TEL, including the integration with the local transport network, land use and associated infrastructure.
- A summary of key issues, risks and opportunities, including the action(s) being undertaken or proposed to take advantage of or address these.

The SmartGrowth Northern Corridor

The Tauranga Northern Corridor Strategy was developed in 2009 to provide an integrated land use and transport picture for the Northern Corridor. Since then there have been a number of influences (eg growth location and yields, change in land use, road safety) which have served as a catalyst to initiate a review of the corridor strategy. The Northern Corridor will be reviewed within the broader SH2 corridor between Pokeno and Tauranga.

The RLTS contains a strategic package for this corridor which includes addressing safety issues on SH2 in the short term, supporting growth in local commuter movements through capacity improvements in the longer term, while recognising the role that SH2 will continue to play in providing for intra-regional freight movements. The East Coast Main Trunk rail line will require continued capacity improvements as it plays an increasingly important role in the movement of inter and intra-regional freight.

The SmartGrowth Western and Southern Corridors

A Strategy is still to be developed for these two corridors. Once this work has been completed a package of activities will be developed to support residential and industrial development, address safety and route security issues, and ensure efficiency to support the movement of freight and people.

19.4

The role of western Bay as a nationally significant freight transit centre

The Port of Tauranga

Activities that occur within Tauranga City (currently New Zealand's sixth largest city with an estimated population of 115,700 in 2011) and the wider western Bay of Plenty sub-region contribute significantly to the nation as a whole. The Port of Tauranga is one of New Zealand's major international gateways to the global economy. In 2011, the Port handled approximately 15.4 million tonnes of imports and exports. This is 78% more international cargo than its nearest competitor.

Predominant flows to and from the Port of Tauranga include:

- Manufactured and containerised goods between Auckland and Tauranga. A significant portion of these goods are delivered via the Metroport inland port in Onehunga which transfers customs-bonded freight via daily scheduled rail services (currently 6 return services per day).
- Timber and logs, mainly from eastern Bay of Plenty, Rotorua and the central North Island
- Kiwifruit from the Western Bay of Plenty coastal plain
- Dairy from the upper North Island, predominantly the Waikato region
- Liquids, liquefied gases and liquid fuels from the upper and central North Island.

Split across two sites, the POT handles a significant proportion of New Zealand's

imports and exports as shown in Table 4.

There is significant potential for increases in the volume of port related freight trips across the arterial network to 2041. Some insight into this can be gained from the recent UNISA Port Study report which provides details of current and future freight handling scenarios.

Container throughput is expected to grow by between 2.4% and 3.1% per annum over the period to 2041 (cumulatively 100% to 143%). Bulk goods throughput such as logs and forestry products is expected to grow by between 1.6% and 2.3% per annum over the period to 2021 (cumulatively 58% to 91%).

Freight

The wider Bay of Plenty region has the highest heavy vehicle weight intensity on roads in the country (214.8 thousand tones/km compared with the New Zealand average of 106.5). In terms of the regional split of freight movements, the Bay of Plenty Regional Freight Study 2010 showed that approximately 54% of total freight moved was within the Bay of Plenty Region, 35% was within the Upper North Island area and the remaining proportion (11%) was within external regions. See Table 5.

The Regional Land Transport Strategy and supporting research anticipates a significant increase in total freight flows by 2040. This increase is currently estimated at around 60%. See Table 6.

The Rail Network

A key element of the freight supply chain is the East Coast Main Trunk rail line (ECMT). The ECMT runs parallel with SH2 from Apata, looping to the north through Bethlehem to access the Sulphur Point container terminal. The route then continues through the city centre along the Strand, crosses the Matapihi Bridge to access the Mount Maunganui wharves, Mount Maunganui industrial area with a connection to Kawerau and Murapura.