



Agenda for Workshop No. SG18/06

SmartGrowth Leadership Group

**The SmartGrowth Leadership Group will meet in the
Bay Of Plenty Regional Council
87 First Ave, Tauranga, Mauao Room**

on

Wednesday 20 June 2018

**The workshop will commence at the conclusion of the SLG
meeting**

G Poole
Chief Executive
Tauranga City Council – Administering Authority



SmartGrowth Leadership Group

Committee Members

Independent Chairperson:

Bill Wasley

Bay of Plenty Regional Council:

Chair Cr Doug Leeder
Cr Jane Nees
Cr Paula Thompson
Cr Stuart Crosby
Cr Andrew von Dadelszen (Alternate)

Tauranga City Council:

Mayor Greg Brownless
Cr Larry Baldock
Cr Leanne Brown
Cr Terry Molloy
Deputy Mayor Kelvin Clout (Alternate)

Western Bay of Plenty District Council:

Mayor Garry Webber
Cr Mike Williams
Cr Don Thwaites
Cr John Scrimgeour
Cr Margaret Murray-Benge (Alternate)

Tangata Whenua Representatives:

Maru Tapsell
Irene Walker
Buddy Mikaere
Puhirake Ihaka
Verna Ohia-Gate (Alternate)

NZ Transport Agency

Parekawhia McLean

Bay of Plenty District Health Board

Ron Scott

Quorum:

9

Meeting Frequency:

At least bi-monthly

Role

Pursuant to Clause 30 Schedule 7 of Government Act 2002, a joint Committee of Tauranga City Council, Western Bay of Plenty District Council and Bay of Plenty Regional Council shall be retained to implement the SmartGrowth Strategy and Implementation Plan.

Membership

- That representation be comprised of four elected member representatives as appointed by the contributing authorities, including the Mayors and Regional Council Chairperson, and four representatives be nominated by tangata whenua.
- That an Independent Chairperson, to be appointed by the Committee, chairs the Committee; and the appointment of a Deputy Chair from the committee membership.
- That the standing membership is limited to seventeen members, but with the power to co-opt up to a maximum of three additional non-voting members, where required, to ensure the effective implementation of any part, or parts, of the Strategy.
- That NZTA be represented through its Regional Director as an observer with speaking rights but in a non-voting capacity.

Purpose

That the joint SmartGrowth Implementation Committee be the delegated authority to implement the SmartGrowth Strategy and Implementation Plan in accordance with the following functions:

Implementation

- Overseeing the implementation of the 2013 SmartGrowth Strategy updates, in particular the strategic actions.
- Ensuring organisation systems and resources support the strategy implementation.
- Taking responsibility for progress of those actions specifically allocated to the “SmartGrowth Leadership Group” in the strategy, and making sure the implementation does occur.
- Monitoring and reporting progress against milestones and budget.
- Overseeing the management of the risks identified in implementation.
- Approving an annual implementation plan with a 3 year horizon.

Ongoing Tasks

- Champion integration and implementation through partner strategies, programmes, plans and policy instruments (including the Regional Policy Statement, Regional and District Plans, Long Term Plans (LTP's), Annual Plans, transport plans and triennial agreements), and through partnerships with other sectors such as health, education and business.
- Approving submissions to Local Authorities, Central Government, and other agencies on SmartGrowth related matters.
- Reviewing and recommending adjustments to the strategy if circumstances change.
- Identifying and resolving any consultation inconsistencies between the SmartGrowth strategies and subsequent public consultation processes of the partner councils.

Consultation / Partner Forums

- Facilitating consultation with the community.
- Establishing and maintaining the SmartGrowth Partner Forums.
- Agreeing any memorandum of agreements between SLG and any forums.

Committee Operations

- Selecting and appointing an Independent Chairperson and a Deputy Chairperson.
- Implementing a Memorandum of Agreement, as adopted by the Committee for each triennial period, to provide and maintain partnerships and provide for the resolution of any conflict.
- Establish protocols to ensure that implementation, where necessary, is consistent, collaborative, and / or coordinated to achieve optimal outcomes



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- ***Future Development Strategy***

Committee Name	SmartGrowth Leadership Group (SLG)-Workshop
Committee Meeting Date	20 June 2018
Author (s)	Ken Tremaine – SmartGrowth Strategic Advisor on behalf of the SG Technical Implementation Group
Purpose	To workshop the draft Future Development Strategy with the SLG.

Future Development Strategy

1. Introduction

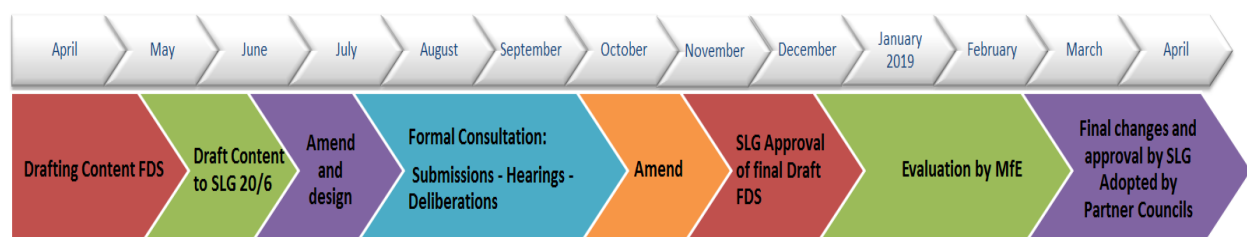
The purpose of this report is to assist the SmartGrowth Leadership Group (SLG) workshop the draft Future Development Strategy (FDS) which is an ongoing work in progress. The draft FDS is attached to this report as **Appendix 1**.

The draft FDS was workshopped with the SmartGrowth Partner Forums on 29 May in order to ensure that the Forums had early input as we draft the document. The document has been updated to reflect their feedback. There are gaps and the document is still being refined. We have done our very best to identify these and to indicate where there is more material yet to come. A record of the excellent forum input is attached as **Appendix 2**. Leadership Group members will note the comprehensive nature of the discussions.

The FDS is being prepared and consulted on in 2018 to meet the requirements of the National Policy Statement on Urban Development Capacity (NPS-UDC). The FDS represents the SmartGrowth settlement pattern and provides a wider SmartGrowth context.

The FDS is a growth strategy for managing sub-regional urban growth for the medium (2021-2028), and long term (2028-2048). It will follow a full community engagement process, using the Local Government Act 2002 special consultative procedure. The FDS shows how an additional 43,000 houses will be provided for over the next 30 years (based on the Housing and Business Development Capacity Assessment).

A broad timeline for the stages of work in completing the document is shown below, noting that some of the timeframes may be subject to change.



Following hearings of submissions and deliberations, the final draft FDS will be considered for approval by SLG in December and sent to MfE/MBIE by 31 December 2018 for evaluation. Following the final round of amendments in response to MfE/MBIE feedback in early 2019, it will then go back to SLG and to the partner Councils for adoption and implementation.

Background information on the FDS, including the strategic framework we are working in, links to other work underway by the SmartGrowth partners, links to the Government's Urban Growth Agenda and the draft Strategic Themes underpinning the FDS were all outlined in the 16 May SLG report on the FDS.

2. The Draft FDS

SmartGrowth partner staff have prepared a draft Future Development Strategy. There are still some gaps in the document and sections that require further work. However, it is important to workshop the draft with the SLG in order to get early feedback and input from governance in order to shape its outcomes.

An outline of the draft FDS is as follows:

- Message from the 'Partnership'
- Executive Summary – still to be completed
- Introduction
- Strategic Outcomes
- The Growth Challenge
- Compact Urban Form – Tauranga Urban Strategy
- Part 2: The Development Strategy
- Fulfilling the requirements of the National Policy Statement on Urban Development Capacity
- The 30 year Development Strategy for the Western Bay of Plenty
- Our Development Capacity Work Programme
- Transport
- Three Waters Infrastructure
- Community Infrastructure
- Compact Urban Form
- Greenfields
- Making Sure We Are On Track
- Funding, Partnerships and other Tools
- Being Ready for Change
- Conclusion
- Glossary
- References
- Appendices

3. Next Steps Including Input

Following input from the SLG at the workshop, the draft FDS and the sub-regional transport vision, objectives and key success factors will be updated to reflect this input.

The document will then come to the July SLG meeting with a recommendation to adopt for consultation. The FDS will then be publicly notified for submissions during late July/ August. A separate

report has been prepared on establishing a hearing panel to hear and make recommendations on submissions and any associated amendments to the draft FDS. There is also a separate report on communication and engagement for the FDS.

It is intended that the workshop concentrate on key issues such as strategic transport outcomes and the Tauranga Urban Strategy.

A comprehensive power point presentation will guide the discussion. It will also pick up on those challenges raised at a BoPRC Committee which are not addressed by the document at this stage.

NOTE

The document is a work in progress, there are gaps and it is still to be refined. It is being workshopped to get your input before the consultation draft is completed and brought back to you for consideration in July.

The document will be reviewed from a coherency and readability perspective and to ensure there is clarity in messaging.

A 8-12 page summary document will be prepared to assist with communication and engagement.



Proposed SmartGrowth Future Development Strategy

DRAFT 1.4 – June 2018



Implementation Partners - New Zealand Transport Agency and Bay of Plenty District Health Board

Inside cover

Mihi

Tūngia te ururua

Kia tupu whakaritorito

Te tupu o te harakeke

He hōnore, he korōria ki te Atua

He maungārongo ki te whenua

He whakaaro pai ki ngā tāngata katoa

Korōria ki tou ingoa tapu

Ki ngā tini mate, haere ki te huinga o te kahurangi

Okioki, tau ai.

Korihi ake ngā manu

Tākiri mai i te ata

Ka ao, ka ao, ka awatea

Ti hei mauri ora

E nga maunga, e nga awa,

E nga rāngai

Mai ngā Kuri ā Whareī ki Otamarakau

Tena koutou, tena koutou, tena koutou katoa

Clear away the undergrowth

So that the new shoots of the flax will grow

Honor and glory to God in the highest

Peace on earth, and good will toward men

May your name be glorified

We acknowledge those who have passed

Joining our loved ones, be at rest

Birds sing at the morning dawn

And the light has broken into a new day

Behold their is life

To every mountain, river

And every relationship represented

From Waihi Beach to Otamarakau

We greet and acknowledge you

Message from the 'Partnership'

Mayors, Independent Chair and Tangata Whenua Representative

Ken to provide

Photos

Executive Summary

To be completed after SLG 20 June

DRAFT

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DRAFT

Introduction

The SmartGrowth Partnership

SmartGrowth is a partnership of the Tauranga City Council, Western Bay of Plenty District Council and Bay of Plenty Regional Council and local tangata whenua. The New Zealand Transport Agency and Bay of Plenty District Health Board are also implementation partners. SmartGrowth sets the strategic vision and direction for the growth and development of the western Bay of Plenty sub-region, on key issues across the spectrum of social, environmental, economic and cultural objectives.

National Policy Statement on Urban Development Capacity

In December 2016 the Government introduced the National Policy Statement on Urban Development Capacity (NPS-UDC). This piece of legislation requires councils in high growth areas to assess capacity needs for housing and business over the next 30 years and to prepare a strategy outlining how that capacity will be provided for. This document serves as that strategy for the western Bay of Plenty sub-region and has been prepared by the SmartGrowth partnership, with input from iwi and stakeholders.



This Strategy Refines the Current SmartGrowth Settlement Pattern

This Strategy is not being prepared from scratch. The SmartGrowth partnership, which began in 2001, created the first Settlement Pattern as part of the SmartGrowth Strategy in 2004. The Settlement Pattern has progressively reviewed and updated, since then, with key updates in 2013 and 2016. This proposed strategy reflects the latest settlement pattern and updating it to meet the requirements of the NPS-UDC. The focus of the current SmartGrowth Settlement Pattern seeks to provide sufficient development capacity for projected growth throughout the sub-region, while also driving a shift towards locating more growth within the existing urban area of Tauranga City. Historically, less than 20 percent of Tauranga’s growth has occurred within the existing urban area and the intent is to increase that proportion substantially over the next 30 years.

The Purpose of this Strategy

This Strategy will identify how the western Bay of Plenty sub-region will grow over the next 30 years. It aims to:

- Ensure there is sufficient capacity over the next 30 years for both housing and business growth demands in the sub-region.
- Engage with iwi and hapu, stakeholders and the wider community about how growth will occur.
- Inform planning decisions to provide for growth.
- Inform decisions around infrastructure investment in terms of location and timing.

*Rarangahia te taurawhiri tangata kia
hua ai te marama*

*Weave people together so
enlightenment comes to fruition*

How this Strategy was Developed

This proposed strategy has been prepared by the SmartGrowth partner councils, with input from the Tu Pakari Advisor, NZTA, the DHB and the Smart Growth Forums.

National Context

Ken to add. Text will include:

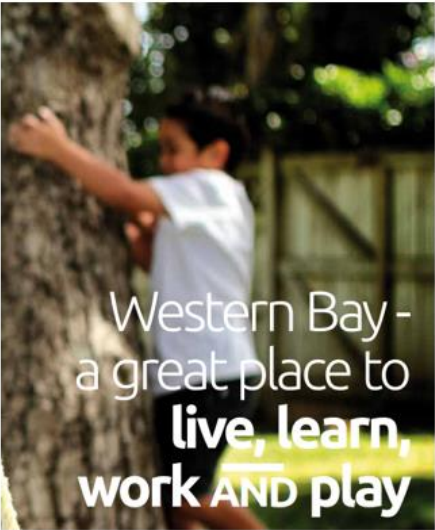
- the Government's Urban Growth Agenda
- Spatial Planning
- New Housing and Urban Development Ministry
- Other National Policy Statements under development (soil and water)
- The draft Government Policy Statement on Land Transport

Part 1: Context

Strategic Outcomes

Ki te kahore he whakakitenga, ka ngaro te iwi
Without foresight or vision the people will be lost

SmartGrowth Strategy Vision



SmartGrowth Strategy Desired Outcomes

- Strengthen Visionary Leadership and Collaboration
- Sustain and improve the environment
- Build the community
- Grow a sustainable economy
- Recognise cultural identity and change
- Integrated Planning and the Settlement Pattern

Future Development Strategy Areas of Focus

- Provide for affordability & choice for housing and transport
- Increase housing densities in existing urban areas and greenfields
- Meet the needs of an ageing population
- Protect and enhance the quality of land, water and air resources and increase biodiversity
- Ensure development is resilient to the effects of climate change and potential hazards
- Support a low-carbon economy and foster employment growth and competitiveness
- Balance the location and mix of land uses to support live/work/learn/play opportunities
- Enable and reflect the values and aspirations of tangata whenua for their lands and people
- Encourage active, healthy and productive lifestyles
- Adapt to new technologies

The Growth Challenge

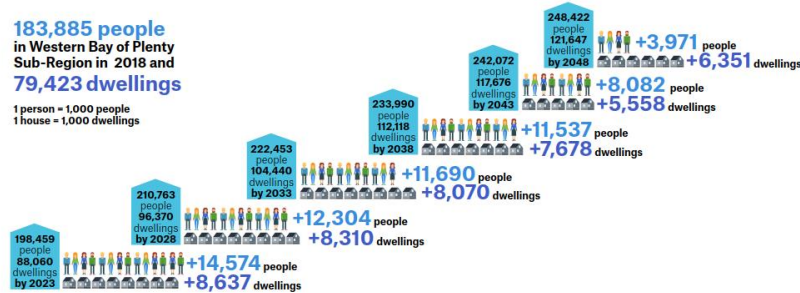
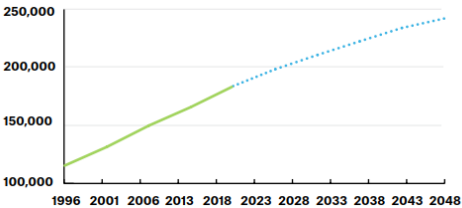
He pukenga wai, he pukenga tāngata
A flood of water, a flood of people

The Western Bay of Plenty sub-region, with Tauranga City at its heart is one of the fastest growing areas in New Zealand. Out of New Zealand's six largest cities, Tauranga City recorded the highest rate in population growth between 2006 and 2013 Census at 10.5%. However, this is a trend that has been established for a long time. Over the 80 years from 1926 to 2015, Tauranga City had the fastest growth rate in New Zealand. As of June 2018 the total population of the sub-region was estimated to be around 184,000 people. It is projected to reach around 248,000 over the next 30 years which will require approximately 43,000 new homes. The Maori population is also set to increase from 18% to 23% of the total population over that period, much of that growth from matawaka (Maori who are not descended from a local iwi).

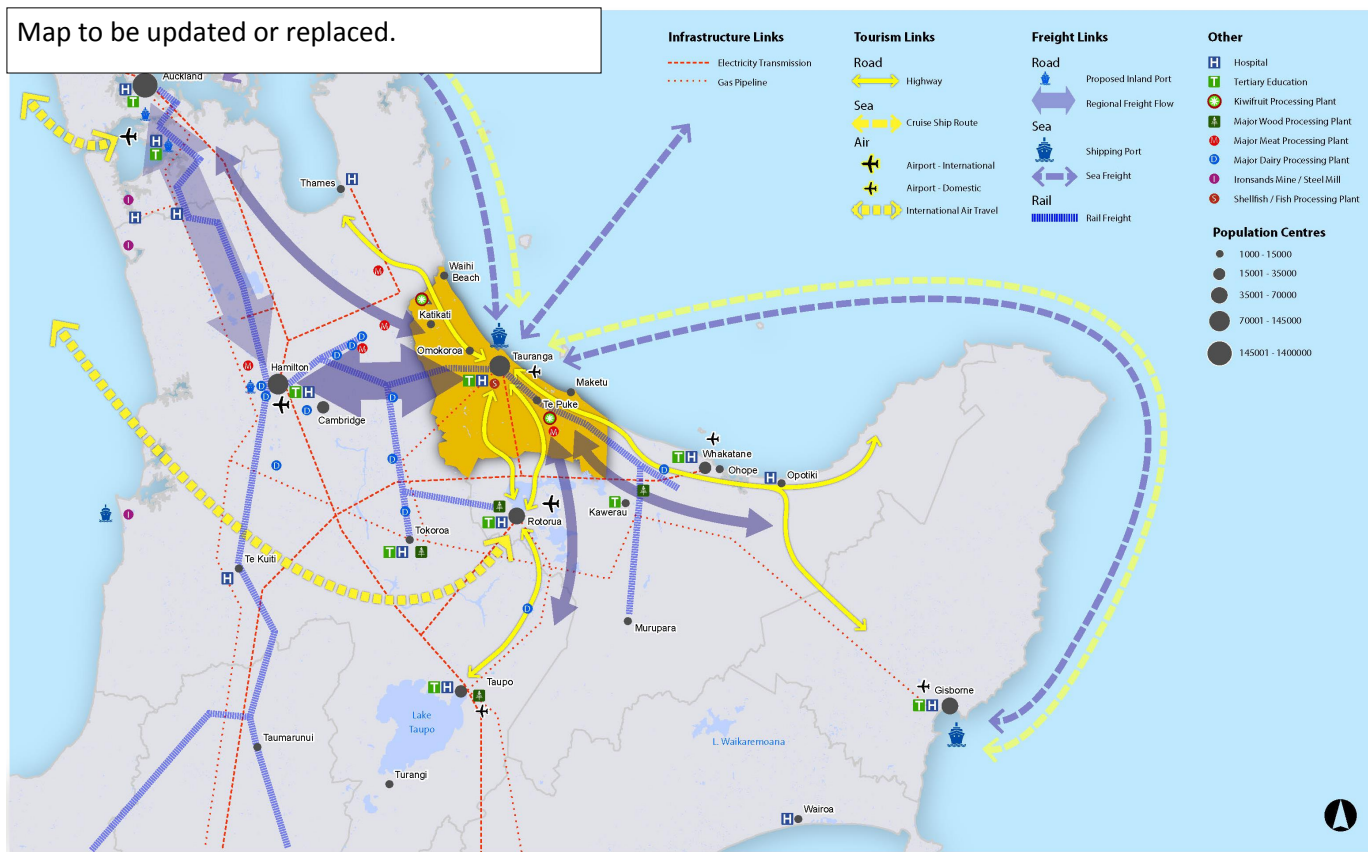
The dominant driver of population growth has been, and will continue to be, in-migration from other parts of New Zealand and overseas. Migration decisions are complex – being driven by people's personal circumstances and preferences. Nonetheless, some combination of the following factors has led many people to move the western Bay of Plenty sub-region:

- Coastal setting with safe, white sandy beaches, great for swimming and surfing.
- Temperate climate, with high sunshine hours
- Access to a wide range of recreational opportunities
- Proximity to Auckland (New Zealand's only 'international' city) and location within the 'golden triangle'.
- Diverse economic opportunities
- Access to New Zealand's largest export port

Economic opportunities are likely to be an increasing driver of population growth, with Tauranga City showing the highest GDP growth, the highest business growth and the highest employment growth out of all cities in 2017. The economic contribution of Tauranga, and its connection to adjacent regions is clearly shown in [map X](#).



Map to be updated or replaced.



Population growth comes with a number of challenges, but also a number of benefits. Key challenges include increased traffic, ensuring infrastructure keeps up with growth, maintaining housing affordability in the face of increased demand and the community's adjustment to growth. Benefits include economic growth, more opportunities for education, employment, and other social and cultural amenities. In order to adequately address these challenges, and ensure that we can recoup the benefits, we need to plan carefully for the future.

Can't we just stop growing?

The western Bay of Plenty sub-region is a very attractive location. It is well located, near Auckland, Hamilton and the central North Island, with the benefit of a wonderful climate, and a beautiful natural environment. Combined with a booming economy, the western Bay of Plenty continues to draw growing numbers of people to live here.

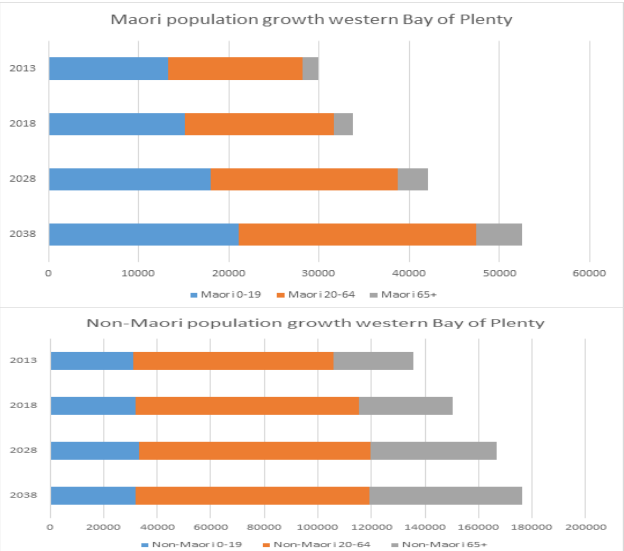
Given the high growth rates of the western Bay of Plenty sub-region, at various times arguments have been put forward about restraining this growth. However, population growth is significantly influenced by national policy, such as immigration rates. There is little that can be done at a sub-regional level to influence this. Preventing new housing developments will not reduce the flow of people moving here, but will increase house prices and rents for those of us that already live here. This would have flow-on effects resulting in higher rates of homelessness, poverty, inequity, and poorer health outcomes. Therefore, SmartGrowth's focus continues to be on managing and ensuring the quality of this growth.

What does our projected growth look like?

As the population of the western Bay of Plenty continues to grow, the demographics of our community are projected to change. The western Bay sub-region has historically attracted high numbers of retirees, and with improved life expectancy, the fastest growing section of our population is those aged 65 years and older. Persons aged 65+ years currently make up 22% of the sub-regions population. By 2048 this will increase to 38%. This accounts for over three quarters of all of the western Bay of Plenty's population growth.

Structural ageing will require us to do things differently. Traditional approaches to housing type and location will need to be reconsidered, and better access to shops, community facilities and healthcare will become much more of a priority.

While all age groups will continue to grow, another fast growing section of our population is Māori youth. In 2013, 30% of young people aged between 0 and 19 identified as Māori. Higher Māori birth rates mean that by 2038, approximately 40% of this age group are likely to identify as Māori. This relatively younger population base will form an increasingly important part of the labour market and will need access to affordable education, transport and housing.



Over three quarters of the population growth to 2048 will be of residents aged 65+



The size and make-up of households is expected to change significantly with household size projected to decrease over the next 30 years. In 2017, 67% of households had only one or two people living in them. By 2047, this will increase to over 72%, equivalent to 34,370 additional homes. Likewise, the proportion of owner occupiers and renters will change significantly, with owner occupation projected to fall from 68% for the Western Bay of Plenty and 64% for Tauranga City in 2017 down to 58.1% and 54.6% respectively in 2047.

Housing Needs

The combination of changing demography, declining rates in home ownership, and trends towards living in urban centres will impact on the location and typology of new housing. For example, the ageing population, and the increase of households with only one or two people will increase the demand for smaller low maintenance homes, located within a short distance to shops, healthcare and community facilities. Shared ownership and other forms of cooperative housing developments have been put forward by the community as attractive and more affordable ways to enable housing in place.

Housing affordability has become a significant issue for the sub-region and will become more of an issue as the economy grows and the number of people aged 65+ increases. Housing affordability has even more significant impacts on Māori, because of lower income levels in relation to non-Māori. Home ownership rates for Māori are around half the rate observed for the population generally, being around 30% at the 2013 census. While tangata whenua may have land available for papakāinga housing development, there are some challenges in realising their aspirations for housing. These challenges include finance, land ownership arrangements and infrastructure provision.

Projections indicate that by 2047 the proportion of households that will have an acute housing need (being those in 'emergency, homelessness and crowding', 'social housing' or 'stressed private renters' situations) will increase from 21% to 28% in Tauranga City and from 16% to 22% in the Western Bay of Plenty District. This means that around 30,000 households will be in a situation of acute housing stress if current trends continue. Likewise, 80% of renting households in the sub-region are unable to affordably purchase a house at \$400,000.

Business Needs

Employment within the sub-region is projected to grow by 35,180 jobs by 2048 (a 41% increase). More than three quarters (82%) of the employment growth is expected to be located within Tauranga which is dominated by a shift towards service related employment. In Tauranga City, employment is expected to grow by an additional 28,848 jobs (43% increase) and Western Bay of Plenty's

Figure 1.1: The number of occupied dwellings by tenure and composition in Tauranga and WBOP

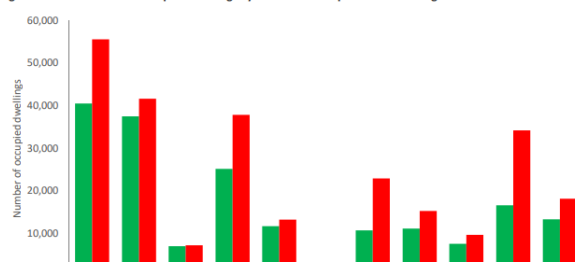
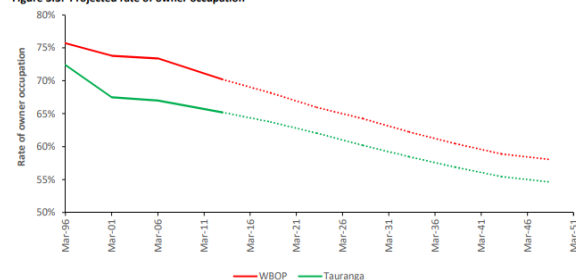
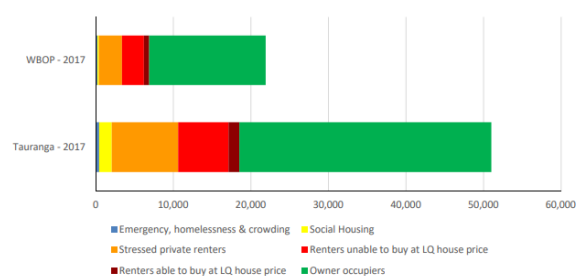


Figure 3.3: Projected rate of owner occupation



Source: Modelled based on data from Statistics New Zealand

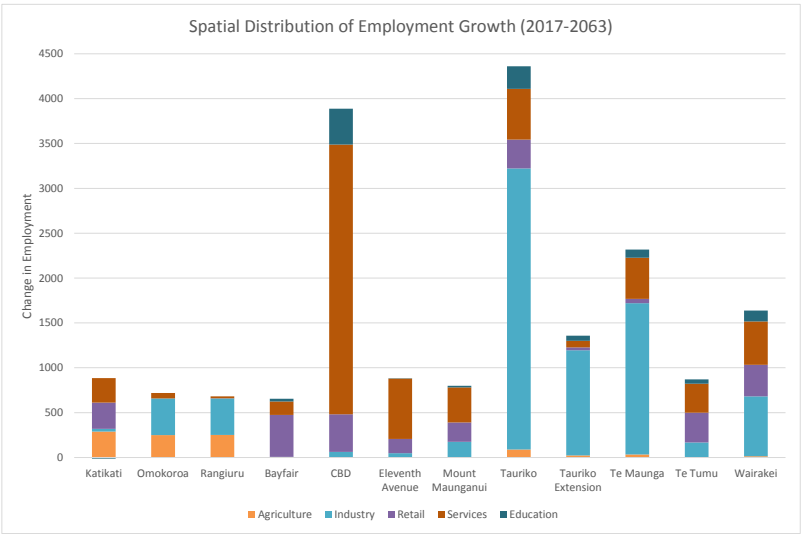
Figure 4.3: Housing Continuum 2017



employment is projected to grow by some 6,332 jobs (+33%) in the same period. Growth is expected in all sectors- (e.g agriculture, industry, retail, services and education) for Tauranga and the Western Bay of Plenty reflecting the sub-region's fairly diverse economic base.

Service related employment will increase at a faster rate relative to other sectors and contribute towards almost half of the employment growth over the next 30 years. Tauranga's CBD is projected to host the majority of growth in the service sector, which will be accompanied by smaller increases in retail and education related jobs. Employment within the CBD is expected to increase by more than a third (36%) by 2063.

The bulk of retail employment growth in Tauranga City is projected to occur in the CBD, along Cameron Road between Eleventh Ave and Gate Pa and the large shopping malls at Tauranga Crossing and Bayfair - located to the west and east respectively. The scale of these centres are such that they serve the entire sub-regional retail catchment and beyond. Each of these locations have significant zoned capacity for expansion. For example, the new retail centre at Tauranga Crossing is anticipated to have capacity for a further 67,000 m2 of gross floor area). A new town centre at Golden Sands in Wairakei is currently being planned with total gross floor area to be determined through a future consenting process. Retail growth is also anticipated in the Western Bay of Plenty District, primarily in Omokoroa.



More than half of the western Bay's sub-regional job growth is expected from services.

BY 2050 EMPLOYMENT IN...

Tauranga up 46%

30,610 new jobs

Western Bay District up 33%

6,230 new jobs

JOB IN A RANGE OF SECTORS ARE EXPECTED TO GROW ACROSS THE WESTERN BAY OF PLNTY.

Agriculture

Industry

Retail

Services

Education

The Port of Tauranga is a key driver of economic activity in the sub-region. As the largest export port in the country it is also critical to the New Zealand economy, particularly for the upper North Island. In Tauranga, port associated industry has developed expertise in logistics and supply chain management to support the outward flow of products. The location of primary Port facilities is to a large extent fixed, although there are ancillary activities, such as storage of product, that are more flexible in terms of location. Growing trade volumes associated with the Port of Tauranga will be a significant driver of demand for industrial land uses and will increasingly act as a catalyst for local economic activity. It is noted that there is a long term strategic direction for the supply chain associated with the Port to move to more reliance on the rail network. This could have future implications for the locality of associated industry – alongside delivering benefits to the urban road network.

Significant industrial growth is projected to occur in the sub-region. The Tauriko Business Estate in the western corridor has been catering for the majority of 'greenfield' industrial growth in the sub-region in recent years and there is substantial capacity remaining in this business estate, and plans for further expansion south of Belk Road. Te Maunga, Wairakei and the future Te Tumu urban growth area in Papamoa East are expected to provide for industrial growth in Tauranga in the medium to long term. In the Western Bay of Plenty, Omokoroa and the proposed Rangioru Business Park in the eastern corridor will provide significant capacity for industrial employment growth. Existing industrial locations, such as at Mount Maunganui, Oropi (Maleme Street) and Judea will see some growth but these locations have limited capacity.

Many western Bay of Plenty iwi, have had lands returned as part of their Treaty Settlements and some of these are commercial properties. Some properties are located in high profile locations in the Tauranga CBD and Te Puke. The potential development opportunities and partnership arrangements between iwi, iwi and government, iwi and the private sector are emerging. Māori Land Trusts are also lifting their sights to business land opportunities.

Assessing development capacity demand from business activity is made more complex due to the fact that business activity does not always require a business 'zone'. A prime example is that over one-third of employment is currently in 'out-of-zone' locations and this dynamic is projected to remain into the future (e.g. trades-based employment, independent professional services). Further, the aged care sectors, schools and some health services are often located out of business zoned areas.

Rural Economy

The sub-region's productive rural land resource is a major contributor to sub-region's economy. Agriculture, Forestry and Fishing is the largest sector in the Western Bay of Plenty District accounting for 20 % of its total GDP (2017), of this the kiwifruit industry makes up the largest share. Around half of all kiwifruit grown in New Zealand comes from the Western Bay of Plenty District. A high proportion of the kiwifruit produced in the sub-region is by Māori owned business entities. The kiwifruit industry is a significant employer in the District, providing permanent employment for about 6,000

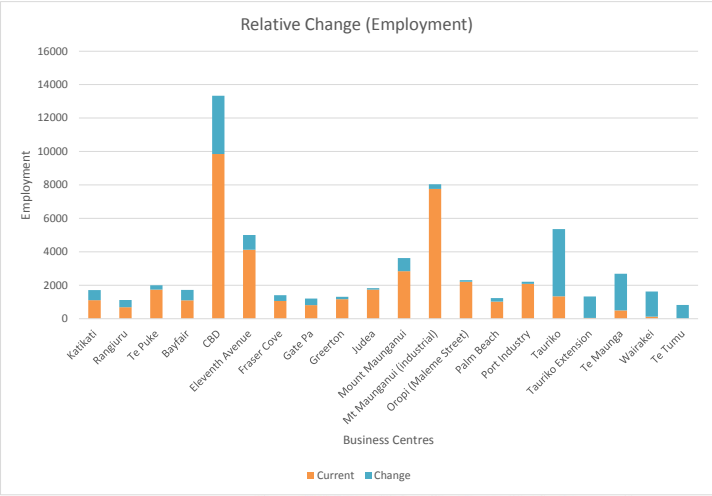


Figure 5: Volume of international export trade, by seaport



people, many of whom are Māori. In addition, the industry relies heavily on seasonal workers and is estimated to employ approximately 6,000 seasonal staff per annum. While some of the seasonal workforce is comprised of people who reside within the District, the majority are sourced from other regions of New Zealand or internationally. The kiwifruit industry is projected to grow significantly over the next decade, both in increased hectares and in revenue. This has implications in terms of the amount of business land required and seasonal worker accommodation. Growth in the industry has been factored into the Capacity Assessment but the situation will be regularly monitored to ensure there is enough housing and business land to meet needs. Most of the district's harvest is in the eastern Te Puke area.

Housing and Business Interactions

The location and density of housing and employment plays an important role in the success of the sub-region and the quality of life enjoyed by its residents. One of the major advantages of cities is the reduced distance between people and employment/business and customers. This supports an increased number of interactions/transactions at reduced cost – especially in terms of the cost and time associated with transportation. These benefits are sometimes referred to as 'agglomeration benefits'.

The size of Tauranga city and the proximity of the Western Bay of Plenty towns has historically meant that the distance from home to work, even at the extremities of the city, or for the surrounding towns has been relatively short, and has not impacted on people's transport choices or home locations.

The location of new urban growth areas next to State Highways, and the relocation of State Highways next to urban growth areas has allowed the city to spread out geographically, while retaining relatively short travel times between work and home. However, the rapid growth at the edges of the city in the last 10 years has significantly increased travel times due to the congestion associated with all of the extra cars on the road. This is due to Tauranga's landform and a small number of routes.

This is leading towards two outcomes. Firstly, it is recognised that new urban developments out on the periphery need to become more self-sufficient for employment and amenities such as shops and community services etc. Examples include; the proposed Wairakei town centre, which will service Papamoa East, Wairakei and the proposed Te Tumu suburb; Tauranga Crossing and the Tauriko Industrial area, which service Pyes Pa, and the proposed Tauriko West residential suburb, and the proposed Omokoroa town centre and industrial area to service existing and future urban areas in Omokoroa.

Secondly, increasing travel times has created an appetite for the introduction of an efficient and effective public transport network, and is beginning to apply pressure on some people's preferences for housing locations. Combined with changes to demography discussed on pages 9-10, and changing preferences for housing types and urban living/lifestyle, this is hastening the shift towards a more compact urban form.

A compact urban form improves access to employment, reduces transport costs, utilises infrastructure and resources more efficiently, supports health and wellbeing through opportunities for a more active lifestyle and improves agglomeration driven productivity and human capital development through increased interactions.

Moving towards a more compact city with high amenity commercial centres, surrounded by higher density housing typologies will increase the interactions and intensity between housing and business overtime. For example, introducing or extending mixed use zoned areas in or around the CBD and local centres creates development capacity which can be taken up by either commercial or housing uses. The key inducing factor for increasing housing within employment centres is the quality of amenity. High amenity employment locations such as at Mount Maunganui easily attract housing in higher densities and mixed use developments. Ultimately, the level of housing uptake in centres throughout Tauranga will depend primarily on the quality of lifestyle on offer. Over time, as high amenity centres become in demand, there will be a need to increase development capacity for both housing and business by expanding existing centres either outwards or upwards, or both.

Fundamentally, the mix and concentration of land uses across the urban areas, and how well these are connected is therefore a major determinant of economic, environmental, social and cultural wellbeing for our communities. The SmartGrowth live/learn/work/play pillar is a foundation of the SmartGrowth Strategy and captures this complex dynamic between land use patterns and community wellbeing.

Tangata Whenua Perspectives and Opportunities

Mai Ngā Kuri ā Whareki Otamarakau – from Waihi Beach to Otamarakau. Tangata whenua across the western Bay of Plenty sub-region descend from three main waka groupings, Te Arawa, Mataatua, and Takitimu. The traditional settlement pattern, mana-whenua and mana-moana of the sub-region was highly contested historically, but maintained currently through close relationships based on inter-marriage and whakapapa. Samuel Marsden was the first European to visit the area in 1820, followed by missionaries, traders and then settlers.

In the 2013 census, approximately 18% of the population in the western Bay of Plenty sub-region identified as being of Māori descent. The proportion of Māori to non-Māori is increasing, and is projected to reach 23% by 2038. Younger segments of the population are increasing faster, with 0-39 year olds identifying as Māori projected to increase from 26% in 2013 to 37% in 2038. This relatively younger population base will form an increasingly important part of the NZ labour market. While the homeownership rates over time have reduced for the total population, the rate of decline is more pronounced for Māori in the sub-region. The proportion of Māori home ownership is significantly lower than that of non-Māori, with 33% of Māori home ownership compared to 52% for non-Māori. We know Māori home ownership rates will continue to decline. Growth in the sub-region has also attracted a large mata-waka (Māori who do not descend from local hapū or iwi) population, which is expected to grow. The 2013 Māori Economic Development Strategy for the Bay of Plenty puts the value of the Māori economy at \$1.2bn (11% of GDP).

Tangata whenua have a special relationship to their ancestral land. Areas with marae, papakāinga and a concentration of Māori land typically have high proportions of Māori living there. Māori land title is very different from general title as it has a unique set of restrictions and protections. These restrictions and protections, which are intended to ensure that the land won't be alienated, make development very difficult.

There are approximately 22,000 ha of multiply-owned Māori land within the sub-region or 11% of the total land area. While much of the Māori land is rural (96%), there are small pockets of Māori land within urban areas which are often associated with an urban marae and papakāinga. There are also significant areas of Māori land that are on the edges of Tauranga City and some of the towns. These areas present both challenges and opportunities for land owners to provide housing for their whanau and economic development for their community. In the case of papakāinga, hapū have the challenge of increasing the scale of development from 4 or 8 homes to 50 or 100 homes. This is hampered by access to finance, multiple ownership and infrastructure provision. Within existing urban areas, the expansion of papakāinga to provide for the growing hapū is severely constrained by the surrounding neighbourhood. Urban Māori communities such as Whareroa, Maungatapu, Hairini, Judea, Bethlehem and Wairoa are severely constrained by land supply for papakāinga development. These types of constraints present unique opportunities to engage in conversations regarding density as a potential solution.

In addition to Māori land, there has also been, and will continue to be, transfers of land back to iwi/hapū through Treaty settlements. Treaty settlements can provide further opportunities for economic development, where settlement land is located in urban areas and development aligns with the aspirations of iwi/hapū. Some Māori Land Trusts are now investigating alternative development models and solutions to suit their particular circumstances or objectives. These solutions may require partnership arrangements with other Land Trusts, iwi, government or the private sector. An example of advance planning and innovation is the Ngā Pōtiki "Manawa" development estate in Wairakei. This is a 240 lot sub-division that sets aside 30% of the lots for Ngā Pōtiki beneficiaries. The development provides a range of housing typologies to cater for the market as well as the Ngā Pōtiki beneficiaries.

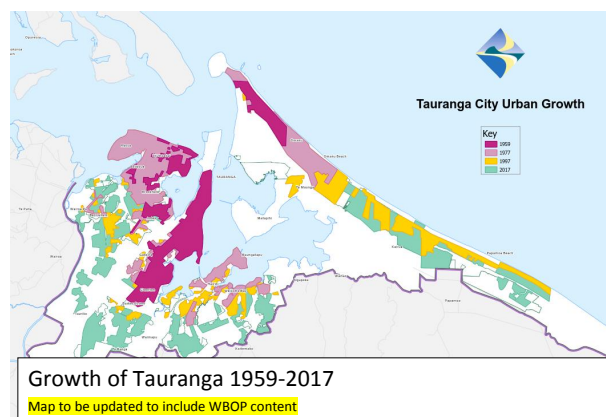
While there are aspirations for land development, tangata whenua are mindful of the need to balance their kaitiaki responsibilities to their culture, environment, and their communities. The protection and acknowledgement of the relationship of tangata whenua to their ancestral lands, waters, sites, waahi tapu and other taonga is a basic cultural tenant. This includes managing development aspirations and potential adverse effects on sites of cultural significance, cultural heritage, cultural landscape values, culturally sensitive ecology, as well as important waterways and marine environments.



Our Current Settlement Pattern

The western Bay of Plenty sub region is characterised by a handful of small coastal settlements and rural towns surrounding Tauranga City in the centre. Prior to European arrival, Tauranga Moana had a number of prosperous kainga (villages). The combination of land purchases and confiscations have contributed to the creation, form and location of the urban areas as we know them now.

Tauranga City is a relatively new city in comparison with the other major cities in New Zealand. In the 1940's it was a small village of approximately 4000 residents. Rapid growth since that time has been characterised by the conversion of rural land on the outskirts of the city into new suburbs (see **Figure x**). Easy access to private vehicles since the 1950s has meant that the city has developed around car based transport. Investment in roading infrastructure to ensure access to New Zealand's biggest export port has supported this pattern of growth. Tauranga is now the fifth biggest city in New Zealand, with the fourth smallest geographical area. Housing demand at the periphery of the city has required continued adjustment to the territorial boundary between Tauranga City and the Western Bay of Plenty District, so that new urban growth areas could be serviced by Tauranga City's infrastructure. This process is currently underway with a proposed boundary change in Tauriko West to ensure that the proposed urban growth area can be serviced by infrastructure. Further boundary changes may be required in the future, depending on the quantity of growth that is located within the existing urban area.



In the Western Bay of Plenty District, growth has been accommodated on the edges of the various towns, complemented by high levels of growth in rural-residential lifestyle blocks. Omokoroa is an exception as it has recently grown from a small harbourside holiday village and is now quickly expanding to become a town.

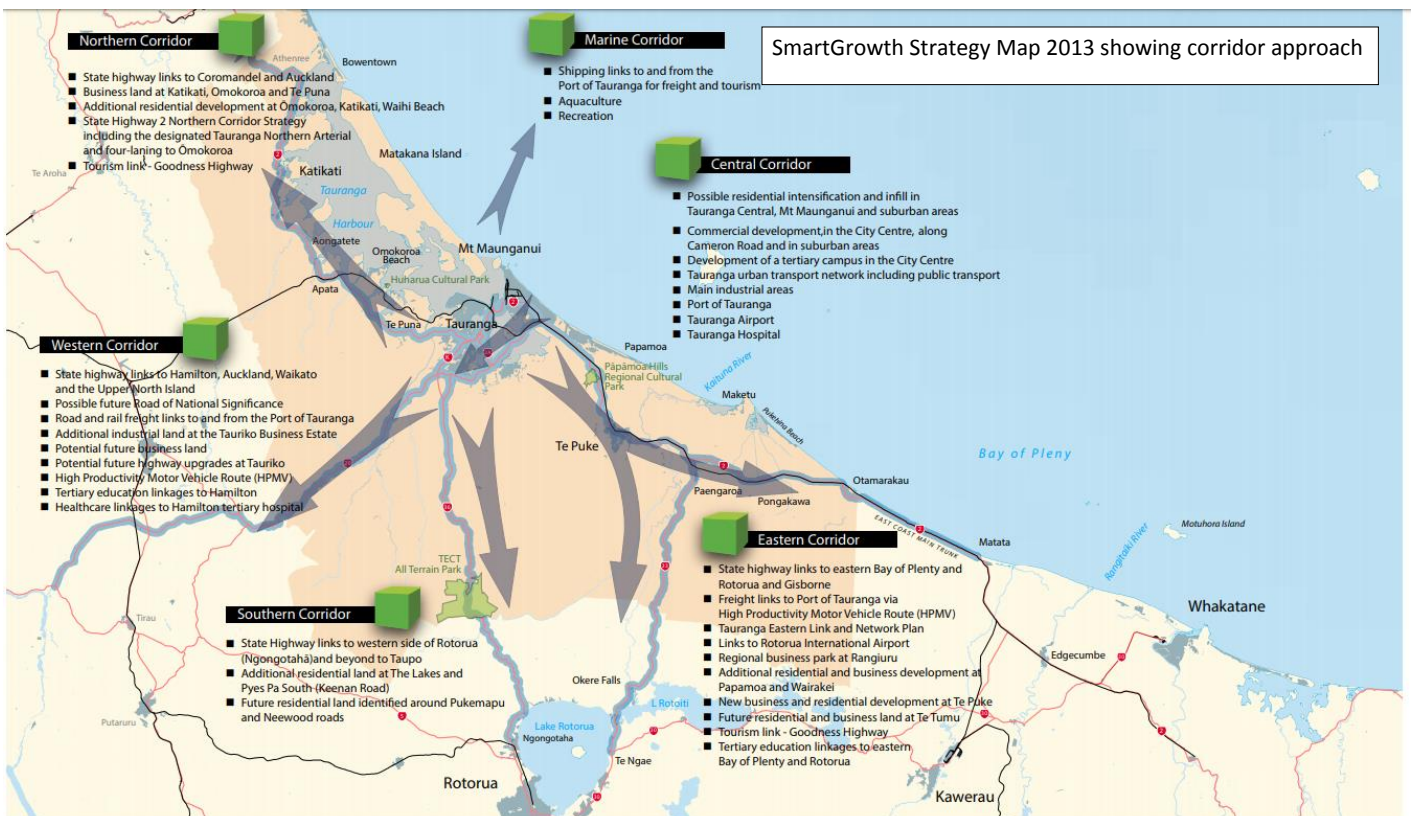
Traditional Maori communities of Whareroa, Maungatapu, Hairini, Judea and Bethlehem have become urbanised as Tauranga city has grown overtime. Otawhiwhi at Bowentown and Rereatukahia in Katikati are on the urban boundaries of their communities, and the Maketu community is pre-dominantly Maori.

*Ka tiro he au heke, e kore e hoki ki
tōna mātāpuna anō*

*The flowing current moves on and will
never return to its source again*

The SmartGrowth Settlement Pattern has evolved with a strong emphasis on the connection between the western Bay of Plenty sub-region to the rest of the Bay of Plenty and neighbouring regions (as shown in **Map X and Map x**). This, combined with the physical setting of the sub-region has resulted in a corridor approach for development. The corridor pattern encompasses how growth is managed and the integration of infrastructure, land-use and funding. The corridors are separated into five key geographic areas:

1. The Northern Corridor, centred on State Highway 2, includes the Bethlehem suburb in Tauranga, as well as Te Puna, Omokoroa, Katikati and Waihi Beach. This connects to the Coromandel and Auckland
2. The Eastern Corridor, also centred on State Highway 2, includes the suburbs of Papamoa and Wairakei, as well as Te Tumu, Te Puke, Rangiuru and Paengaroa. The Eastern Corridor links to the eastern Bay of Plenty, Gisborne, and Rotorua VIA State Highway 33.
3. The Southern Corridor, centred on State Highway 36, links the suburb of Pyes Pa to Rotorua and south to Taupo.
4. The Western Corridor, flanking State Highway 29, includes Tauriko, and proposed growth areas of Tauriko West and the Tauriko Business Estate. The Western Corridor connects the sub-region to Hamilton and Auckland
5. The Central Corridor covers the inner city area with a focus on the Tauranga City isthmus and the Mount Maunganui peninsula.



Map 3
Regional Context and SmartGrowth Corridors

Planning for Growth

Ka mate kāinga tahi, ka ora kāinga rua
There is more than one way to achieve an objective

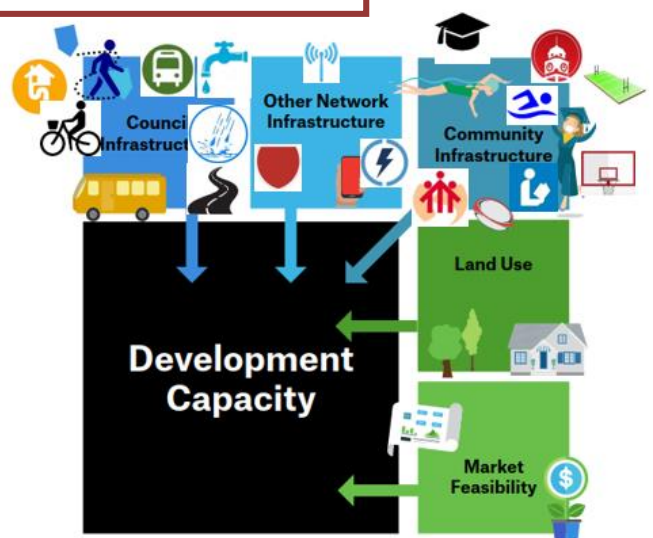
What is Required to Enable Development Capacity?

There are many factors that go into identifying new areas for urban growth and making development capacity available. For traditional greenfield developments, a constraints analysis must first be undertaken to ensure that the location, land form, the presence of hazards, cultural assets and ecological services will not significantly restrict urban development. The type of constraints considered is indicated in [Map x](#). Secondly, the ability to service the land with adequate infrastructure must be considered. In addition to network infrastructure such as transportation, wastewater and water supply, sufficient social infrastructure such as parks, schools, shopping centres, and community facilities are also required. Thirdly, the proposed urban growth area must be commercially feasible to develop. The cost of buying raw land, costs associated with developing the land, and the cost of infrastructure to service development all affect market feasibility. It is important that these factors are all understood before a location is chosen as a future urban growth area.

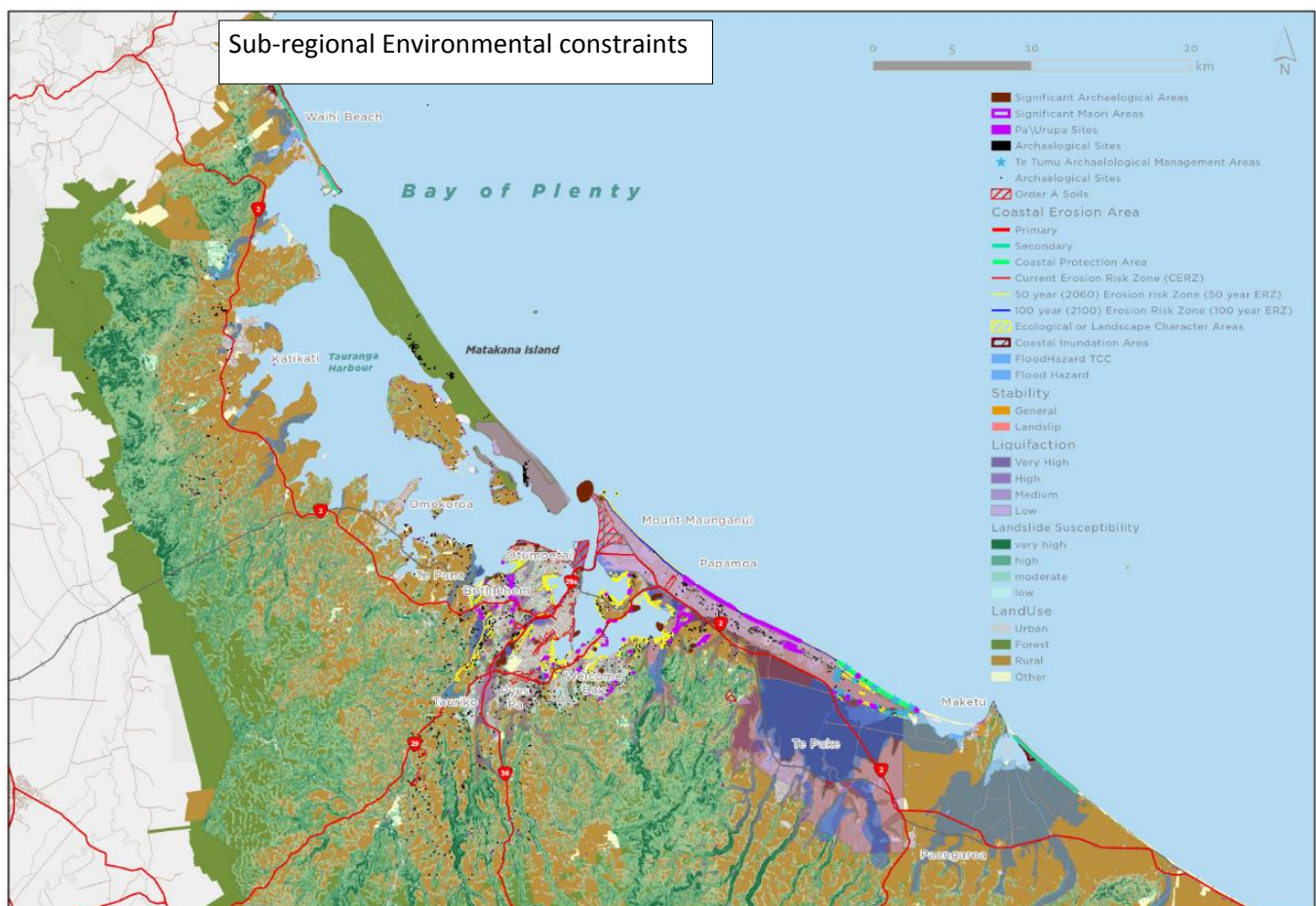
Identifying new areas for growth within existing urban areas is quite similar, but there are distinct differences. The initial constraints analysis is broadened to include an assessment of whether there is sufficient infrastructure capacity to service additional growth. Infrastructure in established urban areas can be very complicated and costly to upgrade, so it is important to understand this before proceeding. Where infrastructure has no remaining capacity, and is too costly or complicated to upgrade, this will prevent or postpone further development occurring. However small scale infill is usually simple and cost effective. It occurs gradually and can usually be accommodated even when infrastructure is nearing or at capacity.

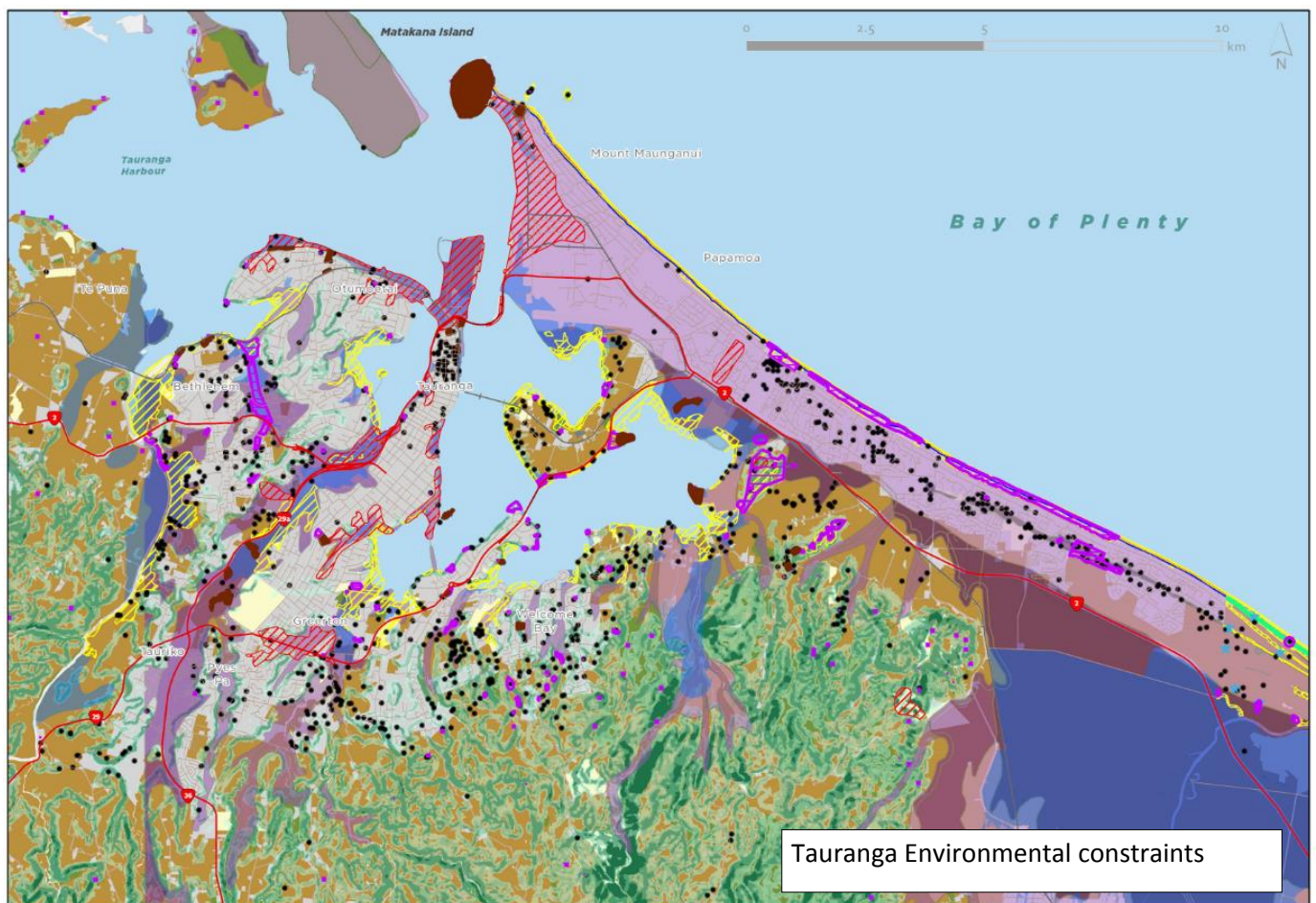
Like in greenfield development areas, commercial feasibility is an important factor if redevelopment and/or intensification within the existing urban area is to be successful. Land values, the level of amenity in the area and the shape and size of urban land parcels are key to ensuring land is feasible to develop or redevelop. Land parcels in established urban areas are typically small and already have buildings located on them. It can be costly, complicated and time consuming to amalgamate land for redevelopment purposes. The presence of buildings with high value will typically prevent redevelopment occurring. While comprehensive redevelopment in existing urban areas can be very complicated and costly, intensification of the existing urban area, as opposed to expansion has the most benefits for the city.

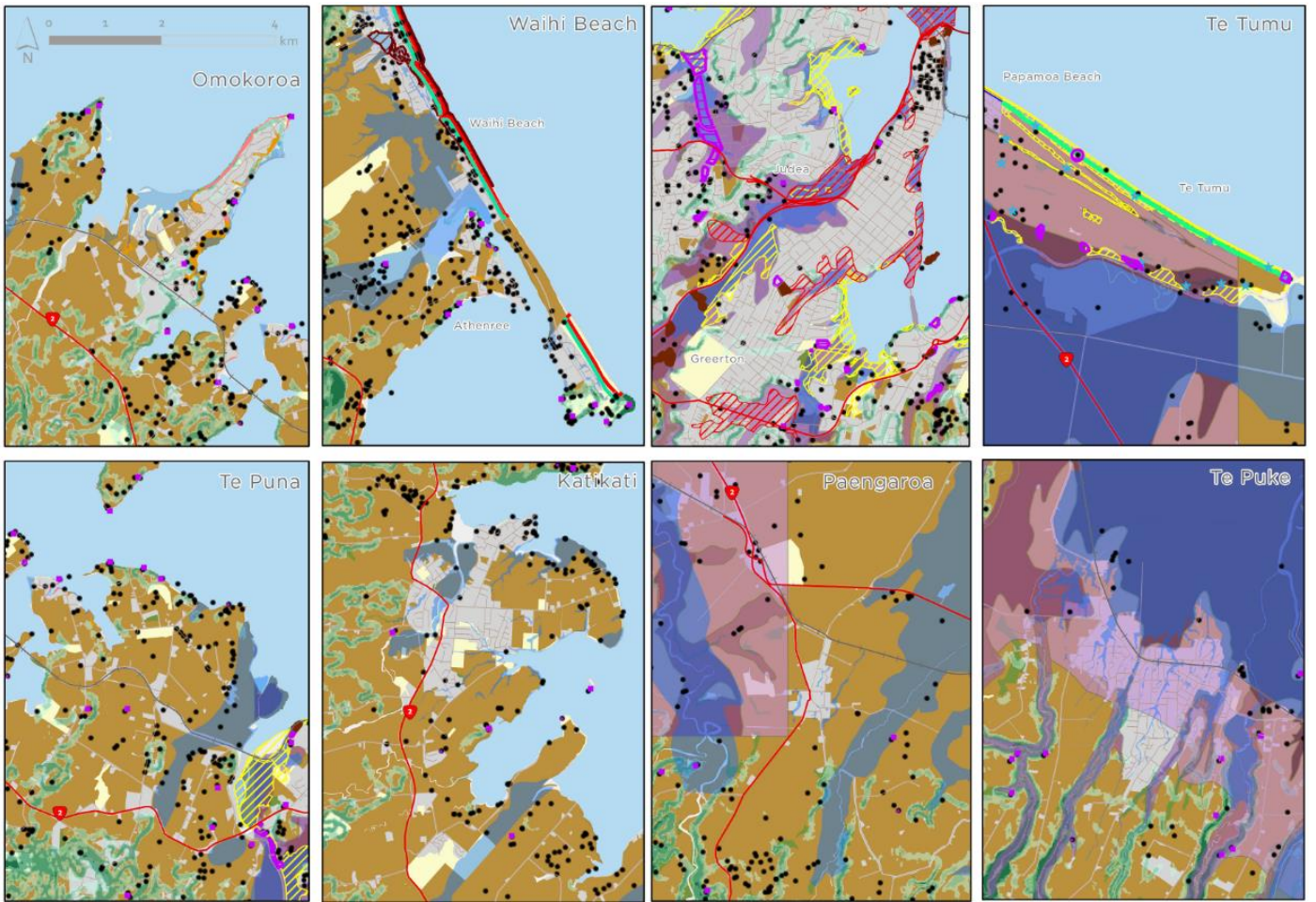
Greenfield developments at the periphery of the city are very expensive for local authorities to service with infrastructure, and are typically an inefficient use of resources. Usually a combination of network extensions and upgrades to capacity are required. Large scale greenfield developments will also require new infrastructure such as libraries, sporting facilities, open space and play grounds. Development within existing urban areas on the other hand can make efficient use of existing infrastructure, and is typically of lower cost to local authorities (and less of an economic burden for their ratepayers).



Sub-regional Environmental constraints







Benefits of a Compact Urban Form

Policies supporting successful compact cities promote urban regeneration, the revitalization of town centers, placemaking, the preservation of green space, improvements to public open spaces, the promotion of public transport and the concentration of urban development at public transport nodes.

The benefits of a more compact urban form are outlined below:

- Better health outcomes from more active lifestyles- such as cycling and walking
- A range of housing typologies can be provided, meeting people's diverse needs and preferences
- Locating more housing close to employment and education supports greater modal choice, and reduces the need to travel by private car, thereby potentially reducing congestion.
- Better public transport services, including increased frequencies and improved reliability.
- Increased overall accessibility
- Lower carbon emissions associated with less car dependency
- Higher productivity through the greater proximity of firms, workers and consumers.
- Greater numbers of people walking and cycling (to a lesser extent) can increase the vibrancy of centres and sense of community
- More efficient use of built resources and infrastructure, and a reduction in the need for network expansion.
- Least costly to service for local authorities
- Reduced need to expand urban growth into productive rural areas.
- More efficient use of environmental resources
- Enhanced environmental outcomes through reducing the urban environmental footprint.

Increasing the density of people located within walking distance to public transport nodes allows people to be better served by public transport, with greater access to a variety of routes and greater frequency. Residential densities of 25 to 30 dwellings per hectare is considered internationally as the benchmark/target for an economically viable efficient public transport system.

In order to accommodate future projected growth, we need to provide a better balance between suburban infill, urban redevelopment and greenfield development.

The benefits of a compact urban form are encapsulated in the SmartGrowth vision that the 'Western Bay is a great place to live, learn, work and play'. This vision aspires to provide opportunities for people to meet most of their daily needs within their own communities and promote community cohesion. It supports the design of neighbourhoods and communities in a way which promotes social interaction, connectivity, access, a strong sense of place and sufficient housing choice to cater for a range of ages, incomes and household sizes.

Moving towards a more compact urban form is required within the existing urban area as well as in greenfield areas. Higher densities in greenfield development areas can also achieve many of the benefits listed above.

Compact Urban Form – Tauranga Urban Strategy

The SmartGrowth Strategy has long identified that we need to move towards a more compact urban form, with a focus in Tauranga. Tauranga City has recently prepared an Urban Strategy which sets out the principles for enabling a greater proportion of Tauranga City's growth to occur within the existing urban area. The Tauranga Urban Strategy, which is currently still in draft form, and is subject to consultation with the community, proposes a centres based urban form which will include areas of residential intensification in and around town centres. Focusing growth in and around town centres also protects the suburban character in the rest of Tauranga's residential area and enables Tauranga to retain some areas of low suburban density and rural lifestyle blocks. Successful implementation of the Urban Strategy will require collaboration with the community, placemaking and investment in centres to provide high levels of amenity and vibrancy. This will enable more people living within an easy walking distance to an efficient public transport network, shops, community services and facilities, employment, recreation and green spaces. The Tauranga Urban Strategy reflects a sea-change in how the city grows, advancing more opportunities for people to live, learn, work and play in and around local town centres.

Community Outcomes sought by the Tauranga Urban Strategy

Greater Housing Choice	<ul style="list-style-type: none"> • Increase housing choice and density in locations close to jobs and services by incentivising attached housing types such as duplexes, terraces and apartments
Better connectivity and a more efficient transport network	<ul style="list-style-type: none"> • Improving walking, cycling and public transport links to the rest of the City. • Ensure an efficient multi-modal integrated transport network • Improve connectivity and accessibility for all people across all modes • Reduce congestion through demand management and supporting mode shift to non-car modes of transport
Placemaking and design	<ul style="list-style-type: none"> • Working with our community to revitalise our centres, providing for greater vibrancy and local character • Invest in facilities, services and the amenity of our town centres • Promotion of design that creates a better sense of place which includes the incorporation of Māori design principles for public investment in places and buildings.
Environment	<ul style="list-style-type: none"> • Create an efficient urban form that reduces the need to drive and protects sensitive rural areas from urban development • Improve the connection between urban centres and the environment
Maori Development	<ul style="list-style-type: none"> • Recognise the heritage of tangata whenua, Maori culture and traditions, in the development and design of the city • Support Maori social and economic development through enabling more Papakāinga and the development of multiple-owned Maori land and treaty settlement land.
Economy	<ul style="list-style-type: none"> • Invest in the CBD and our town centres to stimulate economic development
Aging population	<ul style="list-style-type: none"> • Provide housing in suitable locations to support aging in place • Ensure the delivery of infrastructure, community services and facilities to meet the needs of our ageing population

Placemaking

In order to achieve compact city outcomes, it is necessary to commit to a place making program with affected communities at the outset. Placemaking capitalises on a local community's assets, inspiration, and potential, with the intention of creating places that promote people's health, happiness, and well-being.

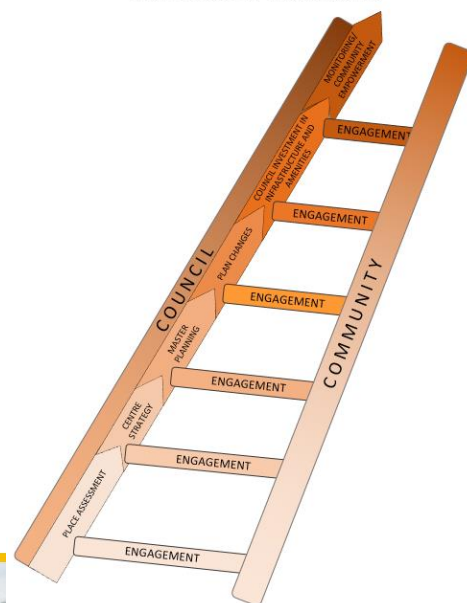
Developing in existing urban areas is very different to creating new suburbs in greenfield areas. There is essentially no 'blank canvas' as a starting point. Existing urban areas generally have established communities so genuine engagement and collaboration with communities is required for any placemaking initiatives to be lasting and effective.

Communities around each centre will know where to get the best coffee; the best parks; the best walking and cycling routes; the places that feel unsafe; and which roads or intersections feel dangerous to cross. These communities will know what they like about their centre, and what they don't. They might also know what their centre lacks/needs. Maybe it's a supermarket, maybe there is insufficient green space, or perhaps it's a safe cycleway.

Therefore, before any planning commences for any of Tauranga's many centres it is important understand community aspirations and expectations for each centre that will undergo change. Tauranga City Council will be engaging with the communities as the 'place users' early on to determine what they really value about their local centre establishing sense of what should be changed or remain. The voice of Maori in place-making will contribute to reviving and promoting cultural and environmental heritage.

Centres will be developed in a staged manner based on the assessment of opportunities and constraints. In order to be effective Council will need to focus on a smaller realistic number centres at a first and commit to engagement with those communities throughout the process to achieve good outcomes.

The Process of Placemaking



What is Placemaking?

Placemaking is a people-centered approach to the planning, design and management of public spaces. Put simply, it involves looking at, listening to, and asking questions of the people who live, work and play in a particular space, to discover their needs and aspirations. This information is then used to create a common vision for that place. The vision can evolve quickly into an implementation strategy, beginning with small-scale, do-able improvements that can immediately bring benefits to public spaces and the people who use them. Tauranga City proposes to use the placemaking approach to improve the quality of life in our centres, and to manage change over time. The place making approach will inform what interventions are required in each centre, whether it be improvements to the streetscape such as more street trees or safer pedestrian crossings, upgrades to community infrastructure or support for local events.



What could implementation of the Tauranga Urban Strategy look like?

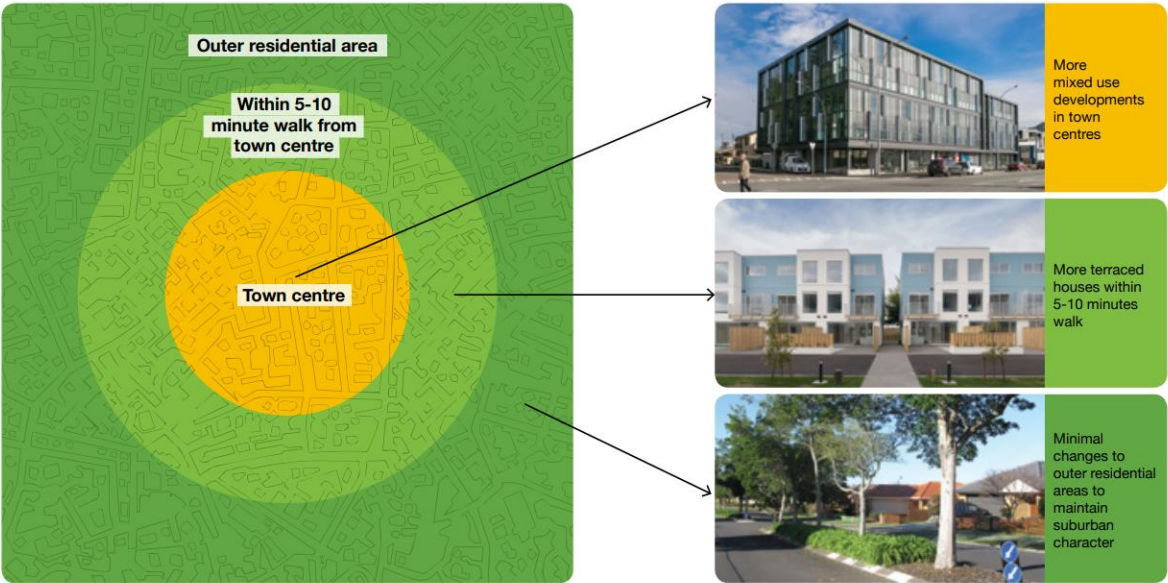
The draft Tauranga Urban Strategy proposes that intensification is enabled in and around local centres within a five to 10-minute walk from the centre.

It is important to provide more opportunities for housing choice and diversity close to centres, while ensuring that the character and scale of new buildings is appropriate to the surrounding area. A key element of the strategy is to invest in urban areas to enhance the experience they offer to locals

A transition towards a higher-density environment requires investing in higher amenity, such as planting street trees, calming traffic, establishing and improving walkways/cycleways and connections, creating new parks and upgrading public spaces to support centre growth. This will support Tauranga's centres to develop as unique vibrant places that will contribute to residents' sense of identity, place, and pride in their community.

Change will not happen all at once. Areas with high amenity such as Mount Maunganui and the City Centre have had, and will continue to have, faster rates of change whereas areas with lower amenity may experience a slower rate of change.

We want to offer our existing and new residents the opportunity to pursue whatever lifestyle choice they want from a downtown apartment, a small duplex near the shops, a home by the beach or a rural lifestyle block.



Greenfield Development

While there will be a shift towards a more compact urban form, sufficient capacity in new greenfield areas must continue to be made available. This is for a few different reasons. Firstly, new greenfield areas take a long time to plan for, service and fund, so they need to be planned for well in advance of when they might be needed. Secondly, it is unclear at this stage how quickly we will move towards a more compact urban form, therefore planned greenfield areas need to be kept in reserve in case take up of urban intensification opportunities is slow. Thirdly, we need to be careful to not overly constrain land as this will have negative impacts on the cost of land and housing. Finally, we need to ensure that households can continue to have wide range of choices to meet their housing needs.

Housing in greenfield areas has predominantly been detached single storey dwellings, with the occasional two-storey dwelling. To date there has been very little in the way of attached dwellings such as duplexes or terrace housing. Retirement villages are sometimes developed in greenfield areas and are typically at higher densities than stand-alone housing usually combining a mixture of attached and detached dwellings. However, this is starting to change. In the last few years, densities in greenfield developments have been increasing due to the changing economics of development. This trend has been influenced by a range of factors including land costs, construction costs and the development contributions frameworks of councils. Likewise, densities in greenfield areas are expected to continue to rise in response to the projected shift in the age demographic, and emerging housing preferences of younger residents. In the future we expect to see a greater variety of housing types in greenfield developments that include various forms of attached housing.

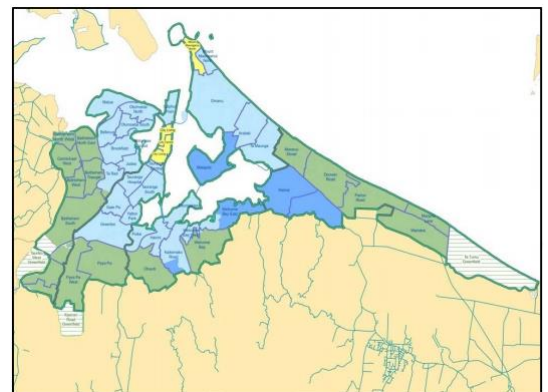
The creation of new papakāinga housing in rural areas is also anticipated, and will accommodate some growth. The desire to build on multiple owned Māori land is high, however, there are challenges for whānau securing finance to service debt, and the cost of infrastructure. Papakāinga housing has typically been very small in scale, and further work needs to be done to increase the scale of development. The development potential for housing on Māori land must be initiated and led by Māori.

Councils prepare for new greenfield areas through planning comprehensively for where infrastructure, housing and business activity will be located. The process of planning for new development areas in this way is referred to as structure planning. This includes managing or avoiding any constraints that apply to the land. Connecting new communities to health, education, recreation and other community services also needs to be considered. Further, in larger growth areas there is the need to create new town centres including the design of public places and their interaction with private and civic developments. Town centres, which concentrate access to shopping, personal services, community infrastructure and other amenities, as well as opportunities for employment, become the 'heart' for the new communities being established around them.

The aim is for new greenfield areas to transition into urban environments that provide for the mix of activity and amenities that are enjoyed in the successful and thriving existing areas of the city. Where this mix is not achieved inefficiencies ultimately result in poorer quality of life outcomes for residents in these new areas. If residents do not have a wide variety of services and amenities readily available in their area, they will likely be less connected with their community and travel longer distances to access services and amenities. This further burdens the transport network and reduces the quality of life for residents. The principal focus of the greenfields work programme therefore is to create well connected, quality urban environments that operate efficiently and where residents can maximise opportunities to live, learn, work and play.

Business in Greenfield Areas.

Ensuring sufficient development capacity for business activity as the population grows is required in greenfield urban growth areas as well as within the existing urban area. In some cases, land for new business activity will be integrated within the new urban growth areas and in others will be within existing commercial centres. In other contexts, business land is provided in dedicated business estates. Factors that influence the locality and characteristics that suit different sectors of the economy are complex and choices are ultimately driven by the preferences of individual business operators.



In Tauranga city, 87% of new housing in recent years has been located in greenfield urban growth areas (shown in green in the above image). These areas were planned for in the 1990's and 2000's and will continue to provide capacity for at least another 10 years.

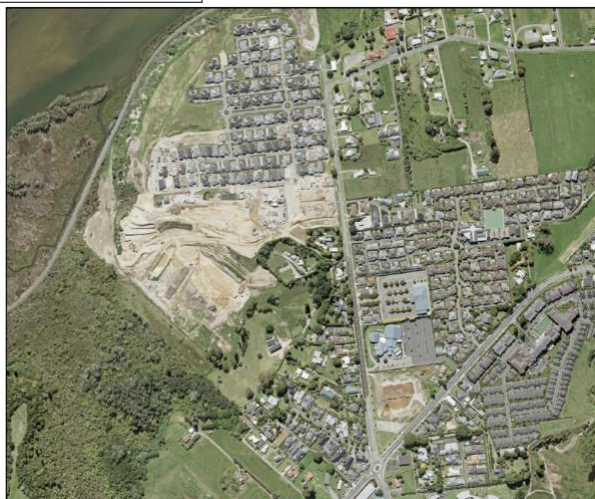
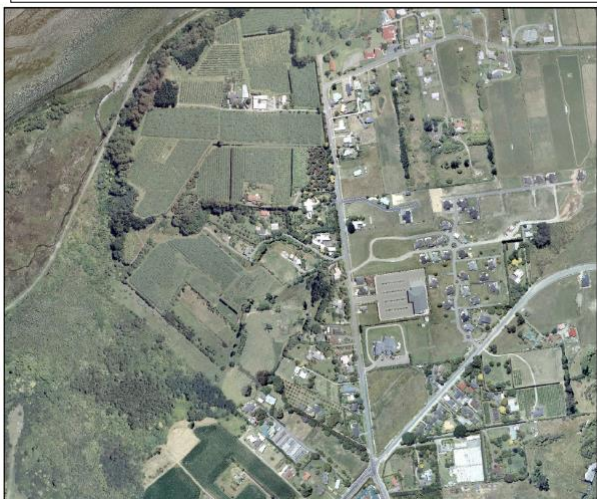
Using rural productive land for housing?

Text to discuss – balancing the need/desire to protect high quality versatile soils, on the other hand ensuring sufficient land for housing.

Flat land is easier to develop for housing. Housing developments seek to locate on flat land in order to minimize earthworks, and thereby reduce the costs of development – Unfortunately flat land is also typically has higher quality soils which support horticulture, especially kiwifruit.

Include map showing location of versatile soils/ high quality soils

Below image showing conversion of orchards to houses in Bethlehem 2007 and 2017.



Part 2: The Development Strategy

Ko te pae tawhiti whāia kia tata, ko te pae tata whakamaua kia tina

Seek out distant horizons, and cherish those you attain

Fulfilling the requirements of the National Policy Statement on Urban Development Capacity

The National Policy Statement for Urban Development Capacity (NPS-UDC) requires that high growth areas prepare a Future Development Strategy which sets out how sufficient housing and business land development capacity will be provided over a 30 year timeframe. The specific requirements (under Policy PA1) are set out as follows:

Short term	Development capacity must be feasible, zoned and serviced with development infrastructure.
Medium term	Development capacity must be feasible, zoned and either: • serviced with development infrastructure, or • the funding for the development infrastructure required to service that development capacity must be identified in a Long Term Plan required under the Local Government Act 2002.
Long-term	Development capacity must be feasible, identified in relevant plans and strategies, and the development infrastructure required to service it must be identified in the relevant Infrastructure Strategy required under the Local Government Act 2002.

Minimum targets

The NPS-UDC also requires that Regional and District/City Councils set minimum targets for sufficient, feasible development capacity for housing. These targets must include an additional margin of feasible development capacity above projected demand of at least:

- 20% in the short and medium term, and
- 15% in the long term.

The SmartGrowth Housing and Business Development Capacity Assessment completed in 2018 under the NPS-UDC identifies that housing demand over the next 30 years is projected to be around **43,000 dwellings**. On this basis, the minimum targets are proposed as follows:

Area	Medium Term	Long Term	30 Year Total
	June 2018 – June 2028 Medium term targets include an additional margin of 20%	June 2028 – June 2048 Long term targets include an additional margin of 15%	June 2018 – June 2048
Western Bay of Plenty Sub-Region <i>To be incorporated into the Bay of Plenty Regional Policy Statement</i>	Minimum Target 21,500 Projected actual demand 17,500	Minimum target 30,500 Projected actual demand 26,500	Minimum target 52,000 Projected actual demand 44,000
Tauranga City <i>To be incorporated into the Tauranga City Plan</i>	Minimum Target 16,500 Projected actual demand 13,500	Minimum Target 25,500 Projected actual demand 22,500	Minimum target 42,000 Projected actual demand 36,000
Western Bay of Plenty District <i>To be incorporated into the Western Bay of Plenty District Plan</i>	Minimum Target 5,000 Projected actual demand 4,000	Minimum Target 5,000 Projected actual demand 4,500	Minimum target 10,000 Projected actual demand 8,500

- The medium term shown in the above table includes both the short and medium term time periods as defined in the NPS-UDC.
- The numerical targets represent the equivalent number of new dwellings for which development capacity is appropriately provided.
- For the medium term targets, the appropriate provision of development capacity requires that it is feasible, zoned and either:
 - serviced with development infrastructure, or
 - the funding for required development infrastructure is identified in a council Long Term Plan.
- For the long term targets, the appropriate provision of development capacity is that it is feasible and identified in plans and strategies and the development infrastructure to service that capacity is identified in a council Infrastructure Strategy.
- Targets and projected demand figures are rounded up to the nearest 500 for both areas. These are then aggregated in each time horizon to provide the sub-regional target. For more specific projections of demand refer to the table on page 43 of the SmartGrowth Housing and Business Development Capacity Assessment 2017.
- Urban expansion of Tauranga City will extend into the current Western Bay of Plenty District territorial area. Where this occurs and is reflected by a boundary adjustment between the territorial areas, the new development capacity will be considered to contribute to the Tauranga City target.

Do we currently meet the requirements?

As set out in the 2018 SmartGrowth Housing and Business Development Capacity Assessment there is sufficient development capacity (including the additional margin of feasible development capacity of 20%) for projected housing and business demand in the short term (2017-2020)

In the medium term (2020 - 2027), a little over half of the development capacity required is both feasible, and enabled through zoning and infrastructure. The remaining capacity will need to be unlocked through a number of plan changes and investment in infrastructure. In the case of plan changes to support greater levels of intensification, there is uncertainty around the rate of take up, which is largely dependent on the commercial feasibility of development. For greenfield development, planning for the medium term growth areas (Te Tumu, Omokoroa, Tauriko West and Katikati) is significantly advanced, but to be successful will require a partnership approach with the government, especially around transport investment and education provision.

The new urban growth areas required to ensure sufficient development capacity in the medium term, and extending out into the long term include:

In the long term, assuming that the new medium term urban growth areas are successful, a little over half of the required development capacity will be feasible and enabled by zoning and infrastructure. Therefore, further investigation to identify additional greenfield land is required to ensure there is sufficient development capacity in the long term. This investigation work will be undertaken over the course of the next 3 years.

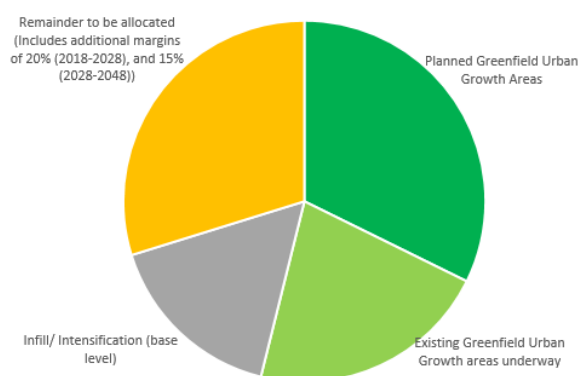
Over the course of the next 30 years, a significant portion of the projected housing demand (including the required additional margin) is currently provided for through urban growth areas currently underway, planned new urban growth areas, as well as existing capacity within the existing urban area.

The remainder of projected housing demand over the next 30 years will need to be allocated to further intensification of the existing urban area, investigation of additional greenfield areas or a combination of the two.

Figure x shows the remainder of development capacity to be accommodated in yellow.

	Housing Capacity Available	Business Capacity Available
Tauranga City	Te Tumu (~2021)	Te Tumu (~2021)
	Tauriko West (~2021)	Tauriko Business Estate
	Intensification within Tauranga	Extension of Tauriko Business Estate – south of Belk Road (post 2021)
Western Bay of Plenty District	Katikati (2021)	Omokoroa peninsula (post 2021)
	Remainder of Omokoroa peninsula (post 2021)	Rangiuru Business Park (post 2021) Te Puna Business Park (post 2021)

Western Bay of Plenty Sub-region
Development Capacity over 30 years - (including NPS-UDC margins)

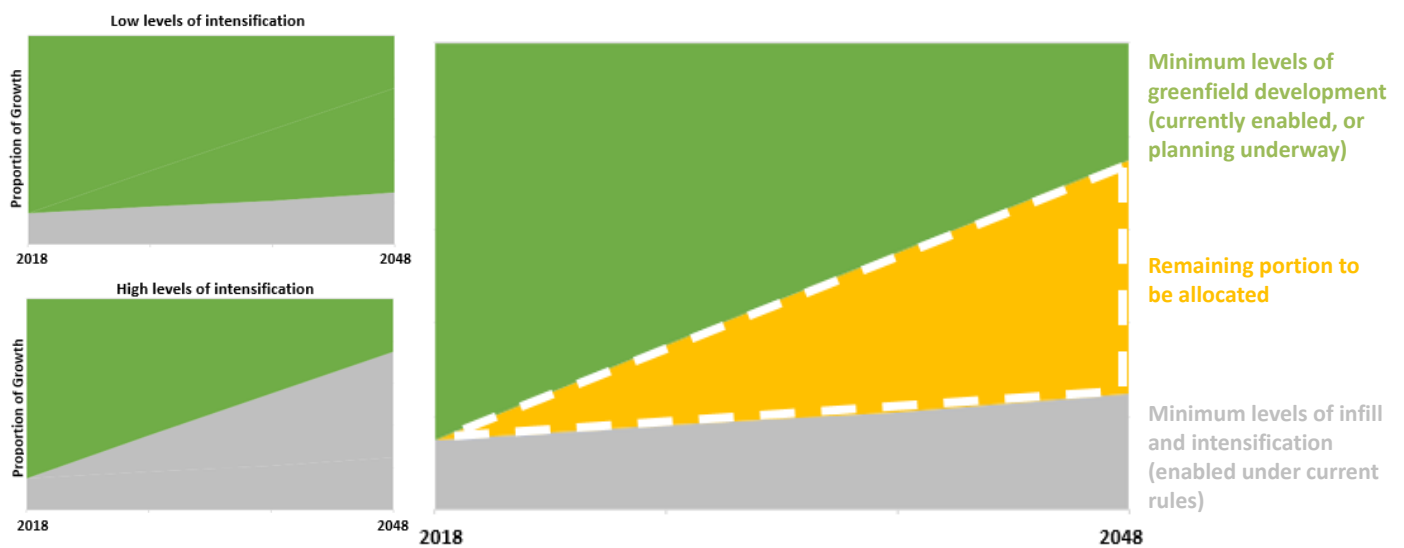


Remaining capacity to be accommodated 2018-2048	
Remaining demand to be accommodated	7545
Total including additional development capacity margins	14725

Planned greenfield urban growth areas	
Area	Projected Capacity (as at 30/6/18)
Te Tumu	7700
Tauriko West	3000
Omokoroa Stage 3	4186
Katikati West	1070
Total	15956

Intensification/Infill	
Area	Remaining Capacity (as at 30/6/18)
Tauranga Infill/ Intensification (BAU 20% intensification/ infill)	6231
WBOPD Rural Infill Small settlements	1834
Total	8065

Existing greenfield urban growth areas underway	
Area	Remaining Capacity (as at 30/6/18)
Bethlehem	1424
Pyes Pa	407
Pyes Pa West	1508
Ohauti	446
Welcome Bay	325
Papamoa	1877
Wairakei	2805
Omokoroa Stages 1&2	884
Katikati	268
Waihi Beach	225
Te Puke	491
Total	10658



Finding the balance between going up and going out

In Tauranga City, currently 87% of all growth is being accommodated in greenfield areas on the edge of the city. In the short term this pattern will continue as there are a number of greenfield urban growth areas underway, and planning for new greenfield areas is significantly advanced. However, it is anticipated that uptake of intensification opportunities will increase over time. Prior to the preparation of the Tauranga Urban Strategy, the baseline intensification scenario assumes that intensification will ramp up from around 15% intensification currently, to around 25% in 30 years' time. This will achieve an average of 20% intensification/infill. This is demonstrated in the top image in Figure x. If this model were to continue to be followed, then the yellow slice of the above pie chart, or the yellow wedge in Figure x would need to be accommodated within new greenfield areas.

Alternatively, if implementation of the Tauranga Urban Strategy was successful, then it may be possible to increase intensification/infill rates from around 15% up to 75% by the end of the 30 year timeframe. This would achieve an average of 45% intensification. This is shown in the bottom image of Figure X. Ultimately it is likely that the proportion of infill and intensification (going up) to greenfield development (going out) will be somewhere between the two. The right hand image of Figure x shows the remaining development capacity that is yet to be allocated. Further work needs to be done to understand the appropriate balance between greenfield development and infill/intensification.

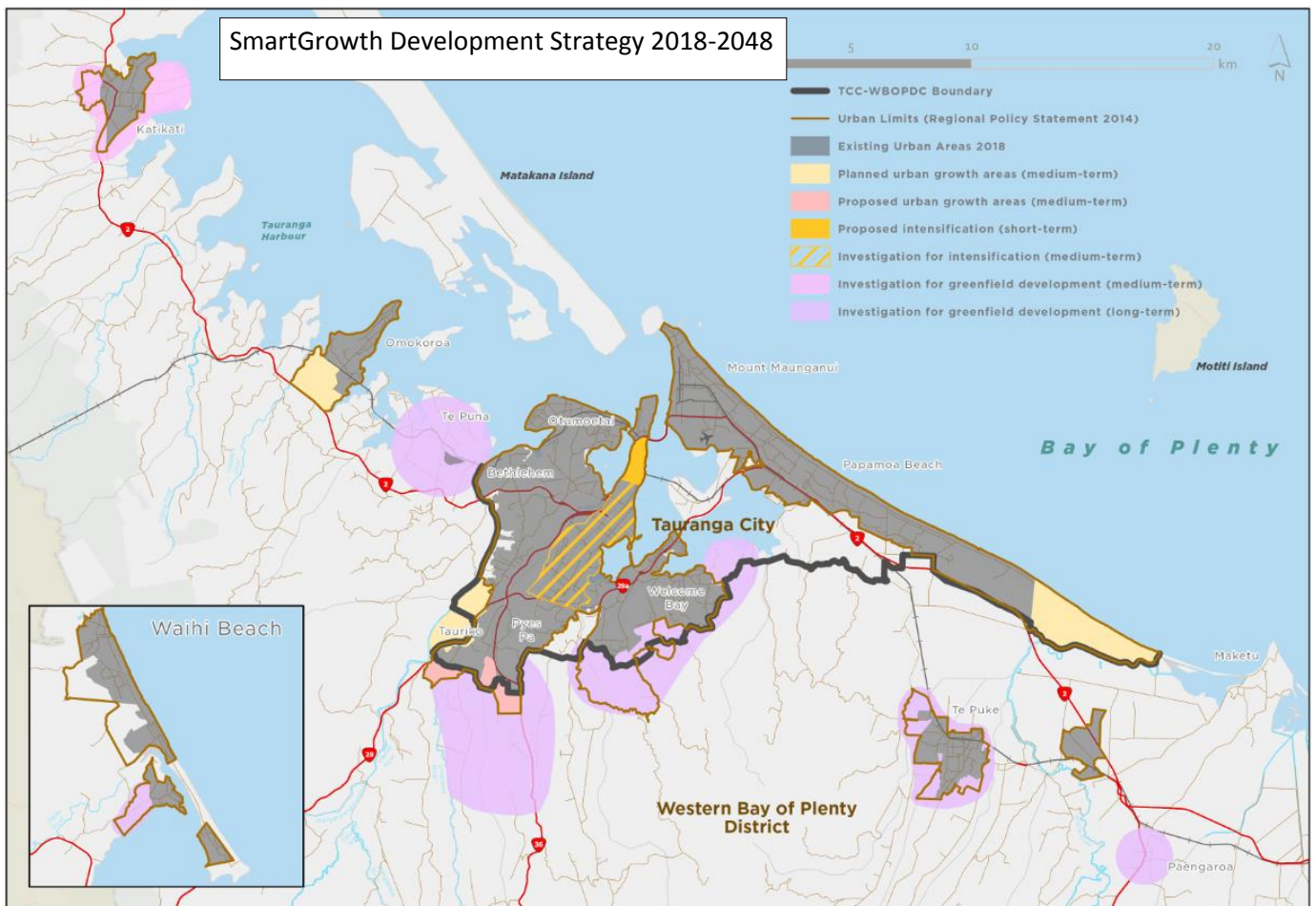
The 30 year Development Strategy for the Western Bay of Plenty

The SmartGrowth Future Development Strategy is essentially a combination of the 2013 SmartGrowth Strategy and Settlement Plan, the 2016 SmartGrowth Settlement Plan Update and the draft Tauranga Urban Strategy.

Planned Urban Growth areas were agreed to/set in motion in the SmartGrowth Settlement Pattern Review undertaken in 2016.

Brief description about how the below areas came about.

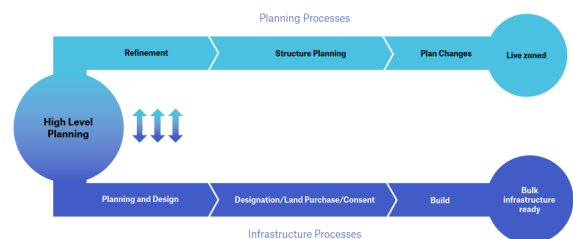
SmartGrowth Development Strategy 2018-2048



Our Development Capacity Work Programme

This next section is divided into three parts:

1. An outline of the key infrastructure projects that will enable development capacity, across the sub-region
2. An outline of the proposed work programme to implement the Tauranga Urban Strategy over the medium and long term
3. An outline of the proposed work programme to create new greenfield urban growth areas over the medium term and the long term.



Integrating Planning and Infrastructure

Regardless of whether we go up or out, it is vital that infrastructure is available to support and service growth. Infrastructure provides the foundation in our sub-region for how we live, learn, work and play. Infrastructure supports most of what we do in our daily lives: the water we drink, the parks that we play in and the way we get to work. The quality and capacity of our infrastructure has a strong influence on the quality of our lives. Investment in infrastructure has long-term consequences for the sub-region's future, and will shape how well it functions for future generations

With high rates of growth, it's important that we plan for the future carefully, and ensure that we can deliver the right infrastructure, at the right time and in the right location. The infrastructure that is required to service growth includes roads and footpaths, cycleways and public transport facilities, drains and pipes, pumps, treatment plants, and reservoirs. Social infrastructure is also required such as libraries, community centres, playgrounds and reserves, sport and recreation facilities, swimming pools and performance venues, as well as schools and health facilities. Other core infrastructure that supports our way of life and is required in new growth areas includes telecommunications, electricity and gas networks, as well as rail and the state highway network.

SmartGrowth takes an integrated approach to growth management and development planning. The overarching SmartGrowth Strategy and this Future Development Strategy aims to integrate land use planning with infrastructure while ensuring funding is available to deliver and enable land development plans. The SmartGrowth partners aim to make the best use of existing infrastructure and optimise this with new infrastructure investment. Therefore, selecting locations for new urban growth areas requires careful consideration of the capacity of existing infrastructure.

However, in the sub-region, the delivery of sufficient infrastructure, both Council and Government provided, is in "catch up" mode. The slow down and uncertainty associated with the 2007 Global Financial Crisis, meant that a number of projects were delayed. Rapid population growth in the last few years has placed increased pressure on infrastructure, and infrastructure delivery has struggled to keep up with growth. Significant congestion in sections of the roading network in the last few years, shortages in water supply in early 2018, and a shortage of schools in appropriate locations are key examples.

Historically the SmartGrowth partnership has aimed for a 'just in time' approach to enabling new growth areas due to the significant costs associated with development infrastructure. With the new requirement in the NPS-UDC for significant forward supply (10 years with an additional 20% margin) the approach taken by the partners will need to move over time to enabling new growth areas sooner than has been the practice to date.

In order to enable development in new greenfield areas, planning needs to be highly integrated to ensure that zoned capacity and infrastructure capacity can be delivered in parallel. This is shown in the [diagram x](#).

Of all infrastructure, transport (roads, rail, the port, the airport) has the strongest influence on the location, patterns and quality of place. This Development Strategy aims to ensure that the transport network is integrated and managed as one system across the sub-region, with strong interregional connections. This is especially important given the sub-region's connections to Auckland and Hamilton (the golden triangle location) and its strategic growth corridors.

Transport

He waka eke noa: A canoe in which we're all in with no exception

Transport is the lifeblood of our cities and communities. It provides the means by which we transport goods, get to work or school, socialise, and every other activity we undertaken outside the home. Transport is a powerful enabler for new housing opportunities, liveable cities, and sustainable economic development but the rapid growth of the sub-region is putting some parts of our network under considerable pressure. Transport investment is needed to ensure further growth can be sustained without degrading the quality of life for our current residents and constraining business growth.

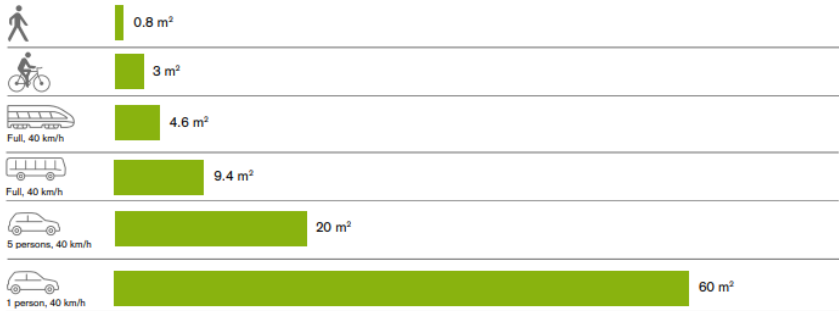
Within the Western Bay there is an inherent tension between potential transport investments that will increase roading capacity and support a sprawling urban form - and those that shift transport choice towards active modes and public transport and support a more compact urban form. This tension sits at the heart of the FDS with its intention to move towards a more compact urban form but recognizing that almost all current growth is occurring in greenfield areas.

Being able to deliver the required transport capacity over the next 30 years requires Council and NZTA to work together to provide investment and funding certainty. Without certainty being provided by all partners, long-term sustainable growth is difficult to achieve. In a growing region, with a combination of greenfield and brownfield developments, this needs to be provided through a range of well-planned interventions including improved walking and cycling, faster, more reliable public transport, and capacity and safety improvements on our state highway and arterial road network.

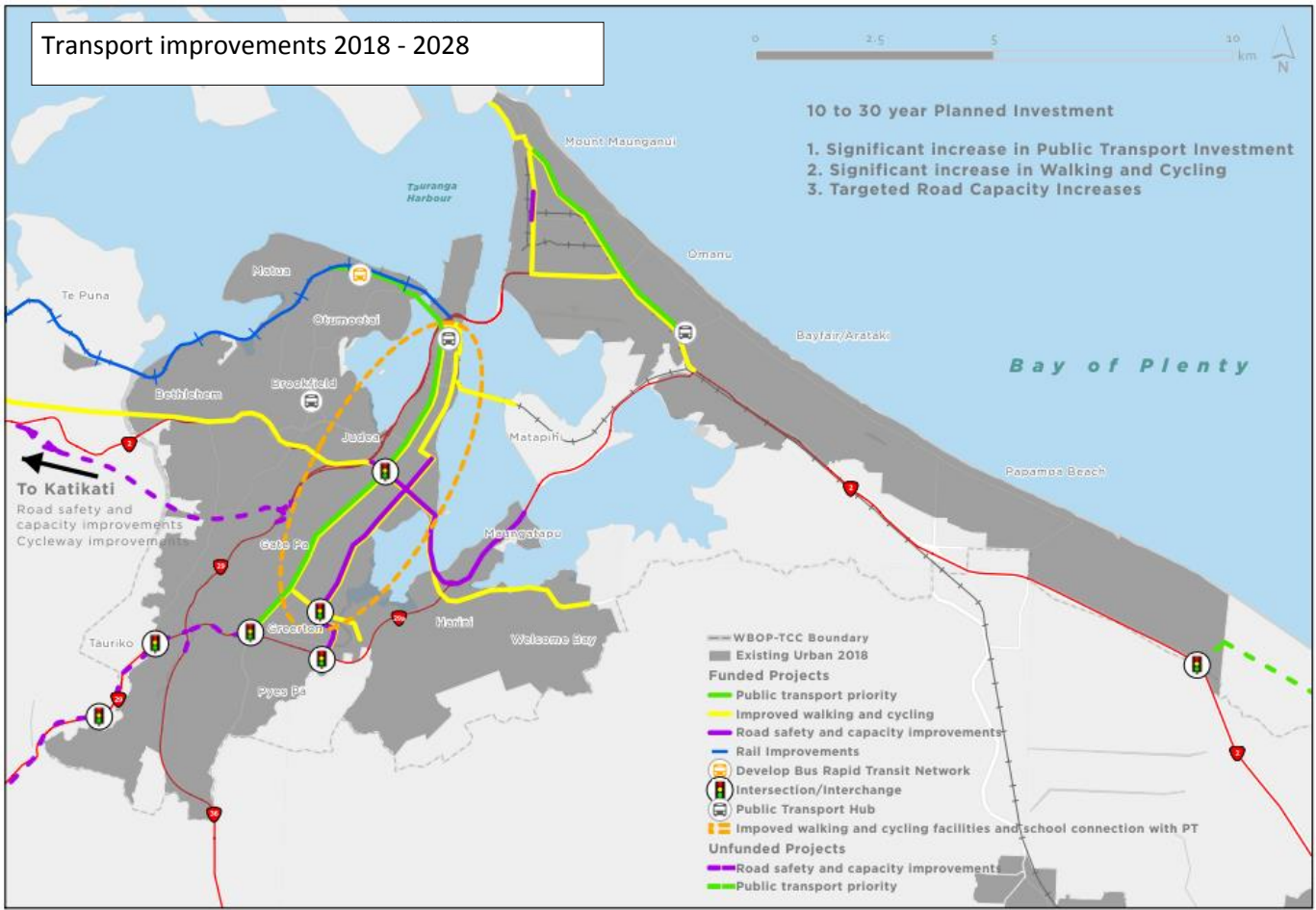
Councils and NZTA are working together to deliver safe, sustainable, transport solutions that will leave the sub-region in a better place for the next generation. Over the next ten years there are significant challenges and opportunities facing transport:

- Funding certainty and affordability of investments over a 30-year horizon required to successfully manage and enable a population and economic growth
- Coordinating planning, funding and delivery of an integrated multi-modal transport system across multiple organisations and advocating for funding from Central Government
- Telling the story about transport and encouraging people towards more cost effective, sustainable modes of transport that will enable the sub-region to grow
- Engaging our communities to let them have a stronger voice in the design and decision making process around our transport system and so that we can better understand our customers
- Delivering rapid transit solutions, such as rail or bus rapid transit, to growth areas and to encourage public transport uptake within Tauranga to support denser urban centers
- Planning and embracing the ongoing technological innovation that will disrupt transport through car, bike and scooter share services, electric vehicles, automated vehicles, drone deliveries and other technologies gaining traction globally.

Figure x How much space does it take to transport one person?? (adapted from Vienna Urban Mobility Plan)



Much planning has been undertaken to identify how the challenges and opportunities for transport can be met over the next 30 years however a more cohesive approach to planning and investment is needed to provide the best outcomes for the Western Bay. To deliver this a sub-regional transport investment and funding strategy is being developed, a brief outline of which is included in [Appendix X](#).



Western Bay – Transport Capacity Constraints overview

The Western Bay transport system consists of three main state highway corridors, Northern Corridor (SH2), Eastern Corridor (SH2) and Western Corridor (SH29, SH30), each feeding into centrally located Tauranga City. Public transport use is limited particularly in the growth corridors where services are few. Walking and cycling mode share in Tauranga City are at low levels compared with other New Zealand cities but cycling, in particular, is growing rapidly as a means of transport.

There are several current work streams that guide the long term transport investments for the sub-region by councils and NZ Transport Agency. These have different, although overlapping and interrelated, areas of focus and include:

- SH2: Waihi to Tauranga (Northern Corridor - including the Tauranga Northern Link)
- Tauriko for Tomorrow (Western Corridor)
- Tauranga Transport Programme (Central Corridor – Tauranga City)
- Te Tumu Structure Plan (Eastern Corridor)
- Public Transport Blueprint (Sub-Region)

Delivering the full range of interventions identified through these work streams will provide a well-functioning multi-modal transport system for the sub-region however a combination of recent shifts in Central Government Policy and the stage at which the workstreams are at means significant components are not yet fully funded.

- Both the Northern Corridor and Western Corridor work streams are highly dependent on state highway improvements which are being re-scoped prior to NZTA reassessing the projects for funding. The current priority of these projects within the Draft Transport Agency Investment Priorities (TAIP) is very low, indicating that it is unlikely that funding will be approved within the current funding cycle. Without this funding these areas will not be able to accommodate growth beyond the next few years.
- Public transport will be required to carry 10% of the transport demand across the sub-region by 2031 however funding for services has only been identified and approved within Tauranga City area and not within the growth corridors. There are also gaps in the funding of public transport infrastructure in some growth areas. Funding for services is not a significant issue as requirements will be small to begin with, ramping up as growth occurs. However, the funding of the supporting infrastructure such as busways is critical due to the large upfront investment required.

Following finalisation of the Central Government Policy Statement for Transport and the Transport Agency Investment Priorities later this year greater clarity around funding for the Northern and Western Corridors should be achieved. Likewise, the completion of all the work streams over the next 6 months will provide clarity on the required public transport investment with funding decisions made in consequent annual and long term plan processes.

	Expenditure required	Included in LTPs, infrastructure strategies or TAIP*	Funding Gap
SH2: Waihi to Tauranga (inc TNL)	800	0	800
Tauriko for Tomorrow	560	280	280
Tauranga Program Business Case	1,130	360	770
Te Tumu Structure Plan	80	40	40
Public Transport Blueprint	160	160	0
Total	2730	840	1890
*Funding for TAIP projects included where priority is 4 or better			

Northern Corridor (SH2: Waihi to Tauranga)

Communities on the Northern Corridor rely on a single route – a state highway that has developed over time from a rural road passing through a few small settlements into a major arterial. This road serves an increasing volume and mix of personal and freight vehicles. The corridor is one of the most dangerous rural roads in the country and there are no alternative routes for much of its length making it highly susceptible to disruptions. There is limited provision of public transport in the Corridor.

Providing sufficient capacity through this corridor has been considered in the SH2: Waihi to Tauranga Business Case. The Business Case identified a range of safety improvements and the construction of the Tauranga Northern Link in order to provide additional capacity for the most congested section of this corridor. Following the change of government and revised priorities, this project is now being re-scoped by NZTA and it is unclear whether these improvements or alternative improvements delivered through public transport, for instance, will be funded.

The Public Transport Blueprint will provide additional public transport in the corridor however this will only have a minimal impact on mode share and will not achieve the 10% mode shift required through the Tauranga Programme Business Case. Further investigations are required and additional funding will need to be allocated to achieve this target.

Eastern Corridor (Te Tumu Structure Plan)

The SH2 Tauranga Eastern Link (TEL) toll road was developed through this corridor as lead infrastructure for development. The TEL was built to provide economic growth, safe travel, and integrated growth management within the sub-region. Local arterial roads also play a significant role in providing access to Te Tumu particularly local travel options and bus services.

The initial stages of Te Tumu can begin with investment in local arterial roads to the development boundary. However, full development of the site will require the creation of the Pāpāmoa East Interchange. Investment for both the arterial road improvements and the Pāpāmoa East Interchange is being sought in part through Housing Infrastructure Fund (HIF)

Current structure planning work for Te Tumu includes identification of sites for both primary and secondary schools and the provision of strong walking and cycling links. The structure plan also investigates options for providing priority for public transport and cyclists but these components are not currently approved or funded. The inclusion of these initiatives is likely to enable the 10% reduction in general traffic required to deliver a well-functioning transport system. At this stage, Te Tumu's internal and external public transport requirements have not yet been planned or costed.

Tauranga City (Tauranga Transport Programme)

The Tauranga Transport Programme has been developed to identify the best way to manage and develop Tauranga's transport network for predicted population and commercial growth over the next 30 years. The programme is focused on delivering a multi-modal transport network with the majority of investment targeted at walking, cycling and public transport. Investment in the next 10 years will see active and public transport mode share in Tauranga City rise to 9% by 2031 and 16% by 2061.

Programme funding has been allocated through the TCC and BOPRC Long Term Plan process, however final approval is still required through each of the Councils and NZTA to officially adopt the programme. The exact projects and interventions to be delivered through this programme will be developed through a series of investigations some of which have already commenced to allow first phase of investments to be made as soon as possible.

The delivery of a multi-modal programme within Tauranga will assist the ambitions of the Tauranga Urban Strategy to deliver intensification at key nodes and on corridors by delivering a much greater transport density within the restricted transport corridors that are available. Delivery of TUS and the transport programme will be closely linked through all phases.

Should additional funding assistance through the NLTF be made available for public transport and active modes there is potential to rapidly accelerate the delivery of the programme.

Western Corridor (Tauriko for Tomorrow)

Transport demand to the growth area for the next 30 years has been planned through the Tauriko Programme Business Case (PBC) by the SmartGrowth partner organisations. The PBC proposes a set of transport investments that protects SH29's strategic role as national freight route whilst supporting growth in the corridor. The PBC is currently being reviewed in light of the changed Central Government objectives for transport issued through the Draft GPS.

Through the PBC there is a strong focus on SH improvements as a result of the existing safety issues on the corridor and its role as a nationally strategic freight route to the Port of Tauranga. The programme anticipates that 50% of transport demand can be internalised by delivering local schools and providing strong transport links within the corridor, in particular for walking, cycling and public transport. Public transport will also play a significant role in meeting passenger transport demands to areas outside the corridor.

Precise timings for most investments in the corridor will be developed through the Tauriko Design Business Case and are not yet known. At a minimum, investments on SH29 are required within the next 3-years to provide access for Tauriko West development. This initial investment is likely to be in the order of several million dollars and should provide sufficient capacity for development to 2026 (440 new houses) although it will not address existing safety and severance issues on the network.

Application for funding identified State highway improvements are included in the NZTA Draft Transport Agency Investment Proposal but has been given a low national priority making it unclear if funding will be available. Funding for local road improvements has been included with the TCC long Term Plan and 30-year infrastructure strategy.

The level of investment required for public transport services to support development has not been identified as yet and is not yet included within the BOPRC Long Term Plan.


Three Waters Infrastructure


He wai Maori, he wai ora: Freshwater is life


Water supply, wastewater and stormwater services are lifeline utilities, critical to economic security and prosperity, health, safety, and environmental protection. The infrastructure needed to deliver these services is complex, expensive, and largely located underground, which makes it challenging to provide and maintain. Councils need to provide infrastructure for the 'three waters' to serve development capacity, however the operating environment for three waters is becoming more challenging in the western Bay of Plenty sub-region, due to:

- a need to replace or augment ageing infrastructure with capacity constraints
- community expectations and regulatory requirements relating to water quality, treatment and/or management, and national directions on fresh and coastal water quality;
- responding to climate change adaptation, emergencies and natural hazards,
- peaks in seasonal demand in specific locations.

Water supply and wastewater in particular require significant infrastructure that operates at the city/sub-regional scale in order to provide capacity to existing and new developments.

 To support growth, there is a need to provide additional water infrastructure. In Tauranga construction has recently commenced on the Waiairi water scheme. This will provide for sufficient water supply capacity to meet the growth demand over the next 50+ years. In the Western Bay of Plenty District, new secure water bore sources and reservoirs are needed in each of the three supply zones, (in the west, central and eastern areas). These will be supported with upgrades to existing treatment plants and new or augmented trunk mains to deliver water to both urban and rural areas.

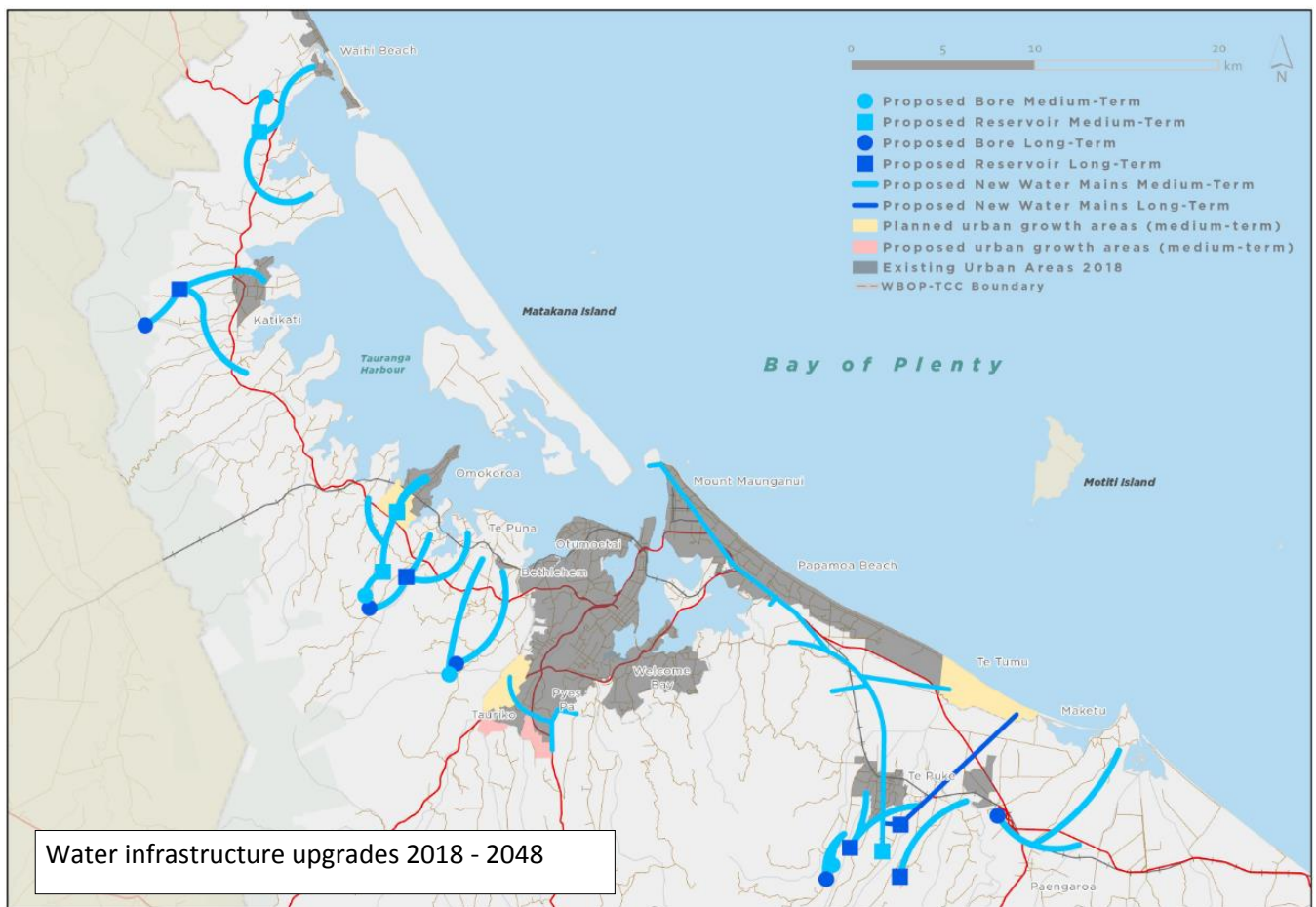
 To support growth in the sub-region, there is a need for significant additional wastewater infrastructure capacity in all urban areas. In Tauranga additional capacity is required for both network and treatment facilities. This includes the southern pipeline and an upgrade of the Te Maunga wastewater treatment facility and new outfall pipe. In the Western Bay of Plenty District extensive upgrades to the Katikati and Te Puke wastewater treatment facilities are proposed. Alternative wastewater treatment and disposal options are being studied to cater for long-term growth in Katikati.

 Managing stormwater is a critical factor – especially given the increasing frequency and intensity of storm events and rising sea/ground water levels as a result of climate change.

All of these projects unlock infrastructure to allow further development in all corridors and across the sub-region.

Specific provision for three waters infrastructure is also required for individual growth areas – both in terms of greenfields growth and further development within the existing urban area. This detail is outlined in Appendix X.

Tauranga City is currently undertaking an infrastructure resilience project which will provide an understanding of the prioritised measures needed to improve the resilience of the three waters networks.



Water Supply - Tauranga

Tauranga currently has two water treatment plants: one at Oropi and one at Joyce Road. Opened in the 1950s and upgraded in the late 1990's / early 2000's, these plants provide Tauranga with water, but they have almost reached capacity.

The population of Tauranga is predicted to grow from the current 134,000 to some 187,000 over the next 30 years. The Waiari Water Supply Scheme is planned to meet the water supply requirements of this growing population over the 30 year planning period and beyond.

In the 2017/2018 summer, water restrictions were introduced in Tauranga for the first time in 17 years. This shows that current water supply is nearing capacity. Growth predictions show that by 2022 the capacity of the two existing treatment plants will be exceeded and the Waiāri Water Supply Scheme will be required to be operational. ensure security of supply as the city and sub-region expands.

Water Supply – Western Bay of Plenty

The water supply in the Western Bay operates in 3 supply zones and has 9 treatment plants and 18 water bores. The district is spread over a large geographical area with inland towns, coastal urban communities and a large rural proportion of rural customers. The topography in the area is challenging and sources, storage and treatment plants are spread throughout the district to cater for the population.

In each supply zone a number of new bores and reservoirs will be constructed in time to meet the demand from growth over the next 30 years. The planned timing of the new infrastructure projects are reviewed with each Long Term Plan to ensure demand can be met.

New network trunk mains are included in Council's structure plans to cater for the additional water distribution to growth areas.

The Waiāri Water Supply Scheme

The Waiāri Water Supply Scheme involves developing a new water abstraction facility on the Waiāri Stream, a water treatment plant in No.1 Road, Te Puke, and an underground water pipeline from the plant to Papamoa.

The plant will service the whole Coastal Strip from Mount Maunganui through to the new growth area in Te Tumu, and free up capacity in the Oropi and Joyce Road plants to supply the growth areas in the south and west of Tauranga. Te Puke and other communities in the surrounding area are currently supplied by groundwater bores. The Waiāri plant provide an alternate source of water for these communities if required in the future.

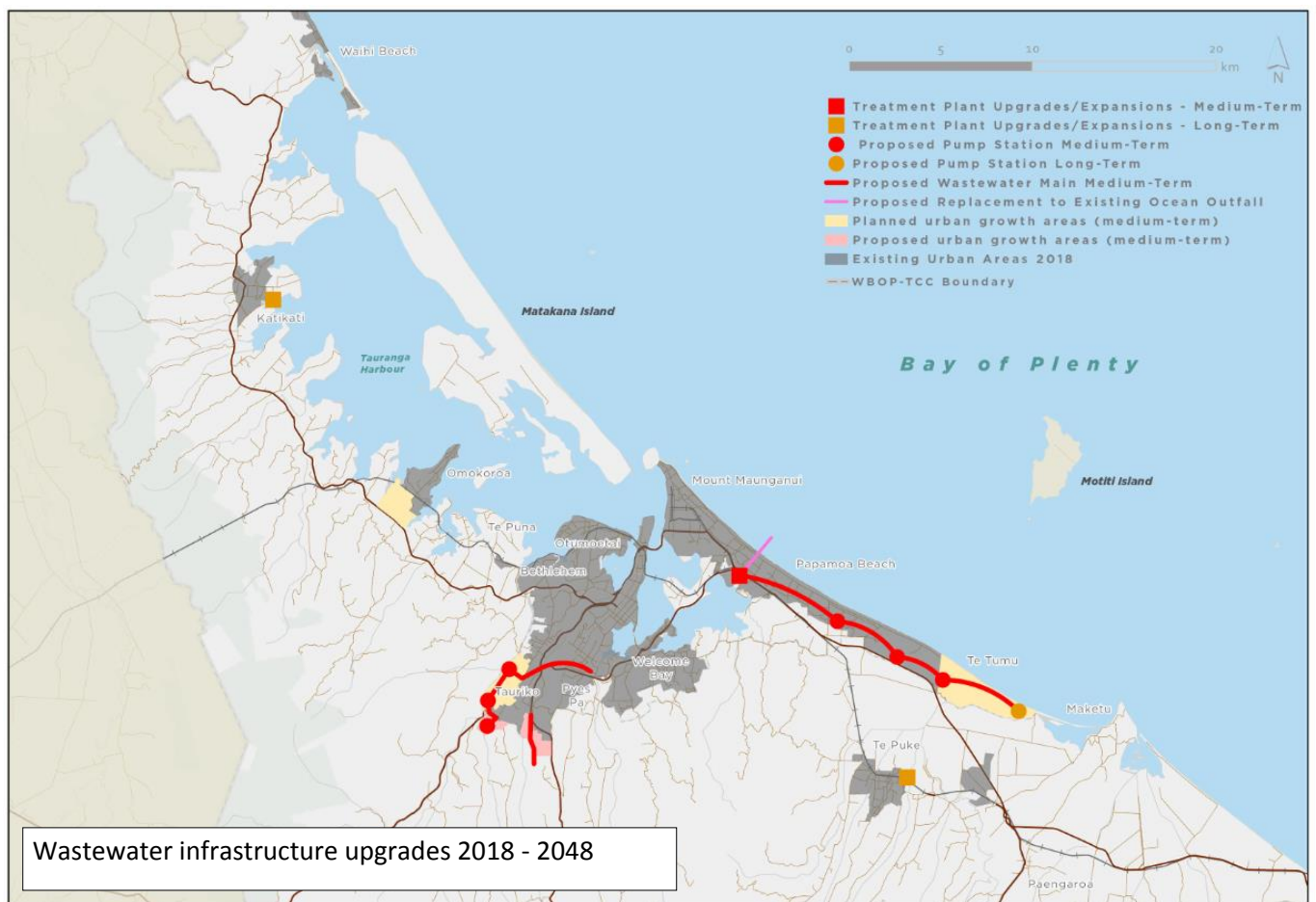
Construction of the Waiāri scheme started in March 2018 and is expected to be completed in 2021.

The project will cost Tauranga City Council about \$117 million.

More detail to be provided on WBOPDC infrastructure

Stormwater - Tauranga

The main flooding and stormwater issues in Tauranga have tended to occur within older, established areas of the city constructed prior to 1990 where a lower level of service was provided. In some cases the pipes do not have sufficient capacity; there is inadequate provision for overland flow without affecting houses, and houses have been constructed in inappropriate locations. The effects of climate change are leading to longer and heavier bursts of rain that can overwhelm these systems and further increase the risk of flooding.



Wastewater – Tauranga

Tauranga has two wastewater treatment plants: one at Chapel Street and another at Te Maunga. The steady growth of Tauranga City is putting increasing pressure on the wastewater treatment plant at Chapel Street which is an issue because it increases the potential for sewer overflows into the harbour. However, the wastewater treatment plant in Te Maunga is being upgraded to provide extra capacity. A large wastewater pipeline, the Southern Pipeline, is currently under construction which will redirect much of the city's wastewater to Te Maunga.

The Southern Pipeline will relieve the burden that is on the Chapel Street treatment plant, allowing the plant to improve its performance. This will provide capacity to service future development in the southern area of Tauranga. Flows to Chapel Street will be capped and all future growth will be accommodated at Te Maunga. Tauranga City has acquired a large site at Te Maunga to provide for future growth expansion.

Construction of the Southern Pipeline began in 2009 and the pipeline is already operational from Maleme Street to Memorial Park. The section between Matapihi and Te Maunga is nearly finished, and the pipeline is expected to be fully operational by early 2019.

The projected final cost for the entire project sits at around \$99 million.

More detail to be provided on WBOPDC infrastructure

Te Maunga Wastewater Treatment Plant and Outfall Upgrade – Tauranga

The Te Maunga Wastewater Treatment Plant will be expanded stage by stage over the next 30 years to treat the increase in wastewater flow as the city's population grows.

The other significant planned project over the 30 years is the replacement of the ocean outfall pipeline when the current outfall reaches capacity. This is currently forecast to occur by 2028. Upgrades to the Te Maunga Wastewater Treatment Plant are projected to cost around \$105 million. Replacement of the ocean outfall is estimated to cost around \$66 million.

Community Infrastructure

Access to community infrastructure such as play grounds, community centres, libraries and sport and recreation facilities, as well as schools, and healthcare supports and encourages wellbeing. As the sub-region grows upgrades to existing community infrastructure will be required in existing urban areas, and new community infrastructure will be required in greenfield areas. Community facilities such as reserves and playgrounds, public toilets and community centres are mainly funded by Council through the collection of development contributions. This means that growth pays for growth.

Community facilities such as libraries, indoor sports facilities and aquatic centres are typically provided by Councils but cannot be funded by development contributions. For these types of facilities, Council's investment will often only be a part of the total funding mix for each project, alongside a wide range of other funders and stakeholders.

There are other forms of community infrastructure such as healthcare and schools that are vital for community wellbeing but are not provided by Councils.

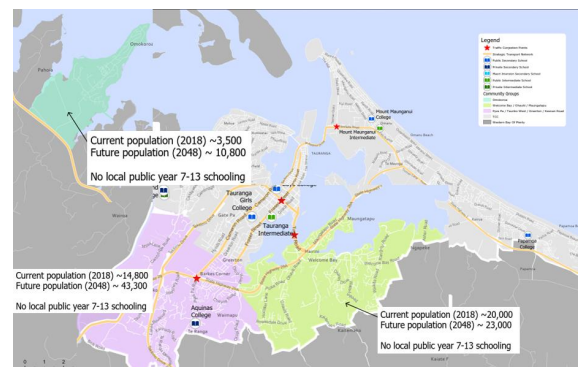
In Tauranga City, budget has been set aside for the creation of new parks, and upgrades to existing parks to support placemaking and housing intensification in centres.

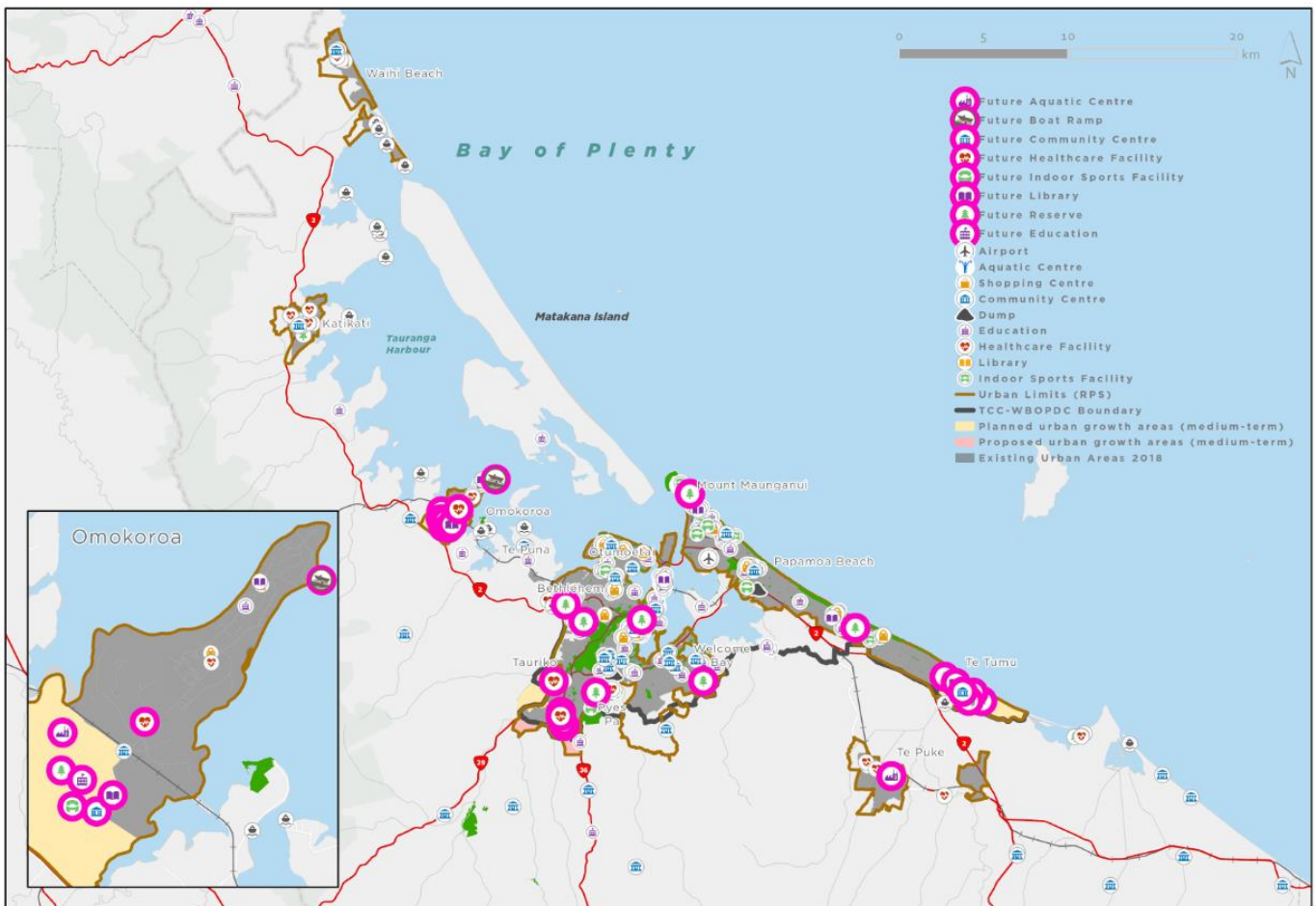
Omokoroa, Te Tumu and Tauriko West, the sub-regions three new greenfield urban growth areas, will require a host of community facilities to support growth in those locations and to support wellbeing in those communities. For Tauranga's two new urban growth areas, land purchases and the construction of facilities is estimated to cost \$136 million.

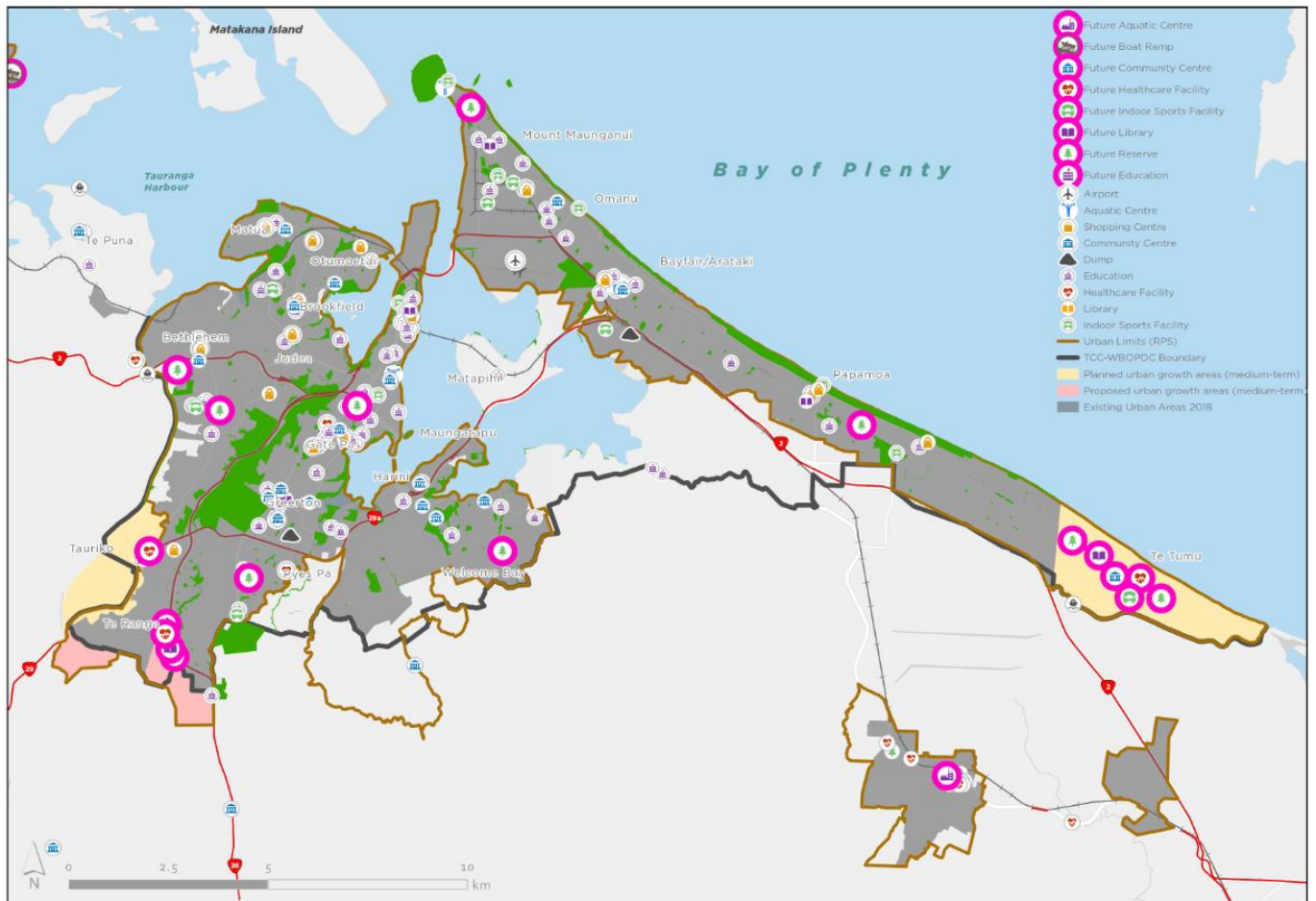
	Reserves and playgrounds	Sportsfields	Indoor sports facilities	Community centre	Library	Aquatic centre	Boat ramps	Schools	Healthcare
Omokoroa	X	X	X	X	X	X	X	X	X
Te Tumu (Eastern Corridor)	X	X	X	X	X	X		X	X
Tauriko West (Western Corridor)	X	X	X	X	X	X		X	X

Schooling in the sub-region

The rapid pace of growth in the sub-region has put pressure on the schooling network. In the case of secondary schooling (years 7-13) capacity has been added to local schools to cope with increased demand in the short-term while longer-term strategies are developed. Students living in some parts of the City and sub-region have to travel to other areas to attend their nearest intermediate or secondary school. This results in longer travel times between home and school due to the significant congestion experienced at key pinch points, and in turn adds to the congestion. Councils in the sub-region will continue to work with the Ministry of Education to develop strategies to address the identified needs.







Compact Urban Form –

Medium Term 2018 – 2028

Giving effect to the draft Tauranga Urban Strategy will require a substantial work programme to shift the balance between “growing out” and “growing up”.

The work programme will include developing a programme of engagement and collaboration with communities to create plans for specific centres and changes to the City Plan to support higher densities around centres. This will be followed by upgrading infrastructure to enable growth in centres, and investment in amenity.

A number of changes to the City Plan are proposed over the next few years. The first priority is a plan change at the strategic level which will adopt principles from the Tauranga Urban Strategy into the City plan. This will establish support for centres-based intensification, but will not be locationally specific.

This will be followed by the prioritisation of centres for placemaking, investment and plan changes. In order to do a really good job, Council will need to focus on a small number centres at a time. This reflects resourcing realities, but also the commitment to deliver good outcomes for each community.

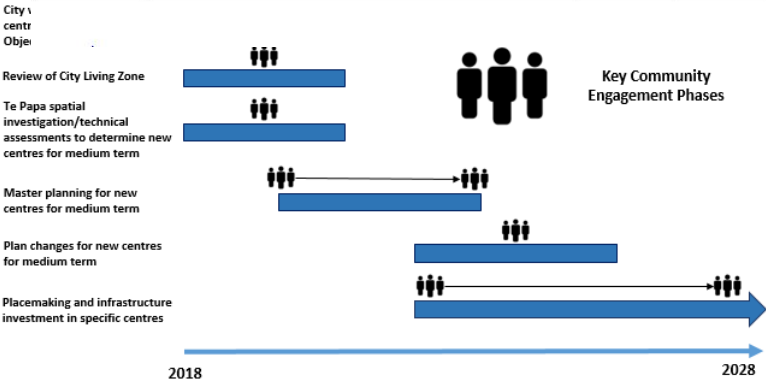
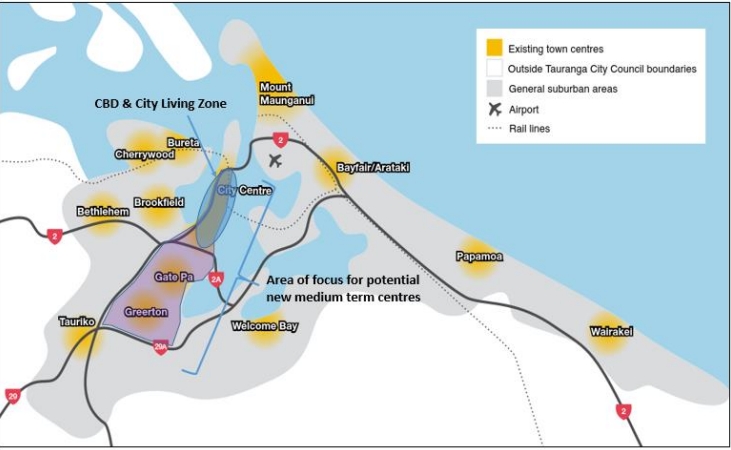
The prioritisation of centres for investment will depend on those centres that have community support for further development; have excellent access to public transport; have limited infrastructure and hazard constraints; and are market attractive, or have a development partner in place.

The first priority will be a review of the City Living Zone which surrounds Tauranga’s CBD. Although this zone is already enabled for higher density housing development, it has seen limited uptake since being introduced nearly ten years ago. Changes to the City Plan are likely to further incentivise and enable higher density redevelopments within this zone.

It is proposed that the remainder of the Te Papa peninsula, from the city centre through to Greerton (as shown purple at right), is also prioritised due to several significant factors that are not all readily present in other areas of the City, including:

- Great potential to strengthen connectivity between centres due to their location on a key urban corridor
- Significant employment hubs are located along this corridor around the CBD, 11th Avenue, Tauranga Hospital/Gate Pa and Greerton.
- The location of centres on a corridor provides the opportunity to improve walking/ cycling connectivity between commercial and adjacent residential areas

Ko te whare e hanga te tangata, ko te tangata e hangaia e te whare
The house builds the people and the people build the house



- Frequent bus services run along this corridor and these will become more frequent with implementation of the Public Transport Blueprint.
- Planning is underway for the delivery of infrastructure for bus lanes and bus priority along Cameron Road as well as safe off road cycle paths.
- A number of primary, intermediate and secondary schools as well as tertiary education facilities are located along the corridor.
- Significant areas of concentrated social housing stock exist in common ownership, with redevelopment interest expressed.
- No significant infrastructure constraints in the short to medium term.
- The area is largely resilient from natural hazard risk, especially risk associated with sea level rise, groundwater, storm surge and tsunamis.

Through technical assessments of the Te Papa peninsula, the Tauranga City Council will develop a spatial framework for this part of the City and potentially identify centres (and transport connections between those centres) that can be enabled in the medium term.

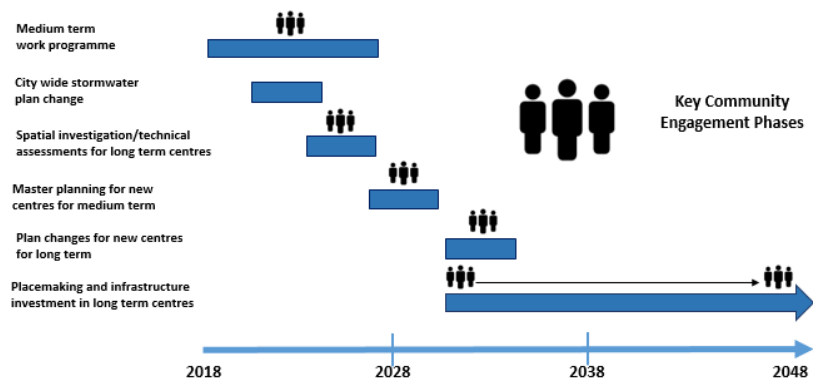
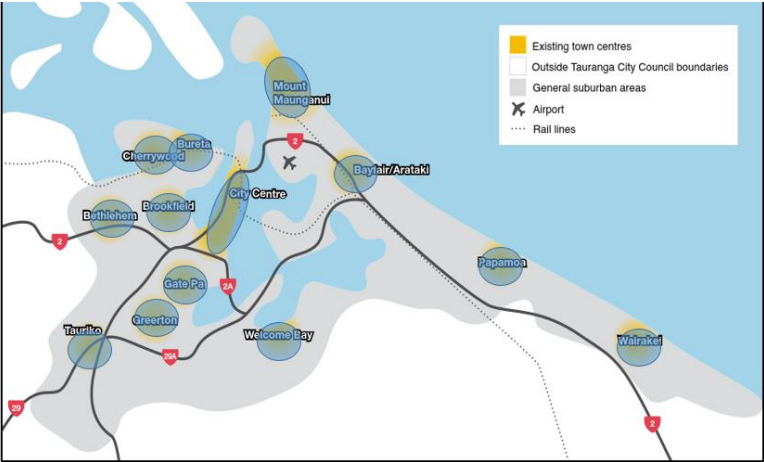
Long Term 2028 – 2048

The draft Tauranga Urban Strategy signals that into the long term more centres will be enabled and developed for housing intensification (and potentially business).

This will occur following further technical assessments to determine which centres are best suited for planning and investment following the medium term focus on the Te Papa peninsula. These technical assessments will consider development opportunity and constraints such as infrastructure capacity; natural hazards; market/economic feasibility etc.

The scale at which the longer term enablement of further centres will occur is yet to be determined. This could range from focusing on one or more centres at a time and integrating plan changes with comprehensive master planning of centres – or it could occur through wide spread enablement of all appropriate centres in the City Plan simultaneously and then following with focussed master planning, infrastructure provision and place making investment.

A key component for enabling long term intensification opportunities for several potential centres – particularly along the Mount Maunganui/Papamoa coastal strip – is a review of the planning framework in relation to stormwater management. Further investment in stormwater infrastructure to support higher densities of development will be required in some places by Council and/or developers.



Greenfields

Whatungaongao te tangata toitū te whenua

People are lost from sight but the land remains

The focus of the SmartGrowth settlement pattern is to significantly shift towards more growth within the existing urban area. Nonetheless, growth in the greenfields is still projected to cater for the majority of new housing development over the next 30 years.

To achieve sufficient development capacity to meet demand into the medium term, new urban growth areas are needed in several locations.

The work programmes for each of the new urban growth areas relevant to the medium term are indicated in the map overleaf. Each urban growth area follows its own track - with specific requirements for planning processes and infrastructure provision. A more detailed summary for each area relevant to the medium term is provided in Appendix X.

The development capacity enabled for the medium term will in turn provide sufficient capacity well into the long term time period. How long that capacity will remain sufficient into the long term largely depends on the rate of development uptake within the existing urban area of Tauranga City. Nonetheless, the projected capacity from the medium term growth areas is expected to be nearly full in the western and southern corridors by 2038. Further capacity through new greenfield urban growth areas will therefore be required. The Keenan Road area in the western corridor is already identified for this purpose in the current settlement pattern, however this area will likely be developed in tandem with the last stages of Tauriko West and will also be nearly full by 2038. Beyond these areas, there is the need to consider strategic opportunities for growth in all corridors surrounding Tauranga City.

Why do we need to consider long term options for new greenfield areas now?

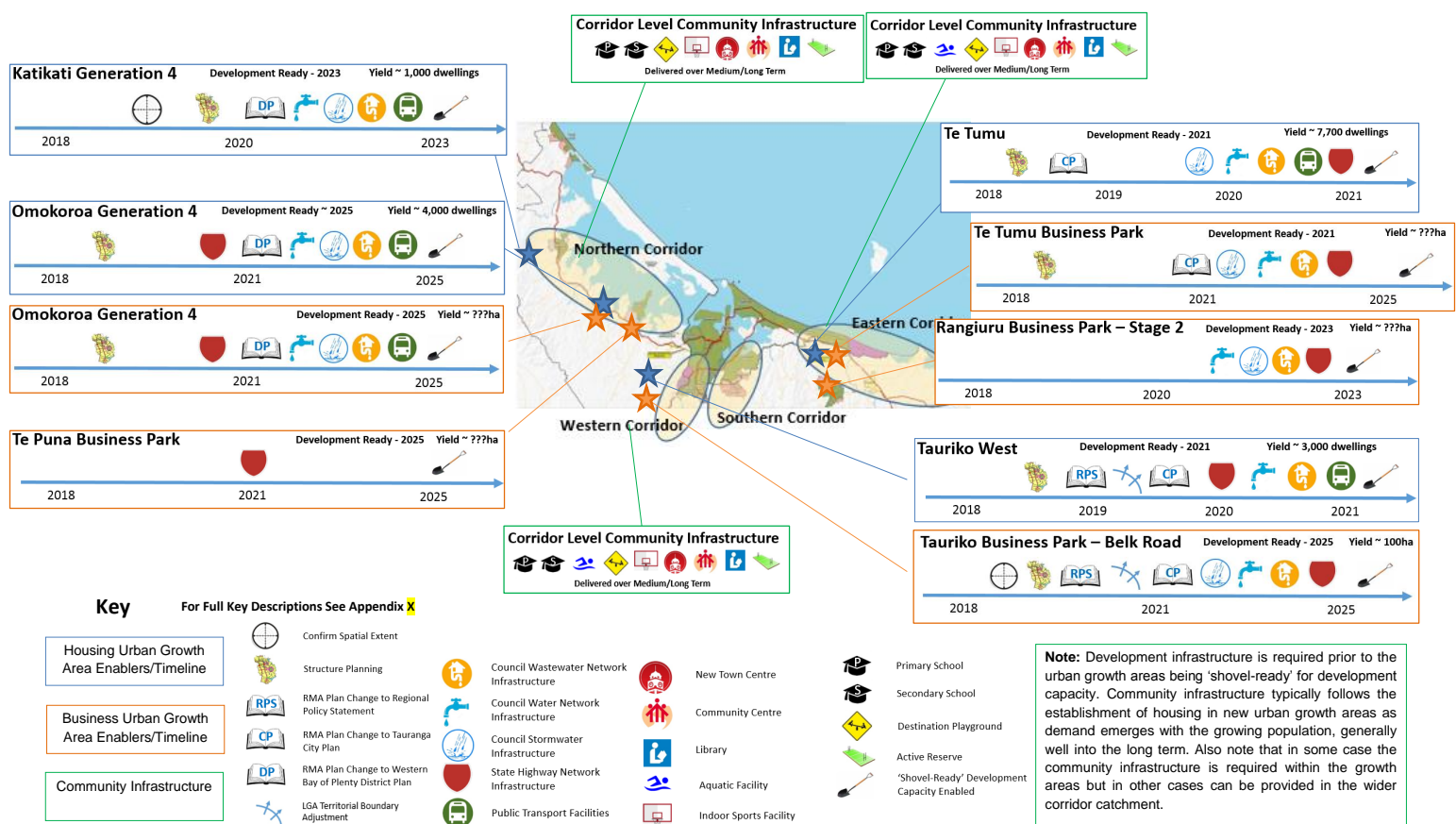
The requirement imposed by Government that there always be 10 years of available development capacity - as well as a 20% margin above that to ensure sufficiency - effectively means that new development areas need to be available a full 12 years before the preceding areas of development capacity are full. Further, it needs to be factored in that it takes several years to coordinate the various processes involved to make new development capacity areas 'shovel-ready' for development. A 'standard track' and indicative timing for this process is illustrated below. Note that not all the elements will apply to all new growth areas but the general lead-in time required remains essentially the same.



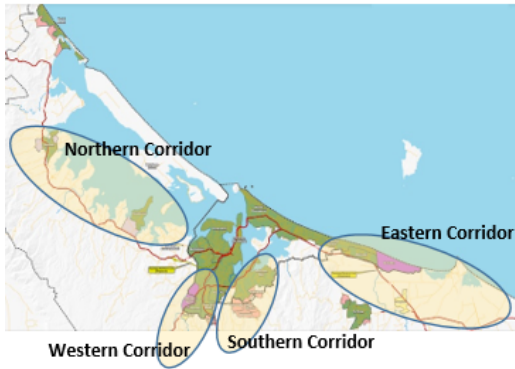
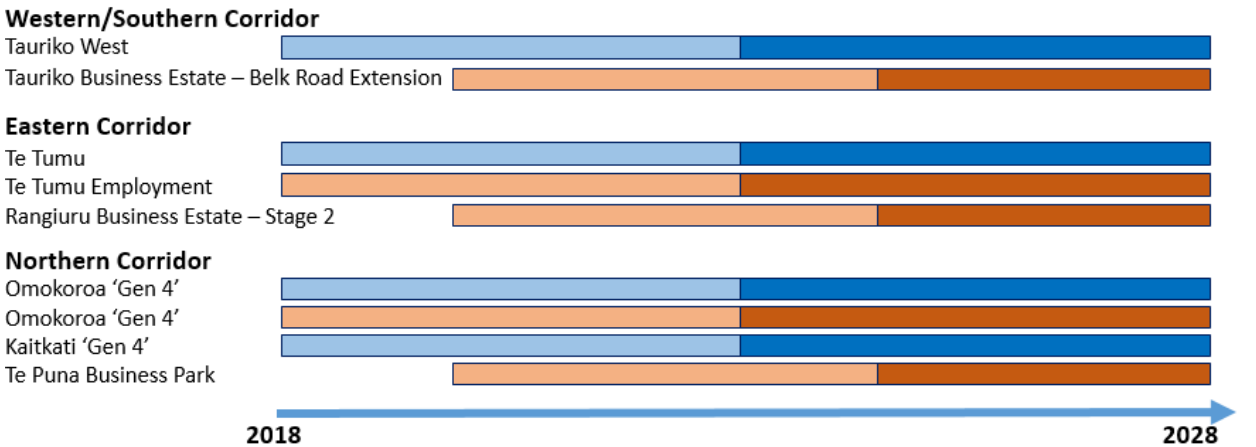
This illustrates that the decisions for the next generation of growth areas need to be made approximately 20 years in advance of development capacity running out. This means that strategic investigation of long term options for greenfield areas beyond Te Tumu, Tauriko West and Omokoroa needs to commence now. Actions outlined in the Smart Growth Strategy in 2013 identify the need to build this evidence base to inform decisions regarding future long term growth options through a review of the SmartGrowth settlement pattern. This review will occur over the next few years and then form the basis of the next Future Development Strategy in 2021.

The need to understand future growth options for greenfields should not distract from the primary focus of this Strategy, being to increase the rate of growth within the existing urban area of Tauranga City. It is nonetheless important to understand the future greenfield options that are available, and preferred, so that new development capacity can be provided when required. The timing of new greenfield development capacity being enabled will be informed by the ongoing monitoring of where development is actually occurring and understanding in 'real time' the factors that influence development decisions.

Greenfields Work Programme Relevant to Medium Term (and Beyond)



Greenfields Medium Term Work Programme Summary Timeline

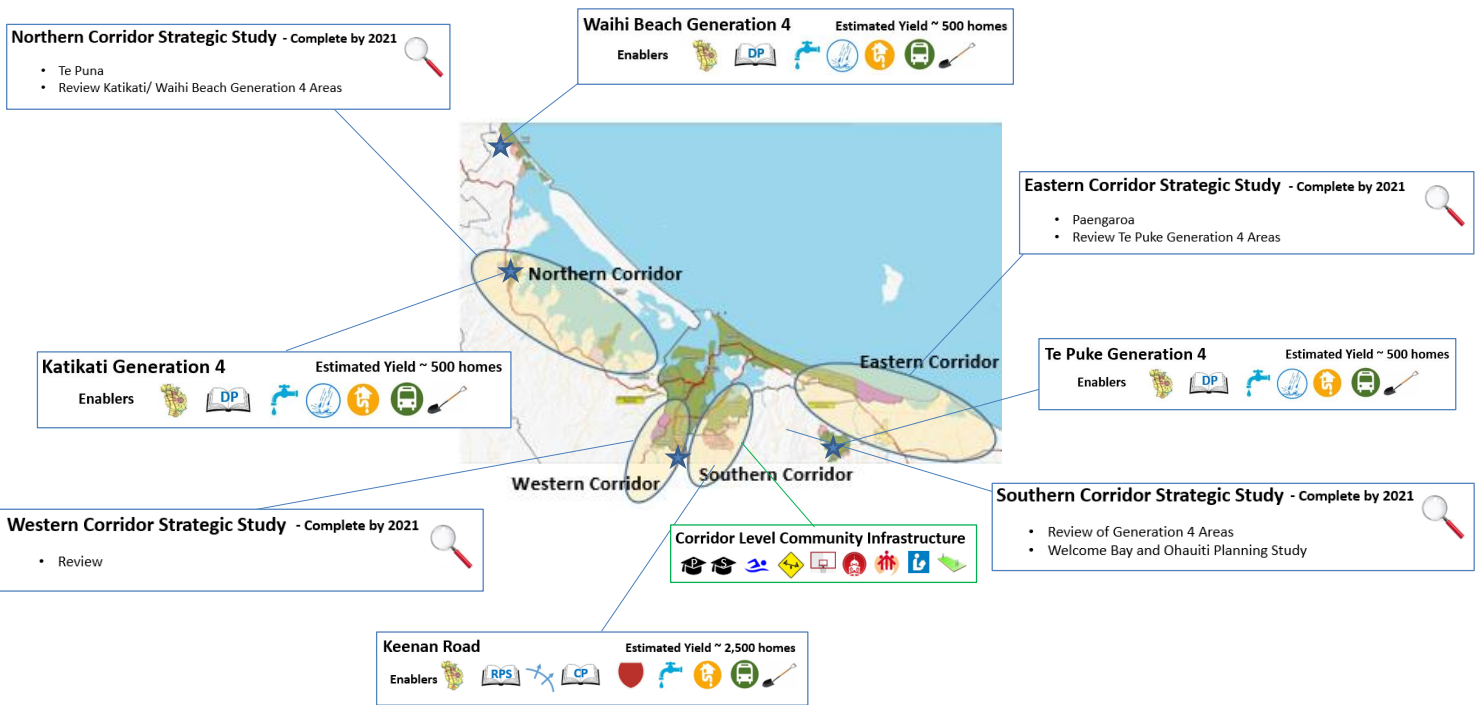


Housing Development Capacity Area	Lead In Phase	Enabled
Business Land Development Capacity	Lead In Phase	Enabled

Providing for Additional Flexibility – Bay of Plenty Regional Policy Statement

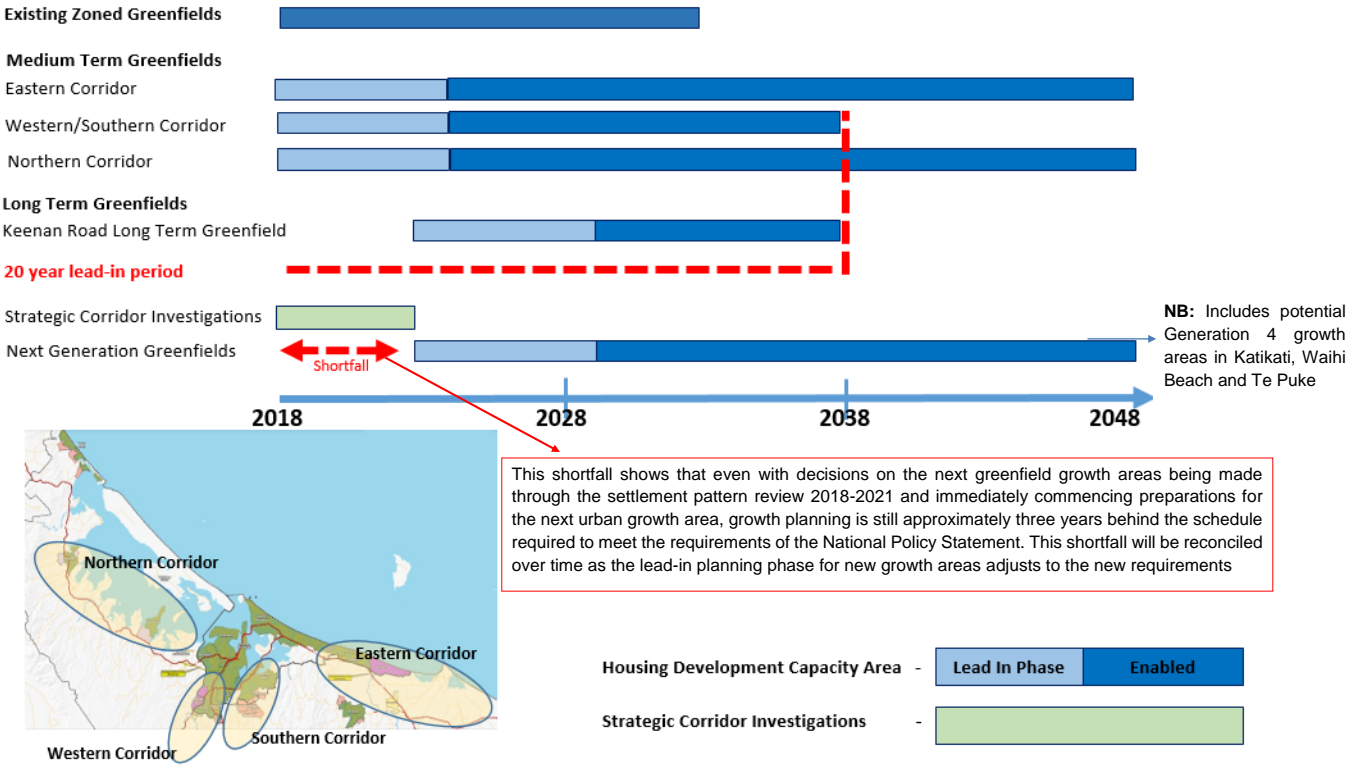
The Bay of Plenty Regional Policy Statement guides how additional areas for growth can be considered beyond the established settlement pattern. The framework in that document allowing such consideration will be addressed as part of the settlement pattern review process from 2018 - 2021. This will ensure there is sufficient flexibility to allow areas that are appropriate for development to be effectively added to the settlement pattern. This will only apply to smaller areas at the margin of the established settlement pattern and will be subject to rigorous additional criteria.

Greenfields Work Programme Relevant to Long Term



Greenfields Long Term Work Programme Summary Timeline

NB: As no additional greenfield areas have been identified for the southern corridor in the medium term, and this catchment adjoins the western corridor, the southern and western corridors have been combined for the purposes of the diagram below.



Making Sure We Are On Track

Monitoring

The councils will continue to undertake regular monitoring to ensure the evolving dynamics of growth in the sub-region are understood. This includes the following regular reporting:

- Quarterly Monitoring Indicators
- Annual Development Trends
- Three-yearly Housing and Business Development Capacity Assessment

Appendix X provides a summary of the content of these reports. The reports themselves can be seen at the following [link](#).

Not all development that is theoretically enabled for development will actually being taken up. Even if the development potential has been assessed as economically feasible it may not actually be developed depending on the decisions made by the land owner. This dynamic is distinctly different when comparing greenfields – for which the rate of uptake can be more accurately predicted – as opposed to redevelopment of sites within the existing urban area, which is far more difficult to predict. In both cases a deep understanding of any constraints that apply to the land and the economic feasibilities for development is required. The councils regularly undertake this analysis to ensure an ongoing ‘real-time’ understanding of how the market will respond to meet demand.

Sufficiency

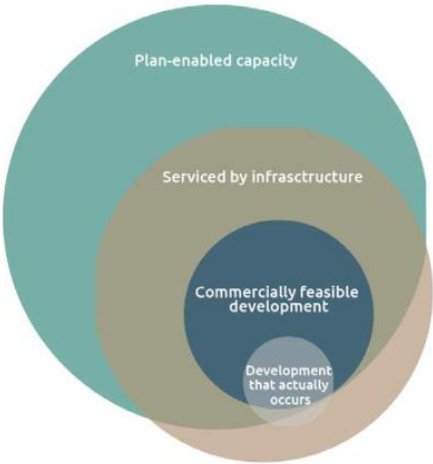
The monitoring reports will allow the councils to keep track of how development is actually occurring and whether any further interventions are required to ensure there is sufficient development capacity at all times.

Development capacity in the medium term is assessed in the SmartGrowth Housing and Business Development Capacity Assessment as sufficient across the entire sub-region, subject to the continued roll out of the current SmartGrowth settlement pattern as outlined in this Strategy. Some development capacity enabled for the medium term will continue to be available into the long term. As outlined above, how long that capacity will remain sufficient depends on the rate of development within the existing urban area of Tauranga City. The monitoring reports will inform when the next areas of development capacity need to be enabled in order to stay ahead of demand and may indicate a need to change timings from what is presented in this Strategy.

Another factor that needs to be considered is whether demand is being suppressed in terms of particular housing types, locations and price points. This will be informed by the price efficiency monitoring indicators as well as regular feasibility assessments. New elements may be added to the work programme over time if it becomes apparent that there are barriers to demand being met by the market.

E hara taku toa i te toa takitahi, engari he toa takitini

My success is not mine alone, but that of many



Funding, Partnerships and other Tools

Funding

The costs associated with servicing new development with appropriate infrastructure, especially greenfield urban growth areas, are high. These costs put significant financial pressure on Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council and NZTA, which flow on to developers, home builders and ultimately home owners.

There are limited funds available to councils and the NZTA for improvement projects. Alternative funding mechanisms therefore need to be identified and implemented to fund certain projects where investment in the infrastructure and services, including the transportation network is required.

The ability to fund priority amenity and growth demands is limited to the current tools available to councils, namely debt, rates, cost efficiencies and user fees and charges (including development contributions). This is an issue throughout the country and there are significant pressures on the growth councils. A number of these growth areas, including Tauranga City, face existing high debt to revenue levels, increasing demands for amenity and increasing costs associated with growth.

The Government is currently looking at the local government funding issue, but this is complex and any investigation will take some time to deliver practical results. In the meantime, it is important that SmartGrowth continues to seek partnerships with government and/ or other private partners to assist in the strategic funding of future amenity projects or growth and infrastructure delivery.

It is crucial that the SmartGrowth partners ensure that investment is coordinated and aligned with growth, in order to achieve the strategic themes that guide this FDS.

The western Bay of Plenty will continue to offer itself to Government as a case study for testing new funding tools.

To deliver the development capacity identified in this Future Development Strategy, it will critical for the SmartGrowth partners to seek new funding streams, collaborate with a range of partners and utilise all of the tools at their disposal.

Planning and delivering infrastructure is expensive. Both territorial authorities in the sub-region face significant funding challenges in order to enable sufficient development capacity in the medium and long term. It is recognised by Central Government that many councils across New Zealand are facing a range of affordability issues and financial pressures, associated with one or more of:

- funding of new infrastructure delivery;
- high seasonal demand in small tourism centres;
- replacement of ageing infrastructure;
- community expectations and regulatory requirements;
- climate change adaptation and infrastructure resilience issues.

He kai kei aku ringa

There is provision in my hands

This proposed strategy will be amended in response to progress from Central Government on their relevant reviews and work programmes such as infrastructure, urban development and urban growth; the proposed inquiry into local government costs and revenues; and initiatives to improve freshwater quality. The SmartGrowth partners will continue to work with ministries and agencies to ensure that the issues and challenges for our sub-region are considered.

Tauranga City Council in particular faces significant funding challenges given the scale of additional development capacity required in the medium term. For example, the cost for council infrastructure alone (local roads and three waters) to enable the Te Tumu and Tauriko West areas is estimated around \$100m. Other infrastructure required nearly doubles the costs associated with servicing these growth areas, albeit not all of these costs are borne by Council (e.g. schools and State highway improvements). In addition, the City-wide upgrades to three waters (water, wastewater and stormwater) infrastructure needed to serve growth represents additional costs to Council in the hundreds of millions.

This at a time when local government debt to revenue ratio is required to stay below 250%. Tauranga City Council's financial strategy aims to limit debt to 225% of revenue (see graph), whilst Western Bay seeks to not exceed 180% debt to revenue.

Partnerships

Partnerships work where the parties seek shared outcomes and can create new opportunities through the sharing of risk, or access to additional sources of funding. Partnerships and collaboration between local and central government, tangata whenua, community housing providers and the private development sector need to become more prominent in the sub-region over the next few years. This will be driven by the scale of the challenges ahead to make our urban areas meet the present and changing needs of our communities. Opportunities to partner with Central Government to drive housing outcomes and share the associated costs will be critical to the successful implementation of this strategy. Current Government led strategies include creating a New Zealand Housing Commission or an Urban Development Authority and developing a KiwiBuild programme to deliver an additional 100,000 dwellings throughout New Zealand over a 10-year period. The SmartGrowth partners support ongoing discussions with Government around potential opportunities for co-investment and delivery.

Recently, community and social housing providers have been scaling up and seeking opportunities to build new affordable housing developments for vulnerable members of our communities. Partnerships can help unlock these potential opportunities. Similarly, tangata whenua are eager to progress economic development and to provide affordable housing for their people. Some iwi/hapu have access to large tracts of land under multiple ownership. Additionally, a number of iwi are awaiting finalisation of their treaty settlements, which may provide further opportunities for housing and business development and potential opportunities for partnership.

Other Tools to Meet the Needs of Our Community

Implementation of the Future Development Strategy requires utilising a broad range of methods and mechanisms to encourage and incentivise development in a range of locations. Alongside funding and partnerships, the SmartGrowth partners will seek to investigate new ways and methods to deliver future development capacity and the needs of our community. Traditional planning mechanisms such as plan changes, incentivised planning rules, targeted rates, and development contributions must all be considered as ways to deliver desired outcomes. In addition, however, new tools and mechanisms must also be considered. These could include strategic land acquisition, inclusionary zoning, shared equity in new housing, urban development agencies, local government led development, and much more.

There may be a case for greater focus on delivering specific sought-after community outcomes such as affordable housing smaller and more compact forms of housing; higher quality housing; housing that meets the needs to specific sectors of the population, such as those with disabilities and our aging population; or the location of more housing within and around commercial centres.

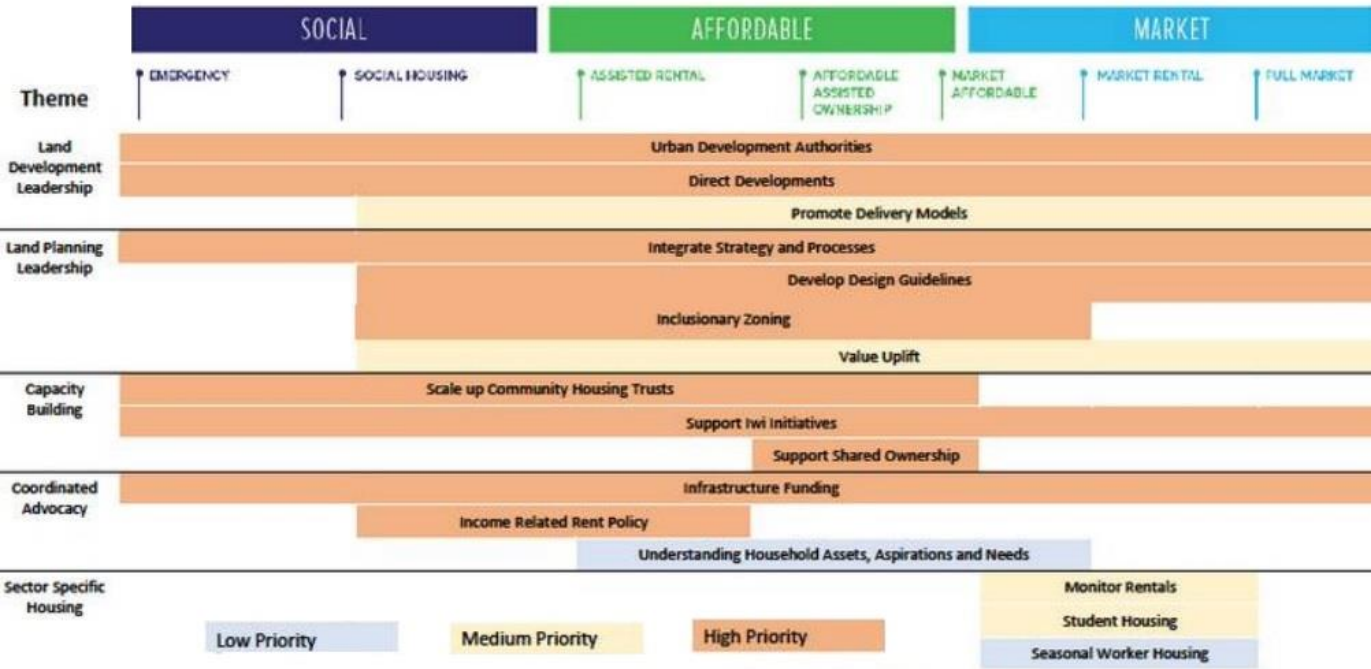
Case Study: Special Housing Areas

In recent years, 'Special Housing Areas' have become an additional tool that some councils have used to deliver housing outcomes. In 2014, both the Tauranga City Council and Western Bay of Plenty District Council signed Housing Accords with the Government under the Housing Accords and Special Housing Areas Act. These agreements provided developers with the option of using a streamlined process to enable new housing outside of the current rules in the City/District Plans. There was good uptake by the development community, with more than 3,000 dwellings in Tauranga's Special Housing Areas and 230 in the Western Bay of Plenty District.

For more information on the Special Housing Areas delivered in the sub-region refer to the monitoring reports found here [link](#).



The diagram below shows some of the other tools that may be applicable to address needs across the housing spectrum.



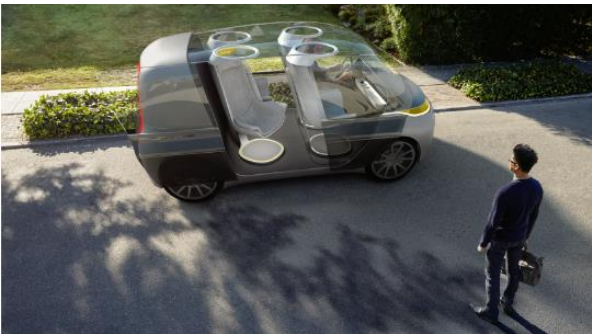
Being Ready for Change

The world we live in is changing fast. The rapidity of emerging technologies in transport, communications and energy combined with climate change, social movements and structural aging and other 'mega-trends' means that the future we are planning for, and investing in, is uncertain.

The accelerating speed of technological change, in particular will affect the way we travel, the way we work and the way we build our homes and places of business. This creates uncertainty for long term infrastructure projects such as investments in the transport network.

Using transport as an example, electric self-driving vehicles could be well established within a decade. What level of uptake could we expect in the Western Bay sub-region? Will the growth of self-driving technologies be primarily shared autonomous vehicles or private vehicles? What does this mean for our arterial roads and State Highways?

In order to stay at the leading edge of creating 'smart' new urban areas for our communities, the SmartGrowth partnership needs to be agile to respond to these shifts. Future versions of this Strategy will need to respond to emerging trends and new technologies so that we can make the most of these opportunities.



Horohia o mata ki a Meretuahiahi
Cast your eyes toward the evening star (Venus) to light your path

Conclusion

This Strategy outlines the work programme that will ensure there is sufficient development capacity at all times for housing and business growth in the sub-region.

Managing growth is more than just meeting a quota of capacity for housing and business. It is about ensuring that there is sufficient diversity in the location, type and price point of housing to support the community as a whole, and also ensuring that business capacity provides for jobs, workers and customers to be well connected. This complexity needs to be factored into all components of the work programme; requires thinking 'outside the box'; and demands that we look to best practice elsewhere in New Zealand and around the world.

The key theme of the Strategy is that every effort will be made to achieve as much growth as possible within the existing urban area of Tauranga City – principally through supporting higher housing densities around town centres. This supports the aspirations for our transport system to provide choice for all transport modes and reduce the need to travel to meet daily needs.

Ongoing monitoring will inform how successful the drive for growth within the existing urban area has been over time – this in turn will inform any adjustment to the work programme required to ensure new development capacity is provided in the right places at the right time.

As change happens throughout the sub-region, both within existing urban areas and as urban areas expand into the surrounding rural environment, there will be ongoing community engagement to ensure that the best qualities of our sub-region are retained and enhanced as we grow. This is a responsibility that falls upon everyone to engage, and shape the future urban areas of our sub-region.

There will be opportunities for partnerships across councils, central Government, tangata whenua, social housing providers and the private development sector to achieve the aspirations contained in this Strategy. Indeed, without effective partnerships, the outcomes sought by this Strategy will not be achieved.

This Strategy recognises that there are significant technological, social and environmental changes happening at an international scale that will impact on how our urban areas function. Being aware and responsive to changes in technology such as energy, transport, communications and construction is essential to ensure we stay at the leading edge of change, and are ready to meet the evolving needs and demands of our community. How we build the environments in which we live, learn, work and play will determine how successful we become, especially in terms of attracting the best and brightest from around the world to call the western Bay of Plenty sub-region their home.

Me mahi tahi tātou

Let us work as one



Glossary

Existing urban area: Those urban areas that are outside of the greenfield development growth area. (Page 235 Bay of Plenty Regional Policy Statement)

Greenfield

Infill subdivision/development: The further residential subdivision/development of land within the existing developed areas of the City. (Tauranga City Plan)

Intensification: An increase in the density (of dwellings, population or employment) over the current density of a given area. (Page 17 Bay of Plenty Regional Policy Statement).

Intensification areas: Selected centres or areas where intensive housing is developed. Intensification Areas are comprehensively designed. Examples are terrace or row housing or low-rise apartments and mixed commercial and residential use. (Page 236 Bay of Plenty Regional Policy Statement).

Urban A concentration of residential, commercial and/or industrial activities, having the nature of a city, town, suburb or a village which is predominantly non-agricultural or non-rural in nature. (source Waikato Regional Policy Statement)

Urban Activities: Includes, as the context requires:

- Residential accommodation at a density of more than one dwelling per 2000m² of site area;
- Commercial and industrial business, retailing and other commercial activities;
- Papakāinga or other Marae-based housing; and
- Any other land use for which reticulated wastewater and water supply is a requirement.

Urban growth area: An area of anticipated subdivision or development identified in the Section 6 - Urban Growth Plans (Plan Maps (Part B), or for the purpose of Financial Contributions, a part of the City where residential and/or business growth is expected and in which growth-related local infrastructure projects have been identified. Urban growth areas are identified in the Financial Contribution Urban Growth Areas Diagram 5, Section 5, Plan Maps (Part B). (Page 36).

Urban limits: The outer extent of the areas (shown on Maps 5 to 15 in Appendix E) within which urban activities are located or which are committed for future urban expansion. (p.240 Bay of Plenty Regional Policy Statement).

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Appendices

One: Transport

Two: Planned Urban Growth Areas

Three: Strategic Areas for investigation (still to come)

Four: New Business Areas (still to come)

Five: Intensification (still to come)

Appendix 1: Transport

1.1 Sub-Regional Transport Strategy Outline

Western Bay pathways is a strategy that responds to a rapidly changing transport landscape and is the first step in delivering a future that enables growth and sustainability within the western bay and in line with new central government priorities. The vision for the strategy is:

“Western Bay Pathways: connecting our futures”

It talks to the need to look forwards, acknowledging that our futures, as organisations and as individuals, will be shaped by an integrated transport and land use system. It speaks to the ever increasing connections that are being made through technology that didn’t exist a generation ago and how the strategy will need to enable and improve connections through traditional, integrated land use planning, and other means. “Connecting our futures” talks to the Smartgrowth partners, our stakeholders and Māori with a clear message that we must remain connected to make the most of the opportunities in front of us.

This version of the strategy provides and outline from which a full evidence based strategy will be developed and is likely to change over time. Regardless the strategy will act provide:

- an agreed vision, objectives, and key success factors for transport in the sub-region
- an approach that is integrated with the future development pattern for the sub-region
- a clear link between Government and Regional policy direction
- a clear and agreed investment and funding strategy across the Smartgrowth partners

1.2 Pathways Objectives

The objectives of Pathways will shape the future of the transport system. They will direct what we invest in and how we will change the shape of our transport system to deliver a sustainable future that allows business and individuals to grow safely and sustainably. The objectives have in the first instance been developed to reflect the four well beings, social, environmental, cultural and economic however these will continue to be worked on as the strategy is developed.

	Sub-Regional objectives
Sustainable	Protect our People (social)
	Protect our Environment (environmental)
Growth	Enable our economy (economic)
	Enable our people (cultural, social)

Within each of the objectives key outcomes have been developed built on the work of previous studies and direction provided through the Government Policy Statement for Transport (GPS) and Regional Land Transport Plan (RLTP). As with the objectives the outcomes will be worked on through the strategy development and will provide tangible targets based on what is practicably achievable within the sub-region and based.

Protect our people

1. **Objective Outcome: Eliminate road fatalities and reduce serious injuries** – The right infrastructure, policies, speeds, and environment needs to be provided so that all modes of transport are safe from harm and that our communities do not need to fear for the safety of the friends and family.
2. **Objective Outcome: Increase activity levels of people** - The average New Zealander walks for 53minutes a week with the recommended level for maintaining good health is 30minutes of exercise every day! Simply put this is destroying quality of life for and killing New Zealanders, and it is doing so at an ever increasing rate. Our cities are

not designed to allow for people to be active through their incidental activities with a strong reliance on motor vehicles and barriers in place for walking and cycling.

Protect our environment

3. **Objective Outcome: Increase Urban Density** - Higher land use and transport densities reduce the amount of land required for greenfield development and is key to reducing the impact of growth and development on the environment. Less land utilised for housing and employment means less storm water runoff, less productive land lost and less impact on flora and fauna. From a transport perspective it reduces the distances people need to travel for work, education and recreation opportunities, and puts more homes within an easy walking distance of high frequency public transport services.
4. **Objective Outcome: Carbon Reduction** - While greenhouse gas emissions and climate change have cumulative effects on a global scale, there is also a need to manage local effects of land transport (draft GPS pg 19). During 2015/16 the transport sector was responsible for 63% of all carbon emissions in Tauranga City. The Bay of Plenty Regional, Tauranga City, and Western Bay of Plenty District Councils have signed the New Zealand Local Government Leader's Climate Change Declaration 2017, which includes commitments to reduce greenhouse gas emissions in the transport sector (draft RLTP p 22).

Enable our economy

5. **Objective Outcome: Increase GDP ahead of national average** – The Bay of Plenty as a Region has performed well above the national average in GDP growth but will require significant improvements to the transport system if this is to continue for the next 30 years. Improving GDP means making the sub-region a more attractive place to live and do business by providing reliable transport and attractive environments for people to live in. If this can be achieved more jobs and better incomes should follow.
6. **Objective Outcome: Provide reliable travel times** - Congestion imposes a cost on businesses that reduces profitability and efficiency of supply chains, meaning less investment in productive assets and higher costs for everyone. Our transport system needs to recognise these costs and provide a reliable network for high value trips so that everyone benefits.
7. **Objective Outcome: Be resilient to natural hazards and disruptions** - Natural disasters, crashes, climate change and sea level rise cause significant disruption to the transport system that has often catastrophic impacts on businesses and people's lives. Managing our transport assets to reduce the risk and severity of these disruptions is a priority.

Enable our people

8. **Objective Outcome: Communities provide services, employment and education accessible by bike or foot** - People should be able to choose how they access their daily activities without being reliant on motor vehicles or feeling unsafe. Our communities need to be designed to enable this
9. **Objective Outcome: There are affordable transport choices for all** – Transport should not be a barrier for people on fixed incomes to access better jobs, education, or medical assistance. Providing more opportunity to walk or cycle and providing public transport at a low cost will deliver this for our communities.
10. **Objective Outcome: Communities are engaged with transport decision making** – Transport impacts on all people and in many different and often non-obvious ways. Councils and NZTA need to encourage more meaningful engagement within our communities in particular with Maori and those not engaged through traditional consultation.

1.3 Critical success Factors

1.3.1 Funding and affordability

A lack of funding and funding certainty for transport infrastructure in the sub-regions is the single biggest barrier to delivering growth and affordable housing. The sub-region has, through the last several years, developed a series of programme businesses cases that include projects that can largely meet the transport requirements that will allow continued economic and housing growth in the sub-region. The programmes have been developed collaboratively between the Smartgrowth partners and with significant input from the communities that they serve.

The removal or low prioritisation of NLTF funding for the delivery of identified projects now requires Smartgrowth partners to reassess the sub-regions ability to cater for growth whilst simultaneously seeking other funding sources and reframing projects. The ability to deliver certainty to developers, residents and future residents is severely compromised while this is on-going.

In the face of this uncertainty, the choice faced by the sub-region today is whether to continue a strategy that allows for affordable growth in the housing market with transport infrastructure provided through unsustainable rate rises, or to reduce growth in housing stock (both infill and greenfield) exasperating housing affordability and homelessness while suppressing economic growth.

The issues of funding affordability and certainty will need to be addressed with urgency to ensure the delivery of the Pathways strategy and the continued growth of the sub-region. The table below identifies 30-years of planned transport investment in the sub-region against funding that has been allocated by Councils and NZTA.

	Expenditure required	Included in LTPs, infrastructure strategies or TAIP*	Funding Gap
SH2: Waihi to Tauranga (inc TNL)	800	0	800
Tauriko for Tomorrow	560	280	280
Tauranga Program Business Case	1,130	360	770
Te Tumu Structure Plan	80	40	40
Public Transport Blueprint	160	160	0
Total	2730	840	1890
*Funding for TAIP projects included where priority is 4 or better			

1.3.2 Alternative funding mechanisms

Pathways supports the investigation of additional revenue sources such as fuel taxes and road pricing mechanisms to deliver essential infrastructure with greater certainty and to provide better transport outcomes for residents. It also recognises that Central Government through the Housing Infrastructure Fund and Provincial Growth Fund is able to play a more significant role in assisting with the development of growth areas where these align with government policies and ambition.

Through these mechanisms, and by advocating for additional funding from the NLTF, Pathways will be able to deliver better transport outcomes for residents. The current reliance on private motor vehicles and the SH network has arisen largely because these costs are not carried by Councils and have provided an essentially “free” service that has never adequately valued the non-monetary costs of doing so. Providing Councils with new revenue sources and additional funding will make sustainable transport options more affordable for the sub-region and is essential for delivering transport infrastructure that isn’t reliant on private motor vehicles.

1.3.3 Streamlined governance, planning process, leadership

For the sub-region to achieve quality transport and land use outcomes transport investment decisions need to be agreed and delivered across the Smartgrowth partners. In recent years Councils and NZTA have developed, through the Business Case process, a 30 year programmes of investment that will deliver an effective transport system however there funding agreement to fund this investment has not been secured. More streamlined governance, strong political leadership and planning process more attuned to the funding issues facing Councils are require to ensure that these can be delivered with greater agility and more certainty.

The sub-region is developing a Transport Centre of Excellence to create greater cohesion across the partners in the planning and investment decisions in the sub-region and recognising that it needs a coherent voice to advocate for investment from central government and deliver the best outcomes for the region.

1.3.4 Driving Behaviour change

There is clear evidence that supports investment in public transport and active modes as opposed to building road capacity in order to build sustainable, functional cities. The single biggest hurdle in achieving this is developing and communicating the story that will make this an acceptable change for the population, encouraging them to reduce how often they get in their cars in favour of the alternatives. Changing a lifetime of habits and convictions is required; this will take time and considerable effort.

Alignment of the Smartgrowth partners, clear and consistent messaging, robust communications, and central government support for the delivery of quality transport will all assist in driving behaviour change but it will also require conviction at a local, regional, and national political level to be successful.

1.3.5 Integrated transport planning

Providing transport investment in the right modes and areas is, on its own, unlikely to produce good outcomes unless these investments are supported through appropriate land use measures. Structure planning needs to provide the ability for residents to live much of their lives locally and ensure that active modes and public transport can work effectively around the land use. This means providing the right employment, recreational opportunities and services with local areas that can be accessed actively and supported with quality public transport.

Achieving mixed used developments, higher land use densities and providing the right transport corridors is essential and will need to be achieved by integrating structure plans with transport planning processes. Tauriko for Tomorrow provides a strong example for how this can be achieved collaboratively between Smartgrowth partners.

1.3.6 Aligning with Maori ambition

Maori treat land and business investments as inter-generational assets that should deliver social, economic, and cultural benefits now and into perpetuity. Maori decision makers are currently building capacity amongst their people to assist with the management of assets and there are significant opportunities for Smartgrowth partners to work with Maori to ensure that their ambitions are recognized and enabled within transport and land use decisions.

1.3.7 Technological innovation

Technological advancements have opened the door for a range of transport innovations that are starting to gain traction around the globe. The cumulative impact of these will be significant within 5-10 years and our transport system needs to be able to adapt to incorporate the changes that are coming. The sub-region will need to develop a cohesive plan for the transport system and within land use planning:

- Allow the uptake of electric vehicles
- Allow the integration of automated vehicles
- Enable the use of carpooling technologies
- Enables the sharing or instant hire of vehicles from cars to scooters
- Prevent over investment in technologies that may become redundant
- Provide pathways to enable and encourage the uptake of other, new technologies.

1.3.8 Rapid Transit

The delivery of rapid transit solutions within the sub-region has the potential to fundamentally change how people travel within the sub-region. Being able to provide congestion free travel between major communities at a reasonable cost will make public transport more practical and enjoyable than taking a private vehicle for many trips; in particular for commuters or those travelling for education. This ease of travel will increase desirability for housing near rapid transit lines leading to denser employment and housing along corridors that are provided with rapid transit.

The narrow corridors that the sub-region has developed along as a result of geographic constraints are ideal for the delivery of rapid transit with one line being able to put many people within a reasonable walking distance of rapid transit. Ōmokoroa, Te Puke, and Tauranga are all linked by existing rail infrastructure as are other inter and intra-regional destinations such as Kawerau, Hamilton and Auckland.

Development of a strategy to identify and deliver rapid transit solutions over the next 30-years is required to ensure corridors are protected and infrastructure is developed to deliver desirable, well connected communities.

1.3.9 Off-Road freight movements

The Bay of Plenty Region has one of the highest densities of freight vehicles in the country and much of this is concentrated towards the Port of Tauranga. Opportunities exist to take much of this traffic off-road via coastal shipping or rail that will reduce the demands placed on the road network, improve safety, reduce carbon emissions and provide a more resilient freight network. Investigations into how this can be achieved cost effectively but looking at the whole-of-system costs need to be undertaken to identify where capital is best invested and what mechanisms can be used to encourage freight off-road.

2 Strategic Context

2.1 Integration with Central Government direction

The Draft GPS is currently being consulted with objectives as per the diagram to the left. Remaining consistent with these objectives provides the sub-region with the best opportunity to access funding from the National Land Transport Fund as administered by NZTA. The sub-region is fortunate that transport planning currently being undertaken with in the sub-region is largely well aligned with these objectives.

The table below indicates the alignment between the sub-regional transport strategy, the GPS, and the RLTP



	Sub-Regional objectives	GPS objectives	RLTP objectives
Sustainable	Protect our Environment	environment	sustainability, energy efficiency
	Protect our People	safety	public health, safety
Growth	Enable our economy	access	economic performance
	Enable our people	access	
	Not aligned	affordability	affordability

Affordability of the transport system is identified through the GPS and RLTP as objectives. The sub-regional strategy does not address affordability through an objective as it must cut across and be part of all objectives and consequently has been identified as a theme within the strategy (see Section XX).

The themes of the draft GPS are shown in the diagram below. Whilst these themes are appropriate at the national level they may not be entirely appropriate for a sub-regional strategy.



The integration of land use and transport planning is integral to the sub-regions growth aspirations and is incorporated within the themes of the strategy and within the Future Development Strategy..

Mode-neutrality may not be appropriate given the sub-region's car dependency with more emphasis required on walking, cycling, scootering and public transport; this is supported within the GPS where it is noted "*mode neutrality will involve giving some modes greater funding priority due to past under investment*". The themes of the sub-regional strategy are focused towards delivering public transport and active modes for people movement.

Incorporating technology and innovation is not a key component of the recognizing that innovation and technology projects often come at high risk of failure and that significant improvement to the transport system can be made with proven technologies. A watching brief on the development of technologies by others will ensure that obsolescence is not built into our infrastructure and so that proven technologies can be deployed rapidly.

3 Corridor Assessments

Future development within the sub-region is largely concentrated on three corridors the Western, Southern, and Eastern Corridors meeting in Tauranga City. Each of these corridors requires significant investment to ensure that the transport needs of these communities can be met as they grow.

3.1 Northern Corridor

3.1.1 Introduction

The Northern Corridor relies on access to a single state highway that has developed over time from a rural road passing through a few small settlements into a major arterial serving an increasing volume and mix of personal and freight vehicles. Public transport is currently very limited on the corridor although services will be significantly increased from December 2018 as part of the Public Transport Blueprint. Opportunities for walking and cycling on the corridor are currently limited and the long distances between communities will limit the potential for trips by active modes.

This corridor has been identified as one of New Zealand's rural roads with the highest safety risk with 64 deaths and serious injuries occurring over a 5 year period. A lack of any alternative routes makes the corridor vulnerable to a range of natural hazards and transport disruptions with very limited opportunity for detours. Congestion and safety issues on this corridor are currently posing severance issues for the communities located on the corridor.

3.1.2 Planned Improvements

Planned transport improvements were identified through the SH2: Waihi to Tauranga programme business case (W2T) which describes a programme of works valued at \$806m. The programme was developed by NZTA with input from key stakeholders and identified the current problems with the corridor as shown in the table below.

The problems	Cause and effect	Weighting	Benefits
Road safety	A combination of poor driver behaviour and inconsistent road environment is causing a high number of serious and fatal crashes.	60%	Improved road safety between Waihi and Tauranga.
Traffic growth	The accumulation of traffic along the single road corridor between Te Puna and Bethlehem is resulting in impeded traffic flow.	30%	Transport corridor supports economic development and population growth.
Alternative routes	A lack of alternative routes between Waihi and Tauranga will impact access in the event of significant road constriction or closure.	5%	Alternative route option in the event of road closure.
Community severance	Road alignment and traffic volume impacts are severing the communities of Te Puna, Bethlehem and Katikati.	5%	Improved access to local facilities.

The figure below shows the programmed improvements and identified benefits through W2T.



W2T work programme is currently being reviewed in light of the changed Central Government objectives for transport issued through the Draft GPS. There are likely to be significant changes to the investment profile for the business case with a much stronger emphasis on providing that provide improved safety in the corridor and support uptake of public transport with less emphasis on providing capacity for single occupancy vehicles. It is unclear how this will impact the level of investment to be delivered within the corridor.

Planned and Committed Initiatives	Protect our environment	Protect our people	Enable our economy	Enable our people	Completed, Committed, Planned	Year 1-3	Years 4-10	Years 10-20	Impact on transport capacity/demand
Waihi to Tauranga Corridor Business Case					Completed	✓			none
Alignment of transport planning and land use through delivery of SmartGrowth					Completed	✓	✓	✓	none
Application of town centre initiatives for Katikati, Waihi Beach and Omokoroa					Planned	✓	✓		none
Rail network improvements to encourage increased use of ECMT					Planned	✓			Minor
Minden Te Puna Intersection Improvements					Committed	✓			Moderate
Omokoroa to Tauranga City Cycleway					Committed	✓			Minor
Waihi to Waihi Beach Cycle Trail					Planned	✓			none
Tauranga Northern Link					unfunded	✓			Significant
W2T Waihi to Omokoroa (Safer Corridor)					Committed	✓			none
W2T Katikati Urban (previously Katikati Bypass)					Unfunded	✓	✓		Minor
W2T Omokoroa to Te Puna (Transformed)					Unfunded	✓	✓		none?
W2T Omokoroa to Katikati (More Capacity)					unfunded		✓		none
Public Transport Blueprint					Committed	✓	✓		Minor
Omokoroa Structure Plan					Committed	✓			Moderate
Local primary school provided					Planned?		?		Significant
Local Secondary school??					Planned?				

3.1.3 Capacity Gap Analysis

The W2T programme of works would be sufficient to enable the corridor to function well for at least the next ten years however where the corridor meets Tauranga there has been no consideration within W2T for the impacts of the how additional vehicle flows would be managed.

Work carried out on the Tauranga Programme Business Case indicates that for the entire network to function effectively a global 10% mode shift away from private vehicles is required by 2031. Some of this shift will be achieved through the Blueprint, improved cycle ways, and through the structure plan initiatives to internalise trips or reduce demand, such as:

- Working with MOE to ensure education opportunities within Omokoroa growth area;
- Allowing development of commercial areas to provide local shopping and service opportunities; and
- Enabling active modes for local trips within structure plan process.

The implementation of all of these initiatives is unlikely to achieve the required 10% mode shift in the northern corridor and further interventions and funding will be required to enable achieve this.

3.1.4 Funding Gap Analysis

Additional inter-regional demand and housing development on the Northern Corridor will see a significant increase in peak demand for trips to and from Tauranga on SH2. Growth in freight volumes is likely to exceed that of general traffic. Whilst there are planned improvements for the corridor through W2T there is no committed funding that will address the safety issues or delays that exist on the corridor currently or to accommodate further growth.

In the recently released Draft Transport Agency Investment Priorities (TAIP) , projects to address existing issues and enable growth identified through W2T have been designated as being a low priority for funding (6, high being 1, 8 being low) and as such are not considered to be likely to be funded within 2018-21 NLTF round. NZTA has been asked to review this project following the release of Draft GPS to determine if a better alignment can be achieved.

The Public Transport Blueprint will provide additional funding for public transport in the corridor however this will only have a minimal impact on mode share and will not achieve the 10% mode shift required through the Tauranga Programme Business Case. Further investigations are required and additional funding will need to be allocated to achieve this target however the exact quantum is unknown.

Until the W2T Business Case is re-scoped and reassessed by NZTA there is little certainty as to what improvements will be delivered to improve the safety and development capacity along this corridor.

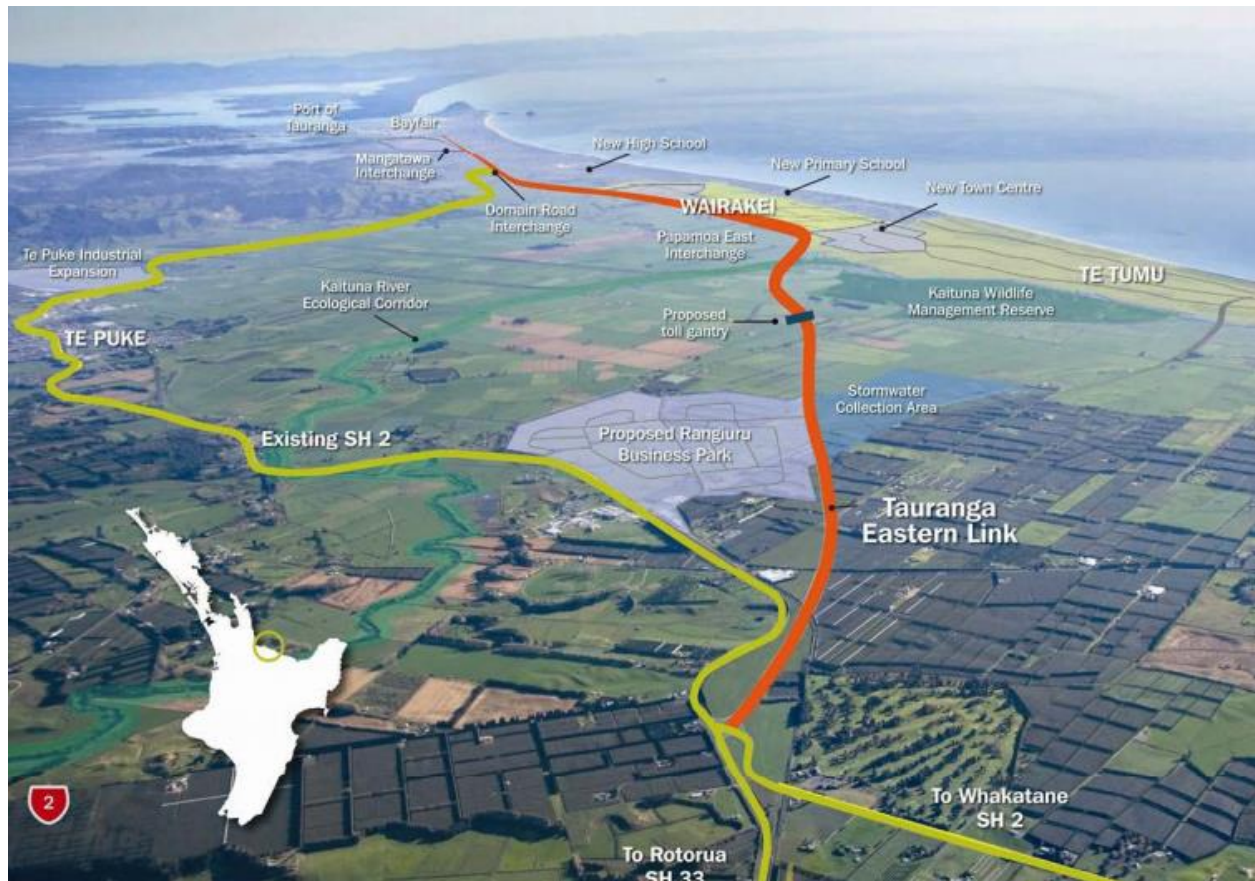
3.1.5 Opportunities

The Ōmokoroa growth area is located adjacent to the East Coast Main Trunk rail line leading directly to Tauranga and on to Te Puke and the eastern bay. There is potential to utilise this infrastructure to meet inter-regional transport demand and encourage higher density residential and commercial development at Ōmokoroa and other centres.

3.2 Eastern Corridor

The eastern corridor connects the central North Island, eastern Bay of Plenty, Gisborne and Hawke's Bay to Tauranga, and in particular the Port of Tauranga. The corridor is also linked to the development of the Te Tumu growth area, associated town centre and the proposed Rangiruru business park.

The SH2 Tauranga Eastern Link (TEL) toll road was developed through this corridor as lead infrastructure for development with the objectives of providing economic growth, safe travel, and integrated growth management within the sub-region. Local arterial roads also play a significant role in providing access to Te Tumu and supporting local trips.



3.2.1 Planned investments

Future investments in this corridor are being driven largely through the Te Tumu structure planning process with many improvements already delivered through the Tauranga Eastern Network Plan (TENP) including the development of the TEL. The initial stages of Te Tumu can proceed with investment in local arterial roads to the development boundary however full development of the site will require the creation of the Pāpāmoa East expressway interchange. Investment for both the arterial road improvements and the Pāpāmoa East Interchange is being sought in part through Housing Infrastructure Fund (HIF).

Current structure planning work for Te Tumu includes a town centre, significant sport and recreational facilities, sites for primary and secondary schools and a range of commercial and light industrial sites to provide local employment within the community. It is anticipated that these measures when supported by strong local transport connections will enable half of all trips from Te Tumu to remain within the growth area or the neighbouring communities. This will significantly reduce the demand placed on key transport infrastructure across the rest of the sub-region.

The structure plan is also investigating options for providing significant bus priority that would deliver an exceptional level of service for local and external public transport trips. Priority measures would link with existing routes and planned

priority corridors so that improvements are part of a wider network rather than standing alone. Whilst options have been well developed they are not currently approved or funded. Should investment proceed it is likely to enable a 10% reduction in general traffic required for the TTPBC to deliver a well-functioning transport system with the sub-region.

3.2.2 Capacity Gap Analysis

Delivery of all the transport investments identified through the structure plan process and the TENP largely meet the transport needs of the corridor with the exception of public transport infrastructure and services that are yet to be developed or agreed in detail. These elements will be further developed and agreed through the structure plan process.

3.2.3 Funding Gap Analysis

Investment in the corridor for roading infrastructure has been approved through TCCs long term plan however it is unclear if co-funding will be provided by NZTA at the usual 49/51 funding split. TCC and NZTA staff are currently working to finalise a co-funding agreement.

It is also unclear at this stage of the structure planning process what bus priority infrastructure and services will be provided and how these will be funded.

3.2.4 Transport Opportunities

Providing mass transit transport connections are possible to both Te Tumu and Te Puke if funding for infrastructure and services are made available. In Te Tumu mass transit could be provided through a high quality bus-way within new development areas and extensive bus priority measures through existing areas. In Te Puke this can be provided via the rail network which links Te Puke to Tauranga, Ōmokoroa and beyond.

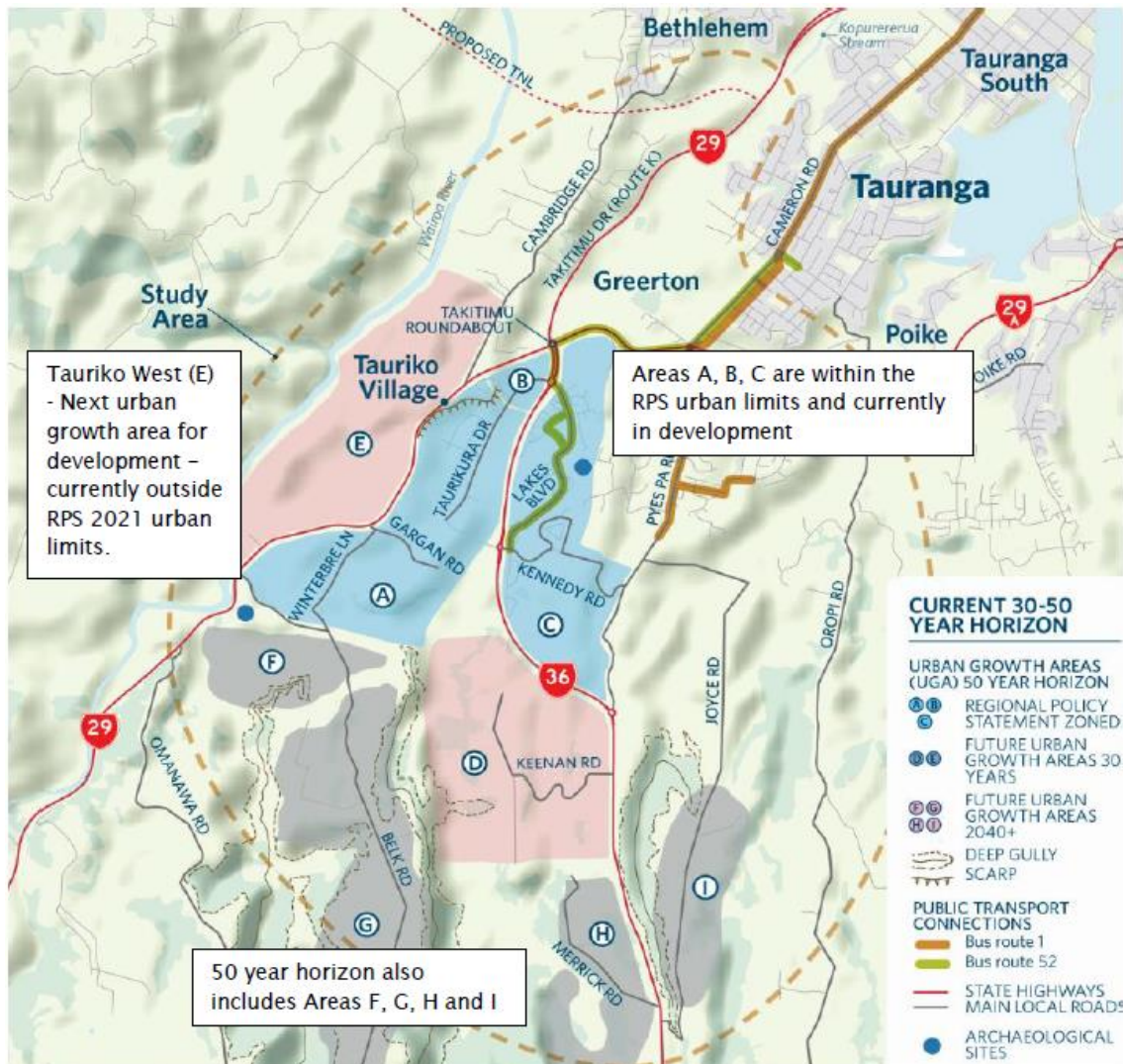
NZTA's current position is that trips from Te Tumu using the TEL expressway will be tolled as per existing user of the TEL. This provides an opportunity for variable time or demand based tolling to be implemented to encourage uptake of public transport during busy periods and to spread demand away from the peak travel periods. The additional revenue raised from this could also assist with the funding of the Pāpāmoa East Interchange or public transport infrastructure.

3.3 Western Corridor Transport Assessment

3.3.1 Introduction

The Western Corridor growth area will provide for up to 18,500 dwellings in with 350 hectares of industrial land and 44,000m² net leasable retail area. External transport demand in the areas is currently served by SH29, SH29A, SH36, and Cambridge Road. Some local demand is served by local roads but this is also largely carried on the SH network. Public transport in the area is currently limited although some improvements will be delivered in December 2018 as part of the Public Transport Blueprint. Walking and cycling in the corridor is relatively limited due to numerous barriers including SHs and steep topology although infrastructure has been put in place to reduce severance issues for walking and cycling associated with crossing SH corridors.

Transport demand to the growth area for the next 30 years has been planned through the Tauriko Network Plan by the SmartGrowth partner organisations. The PBC proposes a set of transport investments (cycling, walking, public transport, local road, state highway) that protects SH29's strategic role as part of the preferred Auckland-Hamilton-Tauranga national high volume route whilst supporting the planned and sustainable development of the corridor. The PBC is currently being reviewed in light of the changed Central Government objectives for transport issued through the Draft GPS and new direction through the Draft Regional Land Transport Plan.



3.3.2 Planned Improvements

Improvements planned through the Tauriko PBC include all modes of transport and demand management measures however there is a strong focus on SH improvements as a result of the existing safety issues on the corridor and its role as a nationally strategic freight route to the Port of Tauranga. The programme anticipates that 50% of transport demand can be internalised within the Western Corridor due to the range of land use types available and through the use structure plan interventions such as providing for local schools and providing strong transport links within the corridor, in particular for walking, cycling and public transport.

The Tauriko Programme Business case was also developed on the premise that the objectives of the Tauranga Transport PBC could be met; delivering a 10% combined active and public transport mode share both within the corridor and the sub-region as a whole.

	Investment Range	Mid Point
State Highway Improvements	179 - 446	313
Local Roads	137 - 183	160
Public Transport, Walking, Cycling	20 - 40	30
Total	336 - 669	503

The ongoing review of the Tauriko PBC means that there are likely to be significant changes to the investment profile for the business case with a much stronger emphasis on walking, cycling and public transport. Whilst the profile will change it is not anticipated that, over the 30 year horizon, there will be significant change in the level of funding required within the Western Corridor to meet demand or provide for safe and sustainable travel.

Work is currently proceedings on refining the timing and type of transport interventions required through a Design Business Case. It is anticipated this will be completed by the end of 2018 and will be reflective of changes within Central Government priorities and changes introduced to the Regional Land Transport Plan.

3.3.3 Funding Assessment

The Tauriko PBC identifies significant transport investment over the next 30 years to make land available for commercial, industrial and residential development.

Precise timings for most investments in the corridor will be developed through the Tauriko Design Business Case and are not yet known. At a minimum, investments on SH29 are required within the next 3-years to provide access and enable the next stage of Western Corridor development to proceed in Tauriko West. This initial investment is likely to be in the order of several million dollars and should provide sufficient development capacity to 2026 (440 new houses) although it will not address existing safety and severance issues on the network that have been identified through the Tauriko PBC. A funding application for the totality of the PBC is included in the NZTA Draft Transport Agency Investment Proposal (the Draft TAIP) as part of SH29 Tauriko West Network Connections project which has been given a national priority of 6. This low priority makes it unlikely to be funded within the 2018-21 NLTF round and as a consequence may delay Western Corridor development beyond 2021.

Investment over the next 30 years is typically signalled within the LTPs, Draft TAIP, and 30- year infrastructure plans produced by each of the organisations. The table below sets out the level of funding that has been included within these documents to deliver the required investment identified through the Tauriko PBC.

	Mid Point Investment	Included in LTPs, infrastructure strategies or TAIP	Potential Funding Gap
State Highway Improvements (NZTA)	313	0*	313
Local Roads (TCC)	160	73	87
Public Transport, Walking, Cycling (TCC/BOPRC)	30	0**	30
Total	503	73	430

*Funding only included where priority is 4 or better

** Walking and cycling projects may be allocated within the local road category

The current gap in funding for SH improvements is as a result of the low priority given to this investment within the Draft TAIP. Failure to achieve a minimal amount of funding in the current NLTP round will delay development of the Western Corridor and the lack of a full funding agreement to provide developers, and Councils with long term funding may result in a more reactive, less well planned outcome for the Western corridor.

TCC have committed through the LTP up to \$73m to develop arterial road connections for the corridor and provide significant walking and cycling investment. This is in addition to development contributions which will provide for the local road network in new areas. Whilst this is not the full amount being sought through the Tauriko PBC it recognises there is a need for significant, well planned investment in the transport system to enable growth. Additional funding is likely to be made available through the next LTP funding round once more certainty is provided with a finalised GPS, completion of the Tauriko DBC, and a finalised SH investment programme.

The current gap in public transport funding will need to be addressed through the next BOPRC LTP round. This will coincide with the initial phases of housing development and is likely to be increased in line with development and demand. An increased focus on public transport will likely see the required level of public transport investment increase beyond that currently identified however this should be manageable with increased funding support from central Government.

3.3.4 Transport Gap Analysis

The Tauriko PBC identified solutions that will meet or manage transport demand within the Western Corridor over the next 30 years. Outside of this there are no known gaps in servicing the demand from the corridor.

3.3.5 Transport Opportunities

There is an opportunity within the corridor to use road pricing mechanism to achieve better transport outcomes, improve sustainability, and provide additional revenue to deliver or accelerate projects in the corridor. The corridor leads to one of the two Western Bay existing toll roads, Takitimu Drive that could be used to trial variable price tolling or high occupancy vehicle. This opportunity should be explored in conjunction with a wider strategy on road pricing and funding mechanisms in the sub-region.

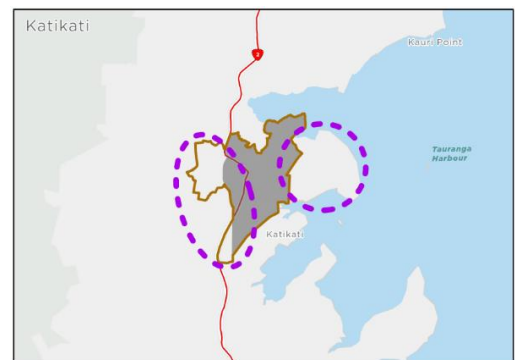
Appendix Two – Planned Urban Growth Areas

Katikati . Omokoroa . Te Tumu . Tauriko West

Katikati – New Urban Growth Area

Key Stats

Land Area	Depends on UGA option chosen
Net Developable Area	Depends on UGA option chosen
Estimated Dwelling Yield	Approx 700 dwellings
Estimated Net Density of Dwellings	15 dwellings per ha
Estimated Business Land Zoned	N/A
Development Ready	2021



Summary Timeline of Critical Infrastructure



Highlights

- Katikati was identified as an urban growth area in the original SmartGrowth Settlement Pattern in 2004. Although there is sufficiently zoned land the current landowners have made it clear that it is not available to the market nor will it be in the medium term. This means there is insufficient zoned land available to meet the requirements of the NPSUDC (less than 3 years supply) thus additional land needs to be provided now.
- Council has commenced the process to identify a new urban growth area at Katikati to cater for the future requirements of the town. This has identified a number of options, all of which are feasible to service and develop. Some will be quicker and more cost-effective to develop than others and this is reflected in the narrative in the table below.

- Katikati is already an established town and thus is supported by all the necessary social and community infrastructure such as reserves, schools, library etc. These have been upgraded as growth has demanded and the current levels of service will cater for the expected growth of the current UGA project.

Timeline for Planning Process

Timeline for Planning Process		
2017-2018	2018-2019	2019
Identify preferred UGA Investigation into possible options to provide for the projected growth.	Develop Structure Plan Develop a layout for the UGA and how it will be serviced, including the preparation of an infrastructure schedule, costing and funding.	Plan Change District Plan A plan change to change the zoning from Rural to Residential to allow urban development to occur.

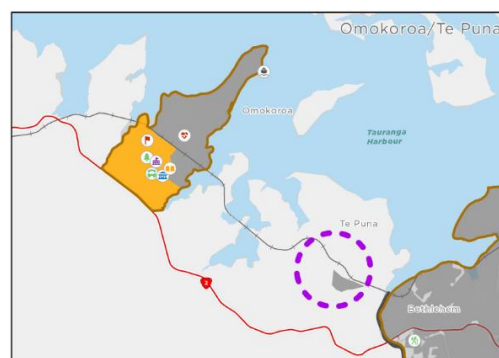
Council Infrastructure				
Growth Area				
Infrastructure Element	Estimated Cost	Year of Delivery	Funding Source	Risk Profile
Water infrastructure to growth area boundary	Varies depending on UGA option	2021	2018-2028 LTP	Low
Wastewater infrastructure to growth area boundary	Varies depending on UGA option	2021	2018-2028 LTP	Low
Roading infrastructure to the growth area boundary	Varies depending on UGA option	2021	2018-2028 LTP	Low
Stormwater infrastructure required in the growth area	Varies depending on UGA option	2021	2018-2028 LTP	Low

Other Providers				
Growth Area				
Infrastructure Element	Estimated Cost	Year of Delivery	Provider	Risk Profile
Electricity (to growth area boundary)		2021	Powerco	Low
Telecommunications		2021	Chorus	Low
Internal Development Infrastructure (Local roads, water, wastewater and stormwater, local reserves/playgrounds).	N/A	2021 onwards	Developer	Low
Corridor Level				
State Highway 2 corridor upgrade, including Katikati bypass		Unknown	NZTA	High

Omokoroa

Key Stats

Land Area	
Net Developable Area	170ha
Estimated Dwelling Yield	2400
Estimated Net Density of Dwellings	15.5 dwellings per ha
Estimated Business Land Zoned	32ha
Development Ready	2021



Summary Timeline of Critical Infrastructure



Highlights

- Omokoroa was identified as an urban growth area in the original SmartGrowth Settlement Pattern in 2004. The current area being planned is the final stage and will allow for a total population on the peninsula of 12,000. It will provide for a town centre, primary and secondary schools, large active reserve, employment land and community facilities.
- The original planning for Omokoroa was predicated on the SH2 designations being in place at that time for four-laning from Tauranga to Omokoroa, and traffic modelling showing construction required by 2015. Through changes in Government priorities this has not happened and the high number of deaths and serious injuries and congestion on this section of SH2 is considered to be a restriction on growth.

Timeline for Planning Process

Timeline for Planning Process		
2017 - 2018	2019	2021
Prepare structure plan for Stage 3. In parallel with this process is the review of the District Plan Residential Zone including looking at urban design and endeavouring to facilitate a range of housing typologies	Notify District Plan Change. This includes the structure plan and review of the Residential Zone.	Development commences Timing will be dependent on the timing of the take-up of land in stage 2 and will be brought forward or delayed as necessary.

Council Infrastructure				
Growth Area				
Infrastructure Element	Estimated Cost	Year of Delivery	Funding Source	Risk Profile
Water infrastructure to growth area boundary	\$3.0m	2019-2025	2018-28 Long Term Plan	Low
Wastewater infrastructure to growth area boundary	\$5.9m	2020-2028	2018-28 Long Term Plan	Low
Stormwater infrastructure required in the growth area	\$3.3m	2019/2020	2018-28 Long Term Plan	Low
Roading	Internal roads \$31.3 Cycle and walkways \$1.6m	2019-2028	2018-28 Long Term Plan	

Corridor Level				
Boat ramp	\$6.1m	2028	2018-28 Long Term Plan	Low
Active Reserve	\$5.8m	2024-2026	2018-28 Long Term Plan	Medium
Indoor Sports Facility	Unknown	2030+	Unknown-joint venture with MoE and community providers	Medium
Aquatic Centre	Unknown	2030+		Medium
Library	Unknown	2025+	2018-28 Long Term Plan	Medium
Community Centre	Unknown	2025+	2018-28 Long Term Plan	

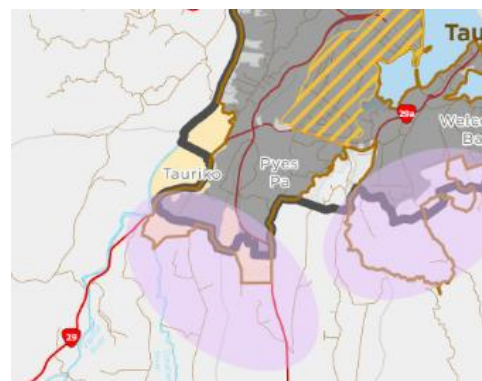
Other Providers				
Growth Area				
Infrastructure Element	Estimated Cost	Year of Delivery	Provider	Risk Profile
Primary School		Unknown	MoE	Medium
Secondary School		Unknown	MoE	High
Electricity (to growth area boundary)		Available now	Powerco	Low
Telecommunications		Available now	Chorus	Low
Internal Development Infrastructure (Local roads, water, wastewater and stormwater, local reserves/playgrounds).	N/A	2021 onwards	Developer	Low

Corridor Level				
State Highway 2 corridor upgrade		Urgent	NZTA	High

Tauriko West

Key Stats

Land Area	Approx. 388 Ha
Estimated Net Developable Area	Approx. 205 Ha
Estimated Dwelling Yield	3000
Estimated Net Density of Dwellings	17-20 DPH
Estimated Business Land Zoned	15.6Ha
Estimated Development Commencement	2021



Summary Timeline of Critical Infrastructure



Highlights

- The vision for Tauriko West is to create a thriving community for locals to live, learn and play within. With amenities that include schooling, parks, reserves, neighbourhood shopping and connections to the Wairoa River through a recreated river edge.
- The Tauriko West growth area is currently located partly within Tauranga City and partly within Western Bay of Plenty District. In order for the area to be served by Tauranga City network infrastructure, a territorial boundary adjustment is required to bring the growth area fully within Tauranga City Council;

- The Tauriko West area requires coordinating transport network improvements to provide multi-modal access, including an interim access solution to State Highway 29 prior to a comprehensive upgrade of the corridor;
- The critical risk factor for this growth area is that the timing of the necessary planning and investment in State Highway 29;
- Community infrastructure supporting the growth area will in some cases be required within the growth area itself, e.g. primary school, and in some cases may be within the wider western corridor catchment, e.g. indoor sports facility.

Timeline for Planning Process				
2018	2018-2019	2018-2019	2018-2019	2019 -2021
Plan Change to Bay of Plenty Regional Policy Statement The Tauriko West area is not within the existing urban limits of the Regional Policy Statement. A plan change is required to bring the area within the urban limits in accordance with Schedule 1 of the Resource Management Act.	Territorial Boundary Adjustment As the areas will be served by Tauranga City infrastructure networks the area will be brought into the Tauranga City Council by way of territorial boundary adjustment through a process under the Local Government Act.	Designation for State Highway 29 Corridor Upgrade The Transport Agency and Tauranga City Council are collaboratively completing the detailed business case for the corridor and will then designate land required for long term improvements.	Development of Structure Plan This work has been underway since 2017 and will be completed in 2018. This will determine the broad layout for land use in the growth area and required connections to wider infrastructure networks, including infrastructure corridors, funding of infrastructure (including social infrastructure).	Plan Change to Tauranga City Plan A plan change to change the zoning from Future Urban to appropriate zoning to allow urban development to occur. Delivery of infrastructure (roading and 3 waters) to the boundary of the growth area. Internal growth area civil works (developer led)

Council Infrastructure				
Growth Area				
Infrastructure Element	Estimated Cost	Estimated Year of Delivery	Funding Source	Risk Profile

Water infrastructure to growth area boundary	Infrastructure at boundary	Infrastructure at boundary	N/A	Low
Wastewater infrastructure to growth area boundary	\$2,656,000	2021 onwards	2018-28 Long Term Plan	Low
Road Infrastructure to the growth area boundary	\$3,500,000	2021 onwards	2018-28 Long Term Plan	Low
Stormwater infrastructure required in the growth area	Developer provided	2021 onwards	2018-28 Long Term Plan	Low
Corridor Level				
Reserve Development	9.1m	2027-2029	2018-28 Long Term Plan	Low
State Highway 29 Interchanges	73m	2021-2030	2018-28 Long Term Plan	High
Water infrastructure upgrades	12m	2030-2033	2018-28 Long Term Plan	Low
Wastewater infrastructure upgrades	7m	2029-30	2029-38 Long Term Plan	Low
Destination Playground	1m	2026	2018-28 Long Term Plan	Low
Wairoa Active Reserve	12m	2027-2029	2018-28 Long Term Plan	Medium
Indoor Sports Facility	16m	2025	2018-28 Long Term Plan	Medium
Aquatic Centre	14m	2025-2026	2018-28 Long Term Plan	Medium
Library	7.1m	2027	2018-28 Long Term Plan	Medium

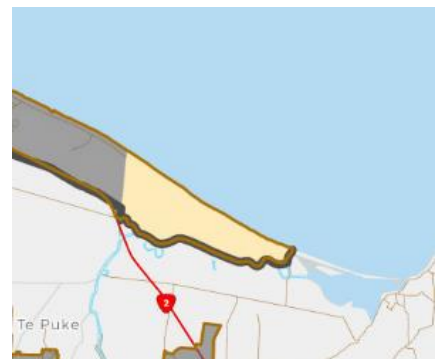
Community Centre	4m	2024-2025	2018-28 Long Term Plan	Medium
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Other Providers			
Growth Area			
Infrastructure Element	Estimated Year of Delivery	Provider	Risk Profile
Interim access from State Highway 29	2021	NZTA	Medium
Primary School	N/A	MOE	Medium
Electricity (to growth area boundary)	2021 onwards	Powerco	Low
Telecommunications	2021 onwards	Telecommunications Providers	Low
Internal Development Infrastructure (Local roads, water, wastewater and stormwater, local reserves/playgrounds).	2021 onwards	Developer	Low
Corridor Level			
State Highway 29 corridor upgrade	2021 onwards	NZTA	High
High School	N/A	MOE	Medium

Te Tumu

Key Stats

Land Area	Approx. 744ha
Net Developable Area	Approx. 483ha
Estimated Dwelling Yield	7,734 (15,500 population)
Estimated Net Density of Dwellings	Overall 22 dwellings per hectare
Estimated Business Land Zoned	60ha
Development Ready	2021



Summary Timeline of Critical Infrastructure



Highlights

- A coastal community that celebrates its significant history and environmental richness.
- A place for the community that builds upon and protects the natural resources, while delivering exciting new amenities such as sportsfields, sports facilities, and a connected walking and cycling network.
- A community offering significant changes in how we cater for growth in the Bay of Plenty – providing for employment opportunities and increased housing choices.

- Resilient to natural hazards such as flooding, tsunami and earthquake (liquefaction/lateral spread).
- Connected to the TEL through a new state highway interchange (Papamoa East Interchange), creating access to both the City and the rest of the Bay of Plenty supported through a range of multi modal travel options within Te Tumu, and connecting to Tauranga City.

Timeline for Planning Process		
2016-2017	2017-2018	2018 -2020
Develop Strategic Planning Study This work considered resource management issues and responses to possible urban development for the Te Tumu Urban Growth Area. The study documented the key opportunities and constraints and assessed any fatal flaws, including determining financial feasibility of the growth area.	Develop Structure Plan This work has been underway since 2017 and will be completed in 2018. This will determine the broad layout for land use in the growth area and required connections to wider infrastructure networks, including infrastructure corridors, funding of infrastructure (including social infrastructure).	Plan Change to Tauranga City Plan A plan change to change the zoning from Future Urban to appropriate zoning to allow urban development to occur.

Council Infrastructure				
Growth Area				
Infrastructure Element	Estimated Cost	Year of Delivery	Funding Source	Risk Profile
Water infrastructure to growth area boundary	Te Okuroa Dr Water Mains - \$2,207,000 Bell Road - \$12,068,400	2018-2021 2024-2025	2018-28 Long Term Plan	Low
Wastewater infrastructure to growth area boundary	Te Tumu Rising Main - \$3,657,600 Upgrades to Existing Infrastructure - \$14,803,000	2019-2021 2021-2023	2018-28 Long Term Plan (and partial Housing Infrastructure Fund)	Low

Roading Infrastructure to the growth area boundary	Papamoa East Interchange - \$19,505,000 Te Okuroa Drive -\$5,364,000 Main Rd (from Te Okuroa Dr to PEI) – 3,348,000	2021	Housing Infrastructure Fund*	Low
Stormwater infrastructure required in the growth area	Pond G - \$5,365,000 Kaituna Overflow - \$11,687,000	2021	Housing Infrastructure Fund*	Low
Corridor Level				
Destination Playground	\$1million	2027	2018-28 Long Term Plan	Medium
Active Reserve	Land Purchase - \$20million Development - \$16million	Land Purchase – 2020 Development – 2025-28	2018-28 Long Term Plan	Medium
Indoor Sports Facility	Land Purchase - \$1,169,900 Development - \$6,419,000	Land Purchase – 2019 Development – 2027/2028	2018-28 Long Term Plan	Medium
Indoor Pool	Land Purchase – \$2million Development - \$14million	Land Purchase – 2019 Development – 2027/2028	2018-28 Long Term Plan	Medium
Community Centre	Land purchase - \$2million Development - \$4million	Land Purchase – 2019 Development – 2025	2018-28 Long Term Plan	Medium
Library	Land Purchase - \$1,650,000	Land Purchase – 2019	2018-28 Long Term Plan	Medium

	Development - \$6,100,000	Development – 2025		
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*Potential for FAR Subsidy from NZTA to assist in funding this project

Other Providers			
Growth Area			
Infrastructure Element	Year of Delivery	Provider	Risk Profile
Primary School	Unknown	Ministry of Education	Medium
High School	Unknown	Ministry of Education	Medium
Electricity (to growth area boundary)	2021 onwards	Powerco	Low
Telecommunications	2021 onwards	Chorus	Low
Internal Development Infrastructure (Local roads, water, wastewater and stormwater, local reserves/playgrounds).	2021 onwards	Developer	Low



MEETING	SmartGrowth Forums Hui – Future Development Strategy (FDS)
DATE & TIME	29 May 2018
LOCATION	Club Mount Maunganui, 45 Kawaka Street

Karakia – Shad Rolleston

Welcome and overview – Bill Wasley

Future Development Strategy Introduction – Ken Tremaine

Doug Spittle noted the strategic themes are very much a work in progress.

Paul Hickson query around consideration in the FDS to agricultural and kiwifruit land given the growth projected in this space. Figures are incorrect i.e. around the wrong way. Refer to Zespri annual report for correct figures. Ken confirmed these will be corrected.

Mary Dillon - Timeframe around NPS? Where is the time allowed to go back to communities? Does MfE have the capability to assess the plans in any meaningful way? What happens if we don't comply with the deadline?

Ken noted we need to comply with emerging framework, secondly trying to deliver this for ourselves so beyond this process we have material to use. Compliance timetable. Minister is not inclined to give growth areas a longer time. Need to produce it by December 2018. This is a work in progress rather than a final document.

Hui discussion and input – five groups discussed the five areas as below.

Monitoring, Funding, Partnerships etc.

- Greater emphasis is needed on central government funding infrastructure projects regionally. The strategy as a whole should be much stronger in the space advocacy to Central government.
- NZTA need to get up to speed with regional growth and projects.
- Housing/land too expensive in relation to incomes.
- Cost of waste water infrastructure and planning is high.
- Rural investment/development e.g. Paengaroa. Planning/development barriers due to lack of capability/funding at council level.

- Rural zoned Māori land, lacking infrastructure which is needed to enable decision making. Barrier in differing views on development between trusts. Iwi need more opportunity to be involved in development/growth.
- Review of zoning and rules/constraints around rural vs urbanisation.
- Discussion around the creation of one unitary authority. This is a conversation to seriously consider and continue.
- Settlement Pattern – agricultural connections in the FDS are incorrect, rural, Māori land.
- Rail – funding to maximise existing rail e.g. Rangiuru connection.
- Funding for ferry service connecting into the Strand or the Mount.
- Idea around wealthy investors helping with housing affordability, return on investment.

Greenfields

- Difficult to address the issues by consensus and ultimately a leadership decision will be required.
- In terms of the 30 year planning timeframe, we still need to acknowledge how the current and mid-term areas are to be factored in.
- In terms of greenfields – how are these areas developed and the sequence of delivery. For e.g. planning, infrastructure, housing, schools, commercial, social amenities etc. In order to be effective planning, requires integrated planning with central government.
- With planning these areas, there are also trade-offs, some areas not considered and therefore how are the key issues prioritised:
 - Productive land vs. land for development.
 - Land use activity and sequence of development.
 - Constraints to development – weather, soil, time/processing, market uptake
 - Costs
- Greenfield areas can assist in delivering housing typologies that other areas might not, due to cost and lifestyle.
- Affordable housing discussion. What is affordable housing? Government says \$550k in BOP. A serious challenge in this space for many. Other housing considerations should include leasehold, smaller lot sizes, Papakāinga, rental. Need enabling planning.
- Learn from the lessons of the past e.g. Welcome Bay, has housing in place, however the area lacks some infrastructure, community, social and commercial hubs.
- The perspective of greenfield areas is currently driven/viewed by cost, and not necessarily by other outputs i.e. what greenfield areas can deliver in terms of housing options/choice, transport solutions and social amenity that intensification in central city cannot.
- Important that greenfield areas also factor in employment opportunities – to address live, learn, work, play areas. Also helps address cross city traffic issues.
- Need to consider how to address the perception of land value speculation for new greenfield areas to be zoned/identified.

Phillip Martelli: key takeaways - Regarding productive land. The danger around the map we are using creating raised expectation around potential greenfield areas therefore potential for increasing prices.

Compact City

- The FDS document really good communication tool, good language used. Clarity around medium and long-term. Medium = First 10 years, Long-term = 10 years +
- Concern around Tauranga Urban Strategy in the FDS completely missing Western Bay, Waihi Beach, Omokoroa, Katikati, Te Puke.
- Overarching plan change is a good approach.
- How do we determine intensification/greenfield balance? Present day community sectors' views are not sufficient and will opt for status quo. Future residents can only be represented at governance level. Intensification is a key factor in creating a cultural shift.

- Cameron road corridor, City living zone – good attributes for intensification, although lower amenity relative to other areas (E.g. poor coastal access) is a detractor and will be expensive to address.
- Limiting compact city focus to this corridor is not the right approach. Need to provide choice through a more comprehensive approach. Limiting intensification to Camron Road may distort prices and allow suboptimal development outcomes in other areas until a city wide approach is achieved.
- Need to be really clear about what intensification means. Visuals could work well.
- Housing Affordably – not addressed directly. Although intensification can cater to this way of living, higher density, smaller housing, closer to transport, lessened overall living costs, etc.
- Transport infrastructure investment is an ‘elephant in the room’.
- Implementation needs to occur now on a large scale and not piecemeal over the next 10-20 years.

Ana Hancock: key takeaways - be clearer about medium/long-term language. FDS document flow. Document largely silent on affordable housing, needs to be brought through.

Phillip Martelli: regarding Tauranga Urban Strategy/Compact City across Western Bay areas - City vs. small town NZ. Note Omokoroa's SHA. Council is rolling out provision for good medium density.

Discussion followed around intensification costs vs greenfield/sprawl (whole of life costs).

- Greenfield delivers housing outputs
- Huge benefit to the community if we focus more on intensification. People want/need housing choice!

Ana Hancock noted it is expensive to council and community to sprawl and develop greenfields. Not to mention pressure on DHB etc. We need to find and action the right balance between intensification and greenfield development.

The Settlement Pattern (overview) and Integrating Growth Planning and Infrastructure, including transport

- Step change in intensification and recognising we need more of a balance. Greenfield developments puts pressure on social, health services, transport and environment. Tell the story in the strategy of whole of life cost also show the risks of not achieve compact/intensification.
- Council need to be taking more of an active role either in urban development authority or land fragmentation role to achieve the housing we need.
- Infrastructure costs - evidence base around greenfield vs brownfield has been done in Auckland. \$120k per person to develop greenfields. Taking everything into account Compact City/intensification is less cost to the community than sprawl based.
- Enabling mechanism incentives and what that would look like. Making it more feasible.
- We need to lead with rapid transit corridors and be more adventurous with those.
- Incorporate the housing spectrum (Emergency – Social – Public Rental – Private Rental – Ownership)
- We need step change and vision. Bold leadership, enable intensification at scale.

Mary Dillon noted that looking through the document it looks like the way we have always thought. We need to look at the rate we are investing in Compact City. Expecting rural land to pick up the cities problems particularly around productive land noted. Is the compact city vision bold enough for the future?

Carole Gordon noted the emerging Treasury Living Standards Framework. Let's not lose sight of that when progressing the strategy. What is happening to the amendment to LGA in terms of Local Government Select Committee? We do need to focus on how we are increasing the quality of our amenity?

Michael Tucker noted the idea of having justification around brownfield vs greenfield cost is good but also noted Tauranga City is in a good space now in supporting the Tauranga Urban Strategy. Next step is to look at how to implement and intensify so to then go back to cost comparison exercise may not be needed.

Craig Batchelar noted the Property Developers Forum has been giving feedback to SLG since the Udale Report around the Cameron road corridor/ city living zone being the focus for intensification – but this needs to be wider.

Christine Ralph noted the housing crisis is so significant. It is concerning if residential zone rules aren't reviewed as a matter of urgency NOW they will impact on housing affordability: There is a need for refinement of the conventional residential zone rules to facilitate the opportunity for the provision of more affordable house design typologies within the existing suburbs. This enables the peppering of existing suburbs with alternative house typologies that provide for a broader range of dwelling types. The housing crisis is such that we cannot wait until after the intensification project for the central avenues to progress before we activate change elsewhere in the city. We need change in housing provision immediately not in the years to come

James Hughes noted responding to climate change through addressing urban form and transport together. All linked.

Andrew Collins: Factoring in rail ASAP.

Rebecca Culliford noted importance of retail choice also. Need commercial areas to focus on smaller more frequent shopping areas too not just huge commercial malls.

Strategic Themes and The Growth Challenge

- 'Start with people not pipes'
- Housing – should be key messaging and the headline theme.
- Some of the best cities from around the world have really strong themes. People centred outcomes. Health, Safety most important thing. Unique opportunities to tell a story through Tangata Whenua, Ageing Population.
- Take the focus away from numbers and have really clear objectives around views of our towns, walkability, retail, housing, transport. Much more about storytelling. Hearts and minds. Connected community. Place making/amenity.

Irene Walker noted planning around our people, yes, but would like to think and see we are planning around our environment.

Planning for people and employment. Looking after the environment.

Ken noted moving forward there will be an ongoing opportunity for dialogue. It was suggested a workshop take place once the document is produced and we have had a reply from government. It was agreed the team will also touch base at the end of the submission period.

Bill Wasley thanked the group for their time and very valuable input, while noting the key outputs which relate to greater levels of aspiration for transport and compact urban form. Bill thanked the FDS team for their work thus far. The team will continue to work on the document making additions and tweaks until 13 June when it will go in the SLG agenda for the SmartGrowth Leadership Group.