

## **Agenda for Meeting No. SG19/06**

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# **SmartGrowth Leadership Group**

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**The SmartGrowth Leadership Group will meet in the  
Western Bay Of Plenty District Council  
1484 Cameron Road, Tauranga, Chambers  
on  
Wednesday 19 June 2019  
at 9:30am**

**M Grenfell  
Chief Executive  
Tauranga City Council – Administering Authority**



## SmartGrowth Leadership Group

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### 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 J Robson  
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)

#### Bay of Plenty District Health Board

Ron Scott

#### New Zealand Transport Agency

Ross l'Anson

#### Quorum:

9

#### Meeting Frequency:

At least bi-monthly

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### **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 Leadership Group 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



## **Agenda for Meeting No. SG19/06**

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**SmartGrowth Leadership Group**

**Wednesday 19 June 2019**

**9:30am-1:30pm**

**Western Bay Of Plenty District Council**

**1484 Cameron Road, Tauranga**

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**Apologies**

**Conflicts of Interest**

**Public Forum** (if required):

**Forum Chair Presentations** (if required):

**Confirmation of Minutes:**

**Confirmation of the Minutes of the SmartGrowth Leadership Group  
(SG19/04) dated 17 April 2019**

A copy of the minutes is attached. **(Paper A)**

**Recommendation:**

***That the minutes of the SmartGrowth Leadership Group (SG19/04) held on 17 April 2019  
be confirmed as a true and correct record.***



## **PART A: AGENDA BUSINESS**

- 1. Tauranga Traffic Model Presentation**
- 2. UFTI Update Report- Programme Director (Paper B)**
- 3. Executive Summary: Foundation Report-Programme Director (Paper C)**
- 4. Residential Land Capacity (Paper D)**
- 5. Bi-monthly report (Paper E) Ken Tremaine**
- 6. Reporting back: local government and other forums**

Verbal updates on the following from SmartGrowth Chief Executives and Combined Tangata Whenua Forum

- Metro sector
- Regional sector
- Upper North Island Strategic Alliance
- Rural and Provincial sector
- LGNZ
- Growth Councils
- Combined Tangata Whenua Forum

## **PART B: MONITORING INFORMATION ONLY PACK**

- 7. SmartGrowth Bi-Monthly Partnership Reports (Paper F-G)**

**Minutes of Meeting No. SG19/04 of the SmartGrowth Leadership Group held on 17 April 2019 in the Mauao Room, Bay of Plenty Regional Council, 87 First Ave, Tauranga commencing at 9:30am**

**Present**

**Independent Chairperson**

W Wasley

**Bay of Plenty Regional Council**

Chairman: D Leeder

Councillors: J Nees, P Thompson, S Crosby

**Tauranga City Council**

Mayor: G Brownless

Councillors: L Baldock, L Brown, J Robson

**Western Bay of Plenty District Council**

Mayor: G Webber

Councillors: M Williams, D Thwaites, J Scrimgeour

**Tangata Whenua Representatives**

M Tapsell, I Walker

**New Zealand Transport Agency**

Ross l'Anson

**In Attendance**

**SmartGrowth**

K Tremaine – Strategic Advisor

V Jones – SmartGrowth Administrator

**Bay of Plenty Regional Council**

Fiona McTavish – Chief Executive

N Poutasi – Acting General Manager – Strategy and Science

A Fort – Senior Planner

D Phizacklea – Regional Integrated Planning Manager

J Metcalfe – Senior Transport Planner

**Tauranga City Council**

M Grenfell – Chief Executive

C Jones – General Manager, Growth & Infrastructure

D Spittle – Principal Strategic Advisor

A Hancock – Urban Strategy Planner

R Hudson – Team Leader: Strategy Development

A Mead – Manager: City & Infrastructure Planning

**Western Bay of Plenty District Council**

M Taris – Chief Executive Officer

R Davey – Group Manager Policy, Planning & Regulatory Services

G Allis – Deputy Chief Executive/Group Manager Infrastructure Services

**THESE MINUTES ARE YET TO BE CONFIRMED**

*To be confirmed by the SmartGrowth Leadership Group on 19 June 2019*

P Martelli – Resource Management Manager

**Bay of Plenty District Health Board**

S Davey - Programme Manager, Integrated Healthcare

**Apologies:** B Mikaere, P Ihaka, M Tapsell

SG19/04.01

**CHAIRPERSON'S REPORT**

Chair welcomed John Robson to the Committee and acknowledged Cr T Molloy's contribution. Chair acknowledged the opening of the University of Waikato Campus on Monday 15 April 2019, sufficient for western bay sub-region and wider bay of plenty.

SG19/04.02

**APOLOGIES**

**Moved** Mayor G Webber / **Seconded** Cr L Brown

**That it be Resolved**

***That apologies be received for B Mikaere, P Ihaka, M Tapsell***

**CARRIED**

SG19/04.03

**CONFIRMATION OF MINUTES – SMARTGROWTH LEADERSHIP GROUP  
(SG19/03) – DATED 20 MARCH 2019**

The Committee considered the minutes of the SmartGrowth Leadership Group (SG19/03) dated 20 March 2019 as circulated with the agenda.

**Moved** Cr M Williams / **Seconded** Cr S Crosby

**That it be Resolved**

***That the minutes of the SmartGrowth Leadership Group (SG18/03) dated 20 March 2019 be confirmed as a true and correct record.***

**CARRIED**

**THESE MINUTES ARE YET TO BE CONFIRMED**

*To be confirmed by the SmartGrowth Leadership Group on 19 June 2019*

**SG19/04.04 UFTI UPDATE & PRINCIPLES, ANNOUNCEMENT OF NEW POSITIONS**

Chair noted a project team has been appointed to lead the Western Bay of Plenty's Urban Development and Transport Initiative.

The appointments of Robert Brodnax as project director, Janeane Joyce as project manager, and Ben Peacey, as a technical specialist.

The urban development and transport project for the Western Bay of Plenty will provide a "refreshed, coordinated and aligned approach" across the sub-region on key issues, such as housing, transport and urban development.

Robert brings more than 25 years' experience in policy and strategy to his role having worked across resource and infrastructure management at the NZTA, Waikato Regional Council and engineering and consulting firm Beca.

Robert noted he was thrilled to accept the role and looked forward to working closely with Joyce, Peacey, project partners and stakeholders to deliver "sustainable, long-term solutions" for the region's shared transport and urban development challenges.

Janeane has more than 20 years' experience in the public sector, spanning New Zealand and Australia, and brings a wealth of knowledge across the business and corporate planning, integrated planning and investment, facilitation and placemaking.

As a technical specialist, Ben brings to the role more than 15 years' experience across the transport and energy sector and has led public policy, regulatory and strategy-based projects in the public and commercial sector.

Christine noted in regards to UFTI preparations are underway for the minister's visit and the next steps. We are getting an independent company to work with us.

Ken gave an overview of the Government's Urban Growth Agenda. The UGA has five main strands: (full power point on request)

- Infrastructure funding and financing
- Urban planning
- Spatial planning
- Transport pricing
- Legislative reform

The main objective is to improve housing affordability underpinned by affordable urban land.

Supported by wider objectives – improving choice, access to employment, education & services, climate change, enabling quality build environments & avoiding unnecessary sprawl.

Key spoke to the test sites: Potential to have alignment with the UFTI work.

- The **Hamilton to Auckland Corridor** with a particular emphasis on the southern Auckland / northern Waikato end and the wider Hamilton metro area
- **Queenstown** as an area for future spatial planning

**Moved** M G Webber / **Seconded** Chair D Leeder

**That it be Resolved**

***That the SmartGrowth Leadership Group;***

***4.1 Receive this update report***

***4.2 Note the appointment of Project Director, Project Manager and Technical Specialist***

***4.3 Endorse the UFTI principles***

**CARRIED**

**SG19/04.05**

**SMARTHOUSING AND RELATED MATTERS**

Ken provided overview of paper c in the agenda referencing that Housing New Zealand (HNZ) has issued a \$500 million Sustainability Bond to help fund investment in new or upgraded sustainable social housing. The bond covers a seven and a half year period and is issued under HNZ's Sustainability Financing Framework – full article in paper C. Ken noted the Ireland Housing Finance Agency that provides loan finance to local authorities, voluntary housing bodies and higher education institutions for housing and related purposes. Please note links in paper C.

**Questions and comments:**

The committee supports the concept and notes the requirement to build Alliance with other key areas. The committee believes we need collective partners in support to achieve action.

Stuart noted LGNZ cabinet discussion will take place in July, it will go to AGM in early July and then will go into the LGNZ work stream. We have a housing component in our business plan work stream. The Committee agreed to remove recommendation 2 and replace with the below in regards to LGNZ.

The Committee requested at some stage can we see the current data and projections in regards to affordable housing, rental accommodation etc. Who is doing what and who is updating the data? Ken noted he will review to ensure data is kept up to date.

Social Housing – It was noted Maori have a lot of land and have pathways, this is also part of a solution we could be looking at. This would address some of the housing issues in the western bay.

**THESE MINUTES ARE YET TO BE CONFIRMED**

*To be confirmed by the SmartGrowth Leadership Group on 19 June 2019*

**Moved** M G Webber / **Seconded** Mayor G Brownless

**That it be Resolved**

That the SmartGrowth Leadership Group:

1. **Note** the community housing funding issues and the potential financing examples that could assist.
2. **Discuss** with LGNZ the matters raised in the report.
3. **Discuss** the applicability of the suggested CHP housing incentives to other forms of community infrastructure as a basis for further work being undertaken to broaden the Government's Urban Growth Agenda implementation toolkit.
4. **Receive** the update and note the progress on the Housing Action Framework.
5. **Note** the key messages from the SmartGrowth Housing Affordability Forum on ensuring there are sufficient funding and resources allocated to the framework.

**CARRIED**

SG19/04.06

**REPORTING BACK: LOCAL GOVERNMENT & OTHER FORUMS**

Verbal updates on the following from SmartGrowth Chief Executives and Combined Tangata Whenua Forum

LGNZ – Cr S Crosby

Signed off the business plan which has water 20/50, climate changes, transport focus in the business plan. In regards to water, this is processing in the 3 waters. Cleaner direction coming from the government in regards to drinking water. Our sector has no issues and supports clear and clean drinking water plan. We are having significant issues with a forced integration water supply and are trying to get a clear way forward.

Climate change initial report on the LGNZ website in regards to sea level rises. One of the key issues is to make sure there is community awareness on climate change and this is progressing.

The best decisions we believe come from the communities.

President and I will be meeting the cabinet minister and discussing how we can work better together with different projects and approaches. We want to make sure the change is delivering better outcomes for our communities.

Freshwater - Chairman D Leeder – The regional sector at some level there will be change with water policy and currently working with NBE on the proposal. The aim is to have a paper of freshwater reforms to the cabinet by mid-May.

**THESE MINUTES ARE YET TO BE CONFIRMED**

*To be confirmed by the SmartGrowth Leadership Group on 19 June 2019*

The below is proposed

- Amendments to the national policy statement for freshwater management
- Amendments to the policy statement to provide direction and minimal habitat loss
- Eco-health systems reviews
- Expanding on the reporting requirement
- National environment standards to restrict piping and delivering of rivers
- What the responsibilities are from local government
- Increasing on the reporting in regards to attributes
- The national direction in avoiding wetlands loss and liquidation
- Environment standard to restrict activity contributing to wetland loss
- Increased focus under the NPS to include proactive catchment plan by 2023
- Increased focus to appreciate freshwater objectives – water body
- Focus on national value threat and specials - Iwi input valuable
- Suspended settlement
- Fish passage
- Amendment to NPS to provide direction to support integration management.

Paper to go for consultation in mid-May, cabinet July end of Dec 2019/2020

Metro sector

- Scooters some desire to have NZ wide law of where they can be ridden only on bicycle lanes, the discussion included it being compulsive to wear helmets
- Governments role to check up on the standards of water being produced
- Tourism levy tourism fund to be imposed or council is to continue to fund through their rates
- Productivity commission looking at advocacy and finance
- Government related pressures from central governance

Combined Tangata Whenua Collective

Irene noted it's good to hear comments in relation to the waters as real threat to Tangata Whenua. Having the councils in partnership with the Tangata Whenua helps levitate some of the issues and helps with the relationship consistency. Housing - Not only are we working in the Pukehina development we are working in the social housing and private sector. Plan changes are taken place noting the other Tangata Whenua members are taken part discussions today.

**SG19/04.07 PUBLIC EXCLUDED****Moved** Cr J Nees / **Seconded** I Walker**That it be Resolved*****That the SmartGrowth Leadership Group minutes dated 20 March 2019 are accepted and come out of public excluded.***

1. **Agree** that the public be excluded from the following part of this meeting:
  - a) Review and approval of SmartGrowth Leadership Group closed meeting minutes from 20 March 2019.
2. **Note** that this resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 7 of that Act, which would be prejudiced by the holding of this part of the proceedings of the meeting in public.
3. **Note** that Robert Brodnax, Janeane Joyce and Ben Peacey remain in the public excluded meeting.

**CARRIED****SG19/04.08 PUBLIC EXCLUDED AGENDA ITEM****Moved** Cr J Robson / **Seconded** Mayor G Webber**That it be Resolved*****That the SmartGrowth Leadership Group meeting come out of public excluded.*****CARRIED**


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The meeting concluded at 11.00 a.m.

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Confirmed as a true and correct record

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W Wasley  
**Independent Chairperson**

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Date

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**THESE MINUTES ARE YET TO BE CONFIRMED***To be confirmed by the SmartGrowth Leadership Group on 19 June 2019*



**REPORT TO:** Smart Growth Leadership Group  
**FROM:** Programme Director  
**SUBJECT:** UFTI UPDATE  
**DATE:** 19 June 2019



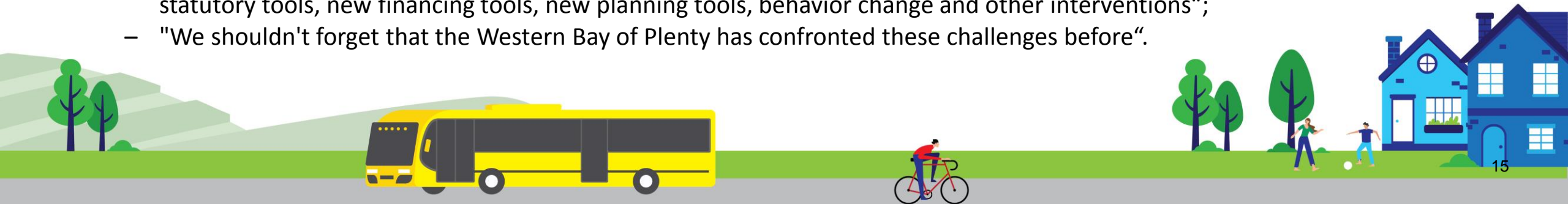
# After a delayed start to the project there has been significant progress in a short period of time

- The consultant team was fully on board on 1 May 2019.
- The Foundation Report is on track for completion mid-July.
- Central Government officials are actively involved in the Project Team through the Ministry of Housing and Urban Development.
- Our first collaborative opportunity for stakeholder engagement via the Spatial Planning workshops is underway.
- Technical work to answer Phase 1 report key questions has been commissioned.
- Additional work to understand customer and place perspectives of urban form and transport system is being scoped.



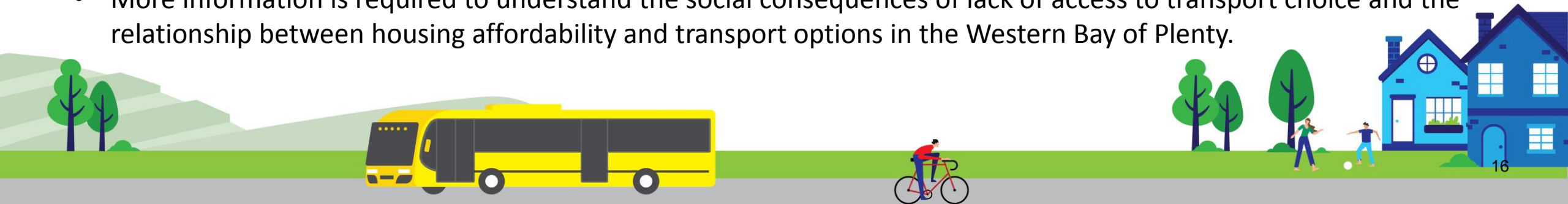
# A key focus has been engaging with stakeholders to understand how best to involve them collaboratively in the development of UFTI

- The team have met with the SmartGrowth Forums, Bike Tauranga, Port of Tauranga, key property developers, SBN and Priority One.
- Engagement plans for tangata whenua (both iwi/hapu and land owning trusts) are being developed.
- We are using a co-design approach, inviting stakeholder representatives to help us develop UFTI material.
- The team are developing an online engagement process based around the stages of UFTI. This will potentially include use of social media.
- Key messages received so far are:
  - "We want to know that their past work on FDS, TTP, etc. will be recognised and not lost";
  - "Help us see our footprints in the reports";
  - "Be clear about where our opportunities to be involved in co-design are and how we can be most effective";
  - "Be open, honest and flexible in our approach to working with stakeholders";
  - "UFTI can't just be about transport infrastructure and working they way we have worked before – it needs to consider new statutory tools, new financing tools, new planning tools, behavior change and other interventions";
  - "We shouldn't forget that the Western Bay of Plenty has confronted these challenges before".



# Stakeholder Engagement has identified a few gaps in the Phase 1 work that have led to adjustments in the Project Plan

- The environmental constraints story needs to be considered further, especially adaptation to sea level rise and the setting of emission reduction targets for transport emissions.
- The aspirations of Māori land owning trusts will have a major impact on future urban form and must be better understood.
- The final strategy needs to reflect the significance of the Tauranga Moana to tangata whenua and the role of tangata whenua as a partner.
- Urban form and transport in the Western Bay of Plenty affects the entire region. We must understand intra-regional flows of people as well as goods and the potential contribution of other urban centres to assist manage growth pressures.
- Transport planning work done to date does not provide sufficient customer insight about how people want to move around the region or information on what communities value about their place. This information is critical to evaluating the impacts of different programmes and needs to be developed.
- More information is required to understand the social consequences of lack of access to transport choice and the relationship between housing affordability and transport options in the Western Bay of Plenty.



# The project timeline has been adjusted to enable better stakeholder and community engagement

- Improvements to the Phase 1 Project Plan have been made to better align project methodology with the partnership principles set by the SLG.
- The revised timeline provides increased opportunity for stakeholder engagement including considering use of the pre-consultation processes on the Regional Land Transport Programme and Council's Long Term Plan process.
- The revised project plan also provides for Government engagement regarding potential co-investment in immediate "no brainer" actions necessary to deliver the full programme that should not miss 2020 LTP and RLTP cycle.
- Development of a "Western Bay of Plenty Story" that will add context for future conversations with government has been added to the scope.
- The final report will now be delivered at the end of March 2020 for SLG adoption but with an interim report in December 2019.



# Proposed Timeline

May – June 2019

## Set Up

July - August 2019

## Gathering Information

September – October 2019

## Analysing and Testing

November – December 2019

## Developing and telling the story

January – March 2020

## Finalising

- UFTI Project Team commenced May 2019
- UFTI Foundation Report publish July 2019
- UFTI Persona and Place Objectives Confirmed October 2019
  - UFTI Interim Report complete mid December 2019

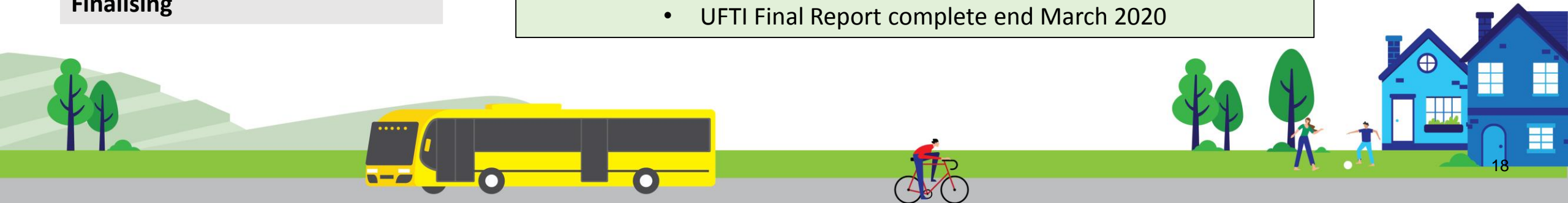


To align and support:

- Council elected member December 2019 packs
- Council's Draft Long Term Plans February 2019
- Draft Regional Land Transport Plan February 2019



- UFTI Final Report complete end March 2020



# A number of key deliverables will be produced between now and October

- The **Foundation Report** which sets out the case for change will be published in July after the next SmartGrowth Leadership Group Meeting.
- Toward the end of July, the **Outputs of the Spatial Planning Workshops** will be reproduced on the UFTI web pages along with an invitation to public to produce their own spatial plans.
- Following completion of the Foundation Report, a **Western Bay of Plenty Story** that creates the context for investment conversations with Government will be completed in August.
- Toward the end of October, a series of **Research Reports** addressing key questions from Phase 1 will be delivered along with a set of **Community Persona and Place Objectives** based on existing partner work but tested with stakeholders. Together these reports will aid development and appraisal of programme options





# Planning for deliverables in the period between October and March 2020 is still underway

- A draft **Long List of Programme Options** based off previous strategy work and the outputs of the Spatial Planning Workshops will be developed for engagement with stakeholders in November.
- In mid-December, the **Interim Report** will set out three distinct Programmes which will include a mix of policy, planning and transport programmes that address the most likely future scenarios in different ways. It is proposed that this interim report informs public consultation via Draft LTPs and RLTP.
- In March, the **Final Report** will be presented to the Smartgrowth Leadership Forum. This final report will set out a preferred programme of policy, planning and transport initiatives to be delivered over the next 30 to 50 years accompanied by both an economic and financial case that addresses alternative mechanisms to fund programme delivery.





# We are seeking feedback now on the key messages for the Foundation Report

We would like guidance on:

- Important key messages;
- Opportunities and any surprises;
- Issues or challenges missing.

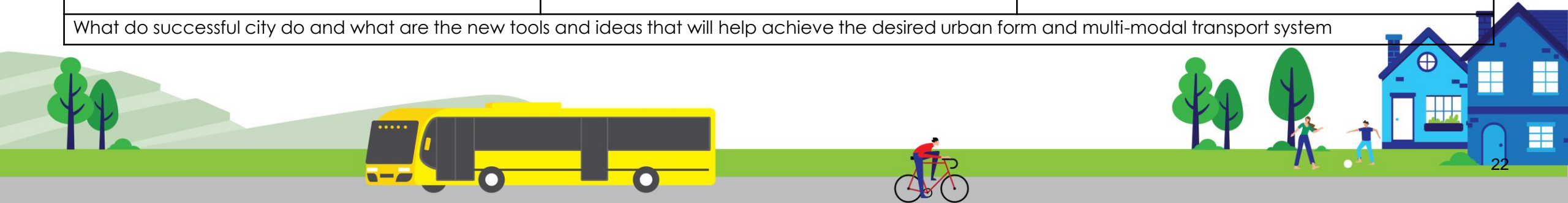
The Foundation Report will outline the story for change to enhance WBOP's urban form and transport system settings. It is a technical evidence based report, not a strategic or policy document.

The report is being prepared for a public audience. The draft executive summary is included.



# The proposed scope and structure builds on existing material developed

Executive Summary		
Context – social, cultural, environmental, economic, and demographics		
People - Community & Place Chapter	Housing Chapter	Transport Chapter
<ul style="list-style-type: none"> <li>Western Bay of Plenty is growing fast – an additional 58,000 homes are needed over the next 50 years. Accommodating these and maintaining the live, work, learn and play lifestyle requires changes</li> <li>People and 'active spaces' make cities liveable. People need space to live, learn and play. Compact urban form can create vibrancy</li> <li>Climate / Environment is precious and deteriorating</li> <li>Culture makes NZ unique, lose it at your peril.</li> <li>Partnerships are critical</li> </ul>	<ul style="list-style-type: none"> <li>How do we best accommodate growth? Where do we put 58,000 homes?</li> <li>We need to change land use patterns focusing on a strong central district and sustainable polycentric centres and communities</li> <li>Need housing typology diversity that supports a strong central district and self-sufficient polycentric areas</li> <li>Urban form needs to maximise existing assets, minimising the negative effects of growth</li> <li>Sustainable economic productivity is necessary to support healthy and happy communities</li> </ul>	<ul style="list-style-type: none"> <li>58,000 homes = ~580,000 additional traffic movements a day. We cannot do this via road capacity alone</li> <li>Transport system is based on moving vehicles. Needs to be based on moving people with goods flowing via the most efficient mode</li> <li>Changing the urban form is critical to support improved access and choice</li> <li>PT services need to move more people; investment in bikes etc is growing and has more potential</li> <li>Transport produces majority of CO2 emissions; private vehicle use is a major contributor</li> </ul>
What do successful city do and what are the new tools and ideas that will help achieve the desired urban form and multi-modal transport system		



## Recommendation

It is recommended that the SmartGrowth Leadership Group receive and note this report.



## UFTI Foundation Report – Summary

Tauranga Moana has a rich tāngata whenua history. Great migration waka were attracted to this area, its fertile soils, rich sea resources and forests. The same natural features that first attracted tāngata whenua, continues to attract many others who seek the warm climes and coastal lifestyle. The region has experienced a sustained period of growth due to its sought-after lifestyle and economic opportunities.

The western Bay of Plenty sub-region also plays a key role in the upper North Island and New Zealand's current and future well-being. The Western Bay is home to the country's largest export port, and the sub-region's productive rural and horticultural land resource is a major contributor to the economy. The sub-region also serves as the gateway to the broader Bay of Plenty providing critical connections to and services for the Eastern Bay of Plenty and Rotorua.

Our close proximity to Hamilton and Auckland, and access to international markets, means that the Bay of Plenty will continue to grow for many years to come.

## There is a strong desire for change

The community is asking for a more compact urban form, greater housing choice, better public transport, and improved active modes. Tauranga is a young city and we have an opportunity to do things better. Good transport, urban design and place making are critical elements for a successful city and sub-region. To get this right, significant change is needed.

UFTI is our chance to reimagine the future of our sub-region through a refocussed and coordinated approach while building on the various plans and projects that are in place.

We know what our challenges are. We need a fundamental shift in our approach to urban form and transport while recognising that this will take time to achieve. The vision of UFTI is to enable the sub-region through integrated planning to grow both up and out, supported by a well-functioning multi-modal transport system.

We have reached a turning point – carry on as we are and risk our lifestyle, environment, and economy; or forge a new path where we deliver a high quality compact urban form and provide greater transport choice and access via a multi-modal transport system.

## What is UFTI?

The Urban Form and Transport Initiative (UFTI) is our chance to reconsider the future urban form and transport needs for the sub-region over the next 50 years. The project is a collaboration between the SmartGrowth partners (Bay of Plenty Regional Council, Tauranga



City Council, Western Bay of Plenty District Council and tāngata whenua) and the New Zealand Transport Agency.

UFTI will deliver an agreed strategic and integrated delivery plan for western Bay of Plenty's future urban form and multi-modal transport system.

## Planning for growth enables us to better realise the opportunities

The western Bay of Plenty sub-region has grown significantly over the past 50 years, with growth creating many opportunities, including increasing the ability to enhance social, environmental, economic, and cultural well-being. Sustainable growth can lead to opportunities for enhancement of education, employment, and civic amenities that would otherwise not exist. Some of these opportunities are starting to be realised in the sub-region. To ensure that we can benefit from the opportunities associated with growth, we need to plan carefully for the future, enabling growth to occur in the right areas of the sub-region, and be sustainable.

The sub-region is one of the fastest growth areas in New Zealand, and Tauranga is the country's fifth largest city. In the next 50 years we expect to reach a population of over 250,000 people. This means we will need around 58,000 more homes with around 80% of that growth being in Tauranga City. We will also need around 50,000 jobs.

With space for greenfield development becoming more limited due to natural constraints, we need to consider how we accommodate additional people within existing communities. Housing densities are relatively low in the western Bay of Plenty, and there are considerable intensification opportunities that must be explored. Intensification done well maximises the use of community facilities and spaces and helps ensure future generations are not burdened with the consequences of poor decision making.

The sustained growth over a relatively short timeframe is putting increased pressure on the sub-region's transport system, affecting people's and businesses ability to access opportunities affordably, reliably, and safely. We need to plan for growth in an integrated way in order to protect our lifestyle and economic potential, otherwise the negative consequence of growth such as traffic congestion will severely affect the sub-region's liveability, well-being, environment, and economy.

## Healthy and happy people make successful cities

People make cities. The success of cities and urban spaces depends on the wellbeing of the communities that live there and make up the community. Critical to the wellbeing of our communities is the ability to be able to live the lifestyle they aspire for, to have meaningful jobs, and recreational, cultural, and social opportunities, and have easy access between all of these.

Urban form and homes designed to meet the need of different cohorts of our communities is critical to the success of the sub-region. Our new homes will need to meet needs of young people, families, and retirees alike. Adding to the challenge is the need for affordable,



warm, dry, and safe housing. The increases in tourism and influxes of seasonal workers to help in the horticultural industry mean that affordable and healthy temporary housing options are also necessary. Meeting these needs is critical to the ongoing social and economic success of the sub-region.

Urban form supported by a well-functioning transport system is vital in every successful city. The transport system must enable access to all the social and economic opportunities that the sub-region can provide, including connections to overseas markets. However, much of the current transport network is not optimised to move people and goods in the most effective or efficient way. A well-functioning multi-modal transport system is critical in maximising productivity and providing our communities access to social and economic opportunity.

## Our challenges

We have numerous challenges that have been identified and can be addressed. Through UFTI three key challenges have been identified, these are:

- Challenge 1: Levels of service for community facilities and infrastructure are not aligned with community expectation and are impeding the ability of people to live, work, learn and play in western Bay of Plenty region
- Challenge 2: The lack of housing and transport choice and a high dependency on the private vehicle contributes to inequality in access to social and economic opportunities and is leading to poor environmental outcomes.
- Challenge 3: WBOP's harbour geography and dispersed land use pattern (places of employment, education, and recreational locations) negatively impacts on the safe and efficient movement of people and goods.

Through this foundation report, evidence supporting these challenges will be presented.

### Challenge 1: Creating a vibrant sub-region

Levels of service for community facilities and infrastructure are not aligned with community expectations and are impeding the ability of people to live, work, learn and play in the region.

**257,000** people will call the western Bay of Plenty sub-region home by 2063. The sub-region is an attractive place to live, and many people choose to live here for the quality of life based around access to the coast and surrounding natural landscapes. However, the reality is no longer meeting peoples' expectations.





The sub-region's infrastructure and funding are struggling to keep pace with the growth occurring. Ongoing residential and commercial development outside the city centre is causing access issues in terms of connecting people in the sub-region and putting pressure on limited financial resources to supply new and expensive infrastructure. Because of the widening development footprint and desire for a coastal lifestyle, more people are needing to travel longer distances which has significantly increased travel times.

Daily traffic has increased by around 8% per annum in Tauranga city. With freight, service vehicles and commuters travelling the same corridors, often at the same peak times, there are conflicts between movements going to Port of Tauranga and the significant volumes of commuter traffic accessing employment. The cumulative effect of the western Bay of Plenty's growth is having a substantial impact on the wellbeing and productivity of our communities.

With the sub-region's increasing population and commercial growth, building more roading capacity to move more vehicles is not the solution to manage congestion. Increasingly cities are realising that congestion cannot be solved by providing more road capacity. In fact, as Lewis Mumford observed in 1955, building more road capacity is like trying to solve obesity by loosening one's belt. Instead, we must focus on how we enable the effective and efficient movement of people, often through the same spaces at the same time. Doing so will significantly improve the community wellbeing and productivity of the sub-region.

Access to social infrastructure such as playgrounds, parks, community centres, libraries and sport and recreation facilities are critical to well-functioning communities. These facilities are vital in supporting and enabling wellbeing. Poor or no access to these facilities can result in exclusion and poor health outcomes. Planning for and delivery of the necessary social infrastructure to support the changes in the urban form and transportation systems, will be critical to the health and wellbeing of western Bay of Plenty both now and in the future.

## Challenge 2: Improving choice and access

The lack of housing and transport choice and a high dependency on the private vehicle contributes to inequality in access to social and economic opportunities and is leading to poor environmental outcomes.

**\$660,000** is the median house price in Tauranga. This is almost double from five years ago. The city is now New Zealand's least affordable housing market. As a result, there are declining rates of home ownership and increasing rental shortage pressures, as the younger generations are priced out of the housing market.

Compounding the issues further, there is a lack of affordable housing choice within the western Bay of Plenty sub-region, that has good transport access and choice. Further, in the medium to long term, the sub-region does not have enough development capacity to meet



demand. Without viable solutions to these problems, the sub-region will quickly become unaffordable for many people.

Currently, the sub-region is the most car reliant in New Zealand. Public transport while offered, is still incredibly under-utilised compared to other metropolitan centres, making up only 2% of all trips and usage is declining. This is despite a recent and considerable increase in public transport investment.

Without significant change to the way people and goods are moved, the expected growth will mean the transport networks become more congested with more traffic, particularly within and gaining access to the busy parts of the city. As most of the sub-region's greenhouse gas emissions are transport related, this will also mean the environment will continue to deteriorate.

Whilst it is tempting to develop cheaper land on the sub-region's outskirts, doing so increases the reliance on private vehicles, requires additional infrastructure, and does not improve productivity. Further, increases in motorised traffic has a significant impact on liveability and community well-being as well as the environment. Fortunately, we have an opportunity to address this challenge now and integrate our urban and transport planning to ensure more people have greater transport choices and therefore access. Doing so will make the best use of existing assets including the rail network to move people and goods.

### Challenge 3: Safe and efficient movement

WBOP's harbour geography and dispersed land use pattern (places of employment, education, and recreational locations) negatively impacts on the safe and efficient movement of people and goods.

**80%** of all new development in the sub-region is in greenfield areas. The urban form of the sub-region is partially polycentric in part because of the geography of the sub-region.

A focus on converting rural land on the edges for urban development, has encouraged the polycentric urban form and resulted in dispersed and multiple housing, education, employment, and recreational locations across the sub-region. As such, the current land use forces people to travel greater distances to live, work, learn and play, which is both inefficient and less safe.

Expecting a transport system to provide high performing connections between these multiple housing and employment hubs across the sub-region is inefficient. Transport systems like this often led to poor road safety outcomes, and an unsustainable reliance on private vehicles to move people and goods.

Addressing this challenge means developing an urban form that encourages a strong central district with higher densities to support the necessary vibrancy and activity required, along with a multi-modal transport system that enables better access and movement.





Supporting this central district are self-sustaining polycentric areas based around well planned transport nodes that enable access for people to more easily to live, work, learn and play.

One of the constraints in addressing this challenge is the sub-region's coastal environment, which is more susceptible to sea level rise, tsunami risk, and flooding. With the need to preserve the coastal environment from both cultural and environmental perspectives, suitable land for further development will become scarcer over time.

Of course, not all growth will be able to be accommodated within existing urban areas. Some provision for greenfield sites will continue to be required. However, the urban form of those locations could include higher density and increased transport choice.

## There are significant benefits to be realised

The future cannot look like the past. Addressing the challenges UFTI has identified is not impossible. It will, however, require a change in the way we think about our sub-region, urban form, and the transport system and our transport choices.

As the sub-region grows it has the potential to become a leading lifestyle destination, but we have some tough issues to resolve before we can achieve this. Making sure the western Bay of Plenty is a great place to live, work, learn and play as we grow is the collective challenge for our communities and SmartGrowth partners.

There are some significant benefits from change that can be realised. The likely and expected benefits of changing our thinking are:

1. Improved community wellbeing and liveability – the sub-region will be able to better meet the expectations of our communities and support a thriving live, work, learn and play lifestyle
2. Improved access to the sub-region's social and economic opportunities – the sub-region will provide people and customers with greater multi-modal transport choices via an effective, safe, and efficient transport system
3. Increased and sustained economic productivity – the sub-region's labour markets will be more productive as people spend less time travelling to and from employment hubs and markets, and goods are travelling more efficiently across the system
4. Improved value for money – the sub-region's land use patterns will make the best use of existing infrastructure and transport nodes, and focus future investment for the best returns
5. Improved environment outcomes – the sub-regions greenhouse gas emissions will decline in part due to increase in public and active transport use, and water quality is improving



An outcomes measurement framework will be developed as UFTI progresses further. The agreed UFTI investment outcomes will be used to help test the different urban form and transport programmes to ensure we identify the best and most fit for purpose programme.

## Proposed outline for the Foundation Report

This Foundation Report will cover the following:

People - Community & Place Chapter	Housing Chapter	Transport Chapter
<ul style="list-style-type: none"> <li>Western Bay of Plenty is growing fast – an additional 58,000 homes are needed over the next 50 years. Accommodating these and maintaining the live, work, learn and play lifestyle requires changes</li> <li>People and 'active spaces' make cities liveable. People need space to live, learn and play. Compact urban form can create vibrancy</li> <li>Climate / Environment is precious and deteriorating</li> <li>Culture makes NZ unique, lose it at your peril.</li> <li>Partnerships are critical</li> <li>What do successful cities do to manage wellbeing and other outcomes?</li> </ul>	<ul style="list-style-type: none"> <li>How do we best accommodate growth? Where do we put 58,000 homes?</li> <li>We need to change land use patterns focusing on a strong central district and sustainable polycentric centres and communities</li> <li>Need housing typology diversity that supports a strong central district and self-sufficient polycentric areas</li> <li>Urban form needs to maximise existing assets, minimising the negative effects of growth</li> <li>Sustainable economic productivity is necessary to support healthy and happy communities</li> <li>What do successful cities do to manage growth sustainably?</li> </ul>	<ul style="list-style-type: none"> <li>58,000 homes = ~580,000 additional traffic movements a day. We cannot do this via road capacity alone</li> <li>Transport system is based on moving vehicles. Needs to be based on moving people with goods flowing via the most efficient mode</li> <li>Changing the urban form is critical to support improved access and choice</li> <li>PT services need to move more people; investment in bikes etc. is growing and has more potential</li> <li>Transport produces majority of CO2 emissions; private vehicle use is a major contributor</li> <li>What do successful cities do to move more people and goods?</li> </ul>





<b>Committee Name</b>	<b>SmartGrowth Leadership Group (SLG)</b>
<b>Committee Meeting Date</b>	<b>19 June 2019</b>
<b>Author (s)</b>	<b>Christine Jones – TCC General Manager: Strategy &amp; Growth Andrew Mead – TCC Manager: City &amp; Infrastructure Planning</b>
<b>Purpose</b>	<b>To bring to the attention of the SmartGrowth Committee the shortage of Residential Development Capacity in the Western Bay of Plenty Sub-Region</b>

## 1. Background

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On 11 June 2019 the Urban Form and Transport Development Committee received a Residential Development Capacity Review report which provided an update to the Committee on the outcome of the independent Veros review into remaining residential capacity in the Western Bay of Plenty sub-region.

The purpose of the Veros review was to:

- Provide an independent assessment of remaining capacity for new subdivision and housing in the Western Bay sub-region.
- Confirm whether this remaining capacity is sufficient to meet current and projected growth rates until new capacity is enabled.

The review focused on Tauranga City. For the Western Bay District, an assessment of Omokoroa, Katikati and Te Puke was undertaken, primarily to determine whether any potential short-term capacity shortfall in Tauranga could be accommodated by transferring more growth into the Western Bay District.

The Veros report estimates that in the short term 1-3 year period, there will be an undersupply of nearly 1,000 new dwellings and this will get much worse in the medium term until new supply is zoned and enabled for development.

The following are attached:

- DC121 – Residential Development Capacity Review Report
- DC121 – Appendix A – Western Bay Sub-Region, Residential Development Capacity Review, Veros Property Services, May 2019
- DC121 – Presentation A – Residential Development Capacity Review Report.

The resolutions passed by the TCC Urban Form and Transport Development Committee were:

**That it be resolved**

*That the Urban Form & Transport Development Committee:*

- (a) Receives Report DC121 titled Residential Development Capacity Review including Appendix A, the “Western Bay Sub-Region Urban Development Capacity Review” prepared by Veros Property Services in May 2019.*
- (b) Notes the significant projected shortfall in dwelling and subdivision capacity in the short term (1-3 years) and medium term (4-10 years), and its potential broad implications for the Council and our community.*
- (c) Notes the urgency of addressing these matters in partnership with the other SmartGrowth Partners and the Government by enabling a significant amount of new residential development capacity in the City and broader Western Bay sub-region as quickly as possible.*
- (d) Recognises the importance of the need for significant investment, beyond the capacity of Tauranga ratepayers, in a complementary increase in transport system capacity for the city and broader Western Bay region.*

## **2. Recommendations**

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That the SmartGrowth Leadership Group:

1. **Note** the significant projected shortfall in dwelling and subdivision capacity in the short term (1-3 years) and medium term (4-10 years), and its potential broad implications for the Council and its community.
2. **Note** the urgency of addressing these matters in partnership with the other SmartGrowth Partners and the Government by enabling large-scale new residential development capacity in the City and broader Western Bay sub-region as quickly as possible.



Tauranga City

# Residential Development Capacity Review

## (DC 121)

### Urban Form and Transport Development Committee

Date of meeting: 11/06/2019

Objective ID: A10095632

### Executive summary

<b>Recommendation</b>	<p>That the Urban Form and Transport Development Committee:</p> <ul style="list-style-type: none"><li>a) Receives Report DC121 titled Residential Development Capacity Review including Appendix A, the “Western Bay Sub-Region Urban Development Capacity Review” prepared by Veros Property Services in May 2019.</li><li>b) Notes the significant projected shortfall in dwelling and subdivision capacity in the short term (1-3 years) and medium term (4-10 years), and its potential broad implications for the Council and our community.</li><li>c) Notes the urgency of addressing these matters in partnership with the other SmartGrowth Partners and the Government by enabling large-scale new residential development capacity in the City and broader Western Bay sub-region as quickly as possible.</li></ul>
<b>Summary of issue</b>	<p>This report provides an update to current and projected residential development capacity in Tauranga City following the report provided to the Committee in March 2019 (DC49).</p> <p>Development capacity has been a long-held concern of TCC planning staff going back a number of years before the 2016 SmartGrowth decisions to progress planning of Te Tumu and Tauriko West followed by the Tauriko Business Estate extension and Keenan Road. These decisions were a response to the concerns being raised.</p> <p>In March 2019 it was reported by TCC staff that there was currently around 6 years of theoretical residential development capacity in Tauranga, with only around 4 years of sub-dividable land available as at 1 January 2019. However, it was noted that the realistic supply that would be delivered (especially in the short term over the next 1-3 years) was much lower than this because of factors such as:</p> <ul style="list-style-type: none"><li>• Staged development of large blocks</li><li>• Large development blocks allocated to long-term retirement village projects</li></ul>

	<ul style="list-style-type: none"> <li>• Infrastructure constraints</li> <li>• Complications associated with Maori Land.</li> <li>• Land-banking</li> </ul> <p>In summary, staff were concerned that significant supply shortages would emerge in the short-term.</p> <p>At the March Committee meeting representatives of the development and building companies in the sub-region (the Developers group) communicated their view that there was less than 18 months realisable supply. TCC staff concurred with the view that realisable supply is significantly less than theoretical supply.</p> <p>Following the March Committee meeting, Veros Property Services were commissioned to undertake an independent review of remaining residential capacity in the Western BOP sub-region. The findings of the Veros review validates the views of both TCC Staff and the Developers group. It confirms that the realisable supply of residential development capacity, particularly capacity for new residential titles through subdivision, is insufficient to meet projected growth rates for housing development in Tauranga and the Western Bay sub-region in the short-term and into the medium term.</p> <p>The Veros report estimates that in the short-term 1-3 year period there will be an undersupply of nearly 1,000 new dwellings and this will get much worse in the medium term until new supply is zoned and enabled for development.</p> <p>The impending supply shortage has been discussed with Minister Twyford who oversees the housing &amp; urban development and transport portfolios, as well as officials from the Ministry of Housing &amp; Urban Development and NZTA. There is a willingness to work collaboratively to address these matters and a need to ensure that responses align with the Government's broader Urban Growth Agenda.</p> <p>The City and sub-region will only be able to resolve the short-term housing supply challenges set out in this report by enabling large scale new projects, especially Te Tumu, Tauriko West and Omokoroa Stage 3. As previously reported these projects all face a range of significant delays and risks.</p> <p>There are opportunities to potentially bring forward development of Tauriko West from 2023 if an interim package of transport improvements and an efficient process to rezone the area can be agreed with the government.</p> <p>There may also be opportunities to bring forward development in Te Tumu ahead of 2023, especially if access challenges through Maori Land can be resolved quickly. The intensification plan changes / Te Papa spatial planning also have a key role to play in aligning development opportunities with the Government's Urban Growth Agenda and enabling the redevelopment of the city's social</p>
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	<p>housing stock. The TCC-owned Smiths Farm site also provides housing opportunities but on a more moderate scale.</p> <p>Planning for Welcome Bay &amp; Ohauiti as well as Keenan Road should also continue, however these are not options for providing additional residential growth in the short term due to the early stage of planning, known challenges, infrastructure costs and timeframes associated with the necessary planning processes.</p>
<b>Broader benefit/impact</b>	<p>Provision of sufficient development capacity is important to:</p> <ul style="list-style-type: none"> <li>• Allow land and development markets to operate in a reasonably efficient manner</li> <li>• Enable population and dwelling growth projections to be accommodated</li> <li>• Meet requirements for development capacity under the National Policy Statement for Urban Development Capacity</li> <li>• Reduce risks associated with further house price inflation and further decline in housing affordability.</li> </ul> <p>Sufficient development capacity is also important to ensure that economic and job growth remains positive in Tauranga especially across sectors that are directly or indirectly affected by land development and house building.</p> <p>Further, sufficient development capacity is fundamental to the health of Council's overall financial position including being essential in ensuring that:</p> <ul style="list-style-type: none"> <li>• Council's development contributions revenue stream is not compromised</li> <li>• Debt servicing costs associated with growth funded projects like the southern pipeline and the Waiāri water treatment plant remain manageable</li> <li>• Forecast growth in rateable properties can be maintained, such that forecast increases in Council's operating budgets can in part be offset by having more rateable properties to spread costs across.</li> </ul>
<b>Strategic context</b>	<p>The provision of development capacity and supporting infrastructure to meet growth demand is a priority strategic issue for Tauranga City. Responsibility for addressing the increasing urgency to release further development capacity rests with Tauranga City Council as well as with the wider SmartGrowth Partnership. However achieving this requires partnership with Government especially in respect of transport investment and appropriate tools to enable land to be rezoned and developed in a timely manner. The government has recently reconfirmed that SHAs are no longer a tool in fast-tracking development.</p>
<b>Next steps</b>	<p>Staff will:</p> <ul style="list-style-type: none"> <li>• Continue progressing planning for the following projects with urgency: <ul style="list-style-type: none"> <li>○ Tauriko West</li> <li>○ Te Tumu</li> <li>○ Smiths Farm</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Intensification plan changes / Te Papa spatial plan.</li> <li>• Work with NZTA to develop an agreed programme of interim transport investments to enable development of Tauriko West to commence.</li> <li>• Consider the merits of available planning pathways that may enable land to be rezoned more efficiently than the standard RMA Schedule 1 plan change process.</li> <li>• Support processes in Te Tumu to enable access and services to be provided through Maori Land.</li> <li>• Support WBOPDC in its aspirations to rezone Omokoroa Stage 3, including a package of appropriate and timely transport interventions.</li> <li>• Continue engagement with the government and its officials.</li> </ul>
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## Discussion

### Purpose of independent review

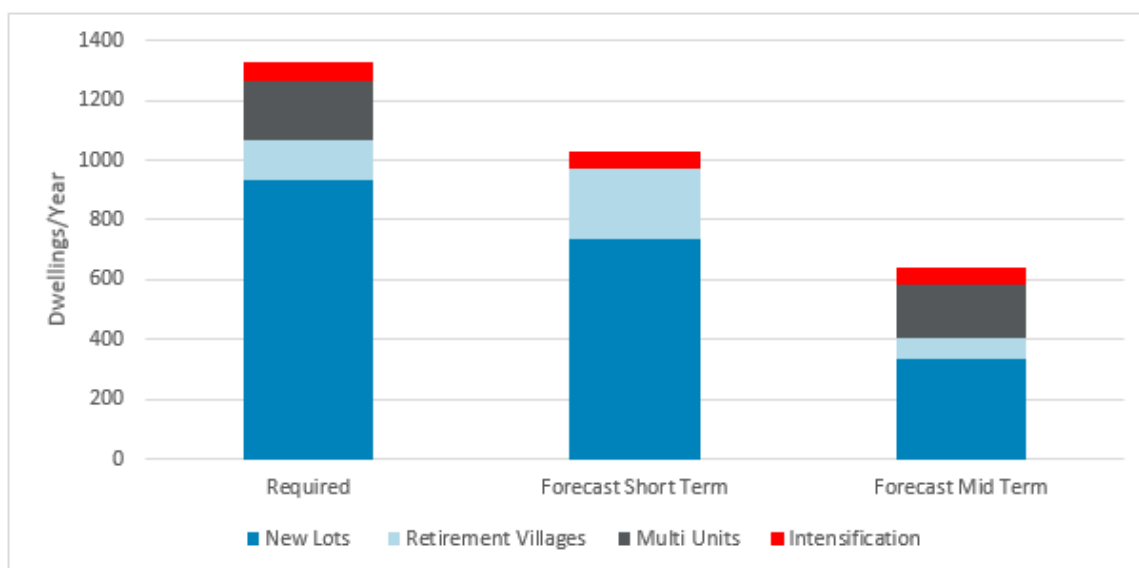
1. The purpose of the Veros review was to:
  - Provide an independent assessment of remaining capacity for new subdivision and housing in the Western Bay sub-region.
  - Confirm whether this remaining capacity is sufficient to meet current and projected growth rates until new capacity is enabled.
2. The review focused on Tauranga City. For the Western Bay District, an assessment of Omokoroa, Katikati and Te Puke was undertaken, primarily to determine whether any potential short-term capacity shortfall in Tauranga could be accommodated by transferring more growth into the Western Bay District.
3. The independent review report is attached as **Appendix A**.

### Key findings of independent review report

4. The key findings from the independent report are set out in the table below and graph on the following page.

	Short Term Capacity			Medium Term Capacity		
	Required	Forecast	Difference	Required	Medium	Difference
New Sections	2793	2198	-595	6517	2353	-4164
Retirement Village	399	708	309	931	474	-457
Multi Units	600	0	-600	1400	1234	-166
Intensification	198	174	-24	462	406	-56
<b>Total Dwellings</b>	<b>3990</b>	<b>3080</b>	<b>-910</b>	<b>9310</b>	<b>4467</b>	<b>-4843</b>





Graph 4 - Annualised Dwelling Supply: Required v's Forecast

5. The table and graph indicate:
  - An under-supply of dwellings approaching 1,000 units in the 1-3 year period.
  - An undersupply of dwellings close to 5,000 dwellings in the 4-10 year period (if new supply is not enabled).
  - That most of the under-supply is driven by a lack of large greenfield subdivision and development opportunities, combined with insufficient ability for other dwelling types to respond to this shortfall.
6. The report also concludes that additional capacity does not exist in the Western Bay District to accommodate the short-fall in subdivision and dwellings in Tauranga due to a combination of existing agricultural and horticultural uses of land, along with infrastructure limitations and the under-lying growth occurring in the Western Bay District that needs to be accommodated.
7. In summary the independent assessment validates a serious shortfall in residential development capacity and constrained supply.

#### **Delivery of new development capacity**

8. Additional development capacity has been projected to come online through three main factors:
  - New major greenfield areas at Te Tumu and Tauriko West, as well as Omokoroa Stage 3 in the Western Bay District.
  - Enabling more opportunity for intensification within the existing urban area.
  - Provision for Special Housing Areas under the Tauranga Housing Accord.
9. As reported to the Committee in March 2019 (DC49) the Housing Accords and Special Housing Areas Act (HASHAA), and thereby the Tauranga Housing Accord, will not be extended beyond September 2019. This removes one of the major, and potentially the quickest and most flexible, means of enabling new development capacity in the short term. Following the March Committee meeting the government has reconfirmed that HASHAA will be repealed in September this year.
10. The government is however open to using other processes available under the RMA such as the streamline plan change process. This would not nearly be as fast as establishing a SHA, however it would be quicker and potentially less risky than a

standard RMA Schedule 1 plan change process. Staff will report back separately on planning pathway options as part of the intensification and greenfield planning projects.

### **Update on new development capacity**

11. The SmartGrowth partnership continues to work towards delivering new capacity across the sub-region as per the agreed settlement pattern. To assist with addressing and progressing the integration of the sub-regions transport programme and settlement pattern with the new Government Policy Statement on Land Transport, transport funding constraints and the direction of the Government's Urban Growth Agenda, the UFTI project is a key project and is predicated on a partnership approach.
12. Staff are currently working with NZTA on the development of an initial package of transport improvements to enable development to Tauriko West to proceed.
13. Tauranga City Council has largely completed structure planning for the Te Tumu area and is undertaking the technical work to prepare for rezoning. A key factor for Te Tumu is working alongside the Maori land trusts to unlock multiply-owned Maori land for essential enabling infrastructure and development.
14. In respect of enabling further opportunities for intensification in the existing urban area of Tauranga City, the Tauranga City Council has full support from the SmartGrowth Partnership to deliver the work programme as outlined in the DC34 – City Planning Quarterly Update reported to the Committee in March 2019 and addressed in further detail in April 2019. A significant component of this work is addressing how natural hazards will be managed to allow intensification to occur in appropriate locations.
15. Additional development capacity in the northern corridor is also planned for Omokoroa and Katikati, with limited capacity currently remaining in these towns respectively. This work is being led by the Western Bay of Plenty District Council. Uncertainty as to the timing of transport capacity improvements in the northern corridor poses a challenge to these areas as well but are also being considered through the UFTI work.
16. All of the above work to enable new development capacity needs to progress as quickly as possible given the significant shortfall projected in the short term. Only once development of these areas is enabled will the SmartGrowth councils be in compliance with the requirements of the NPS-UDC in terms of having sufficient development capacity to meet demand and allow development markets to operate efficiently.

### **Significance and engagement**

17. The matters outlined in this report are likely to be of moderate to high significance and public interest, being they relate to the capacity of the City to meet growth demand and highlight that there are real challenges in this regard.

### **Appendices**

No.	Title
1	Western Bay Sub-Region, Residential Development Capacity Review, Veros Property Services, May 2019  Objective ID: A10121422

### **Signatories**

<b>Authors</b>	Ayv Greenway – Senior Strategic Planner Andrew Mead – Manager: City & Infrastructure Planning
<b>Authorisers</b>	Christine Jones – General Manager – Strategy & Growth

## Enterprise approach and collaboration

<b>Name</b>	<b>Title/department</b>	<b>Response</b>
Doug Spittle	Principal Strategic Advisor	Report review and input into Veros development capacity assessment



Western Bay Sub-Region  
Residential Development  
Capacity Review

**Tauranga City Council**

**May 2019**

## STATEMENT OF LIMITATION

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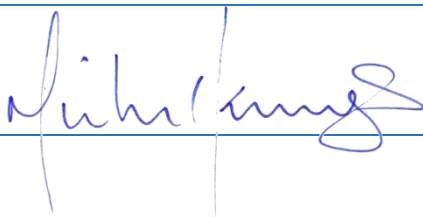
## PREPARED FOR:

TAURANGA CITY COUNCIL

## PREPARED BY:



## DOCUMENT ACCEPTANCE:

Action	Name	Signed	Date
Draft approved for issue:	Rebecca Perrett		12 May 2019
Final approved for issue:	Michael Kemeys		13 May 2019

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## Executive Summary

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### BACKGROUND / BRIEF

The Smart Growth partner councils, Tauranga City Council (TCC) and Western Bay of Plenty Council (WBOPDC) have committed to progressing development capacity for new subdivisions and dwellings in Te Tumu, Tauriko West and Omokoroa. Projects for infrastructure and City Plan changes are also being progressed to support this future growth. Given the forecasted timeframes for initial delivery of these growth projects, TCC have projected a significant shortfall of development capacity in the Western Bay sub-region in the short (1-3 years) and medium (4-10 years) term. A shortfall impacts on TCC's compliance requirements with the National Policy Statement for Urban Development Capacity (NPS-UDC) to meet demand and allow development markets to operate effectively.

The development community<sup>1</sup> is of the opinion that development capacity is not available to meet projected growth, estimating only 18 months of greenfield subdivision capacity remains for Tauranga. The Councils' timeframes for delivering significant new development capacity in a zoned and serviced state in new growth areas of Te Tumu, Tauriko West and Omokoroa is at least 5 years away. Therefore, provision of development capacity in the short-medium term is solely reliant on the current supply and availability of delivering subdivisions and dwellings.

### PURPOSE

The purpose of the report is to provide an independent assessment of remaining capacity for new subdivision and housing in the Western Bay sub-region.

This report will confirm whether development capacity exists to meet current and projected growth rates for housing development, for two distinct types of development capacity:

1. Capacity for new homes to be built (this covers all dwelling typologies, including detached, multi-units and retirement villages); and
2. Capacity for new residential titles through subdivision.

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<sup>1</sup> Scott Adams (Carrus Properties), Nathan York (Bluehaven Group) and Peter Cooney (Classic Group) presented in March at Tauranga City Council's Urban Form & Transport Development Committee meeting



## KEY ASSUMPTIONS

The following assumptions were applied in the analysis of the data and conclusions;

- The 'current development capacity' was calculated as the total of new subdivisions (Urban Growth Areas and Infill) and other new dwellings. Other new dwellings included, consented vacant parcels, retirement villages, multi-unit residential developments and residential intensification.
- The timeframe and likelihood rate of uptake was considered based on the facts known about consents, site conditions and landowner/developers' intentions.
- Growth was assumed to continue at levels similar to previous years and as projected, being 1330 for new homes per year for both the short and medium terms.
- The average density of 15 dwellings per hectare was used as a guide and adjusted through site assessment based on location, typology and topography.

## CONCLUSION

In summary, our independent assessment validates the conclusions by both TCC and the Developers group, that there is insufficient development capacity to meet current and projected growth rates for housing development in the Western Bay sub-region, and in particular Tauranga.

TCC has forecast they need to provide 1330 dwellings per year.

ACTIVITY	Intention Known		Intention Unknown	
	Short	Medium	General	Maori Land
New Sections	2198	2353	1432	1107
Retirement Village	708	474	Not assessed	Not assessed
Multi Units	0	1234	Not assessed	Not assessed
Intensification	174	406	Not assessed	Not assessed
<b>TOTAL DWELLINGS</b>	<b>3080</b>	<b>4467</b>	<b>1432</b>	<b>1107</b>

DWELLING SUPPLY	% Distribution	Assumed Distribution of Annual Forecast	Short Term (Annualised)	Mid Term (Annualised)
New Sections	70%	931	733	336
Retirement Village Units	10%	133	236	68
Multi Units – UGA's	15%	200	0	176
Intensification – Infill Areas	5%	66	58	58
<b>ANNUAL TOTAL</b>	<b>100%</b>	<b>1330</b>	<b>1027</b>	<b>638</b>

Table 1 - Dwelling Supply

In the short-term, 1-3 years, 77% of the forecast residential supply is known with intent to be delivered. In subsequent years (mid-term) this shortfall deteriorates to only 48%. This includes both new homes to be built, and new residential titles through subdivision of land.

In respect to the dwelling analysis, an assumption was made to include retirement villages and multi-unit developments. Findings from the analysis of the dwelling supply is influenced in the short term by high output by the retirement village sector and in the mid-term from delivery of multi units. The majority of the multi units are from one development and in discussion with the developer indicated delivery is dependent on provision of both physical and social infrastructure and therefore likely to be delivered at the back end of this period. It is highly likely that there will be little or no multi units over the next 5 years.

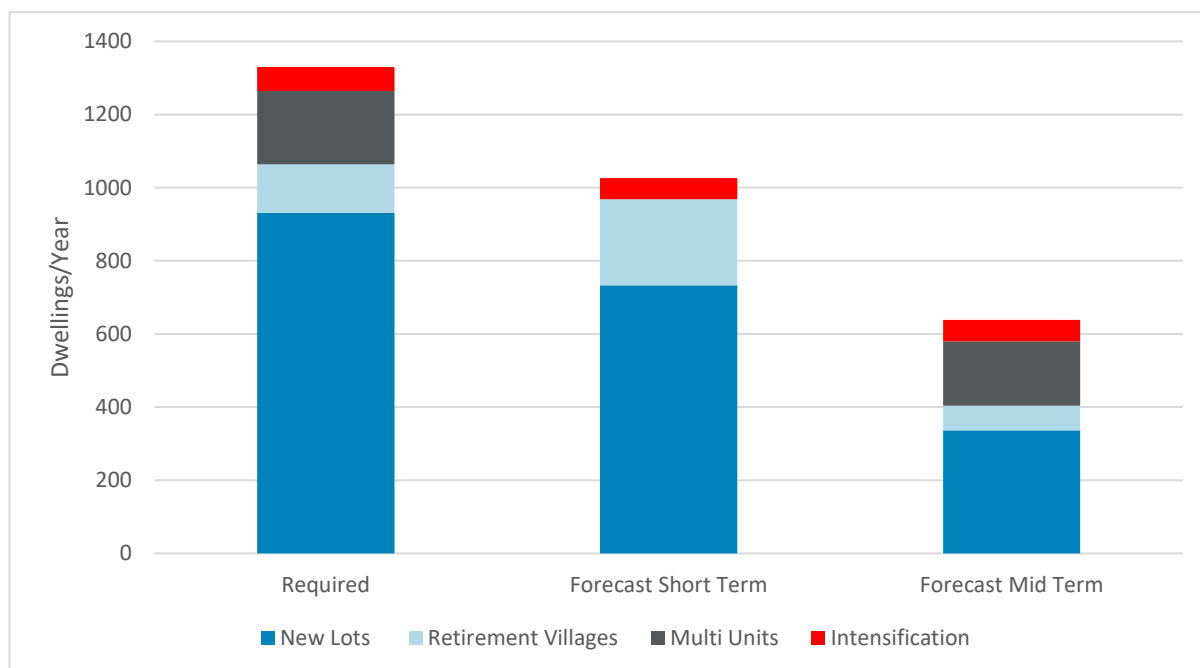
Other multi-unit intensification developments have more complex consenting and delivery timeframes and are only contributing small volumes, there would need to be a significant shift in the market response to apartment and terraced housing to increase this even by small volumes.

LARGE LOT GREENFIELD CAPACITY	ASSUMED DISTRIBUTION OF ANNUAL FORECAST*	INTENTION KNOWN	
		SHORT	MEDIUM
Required new lots	774	2322	5418
Likely delivery of new lots		1484	1281
<b>DEFICIT</b>		<b>838</b>	<b>4137</b>

Table 2 – Greenfield Development Capacity

*\*The assumed distribution of annual forecast for large lot Greenfield capacity is a total of assumed annual forecast for new sections of 931 (refer Table 1, above) excluding infill subdivision supply of 58 units and small lots at 99 units per annum.*

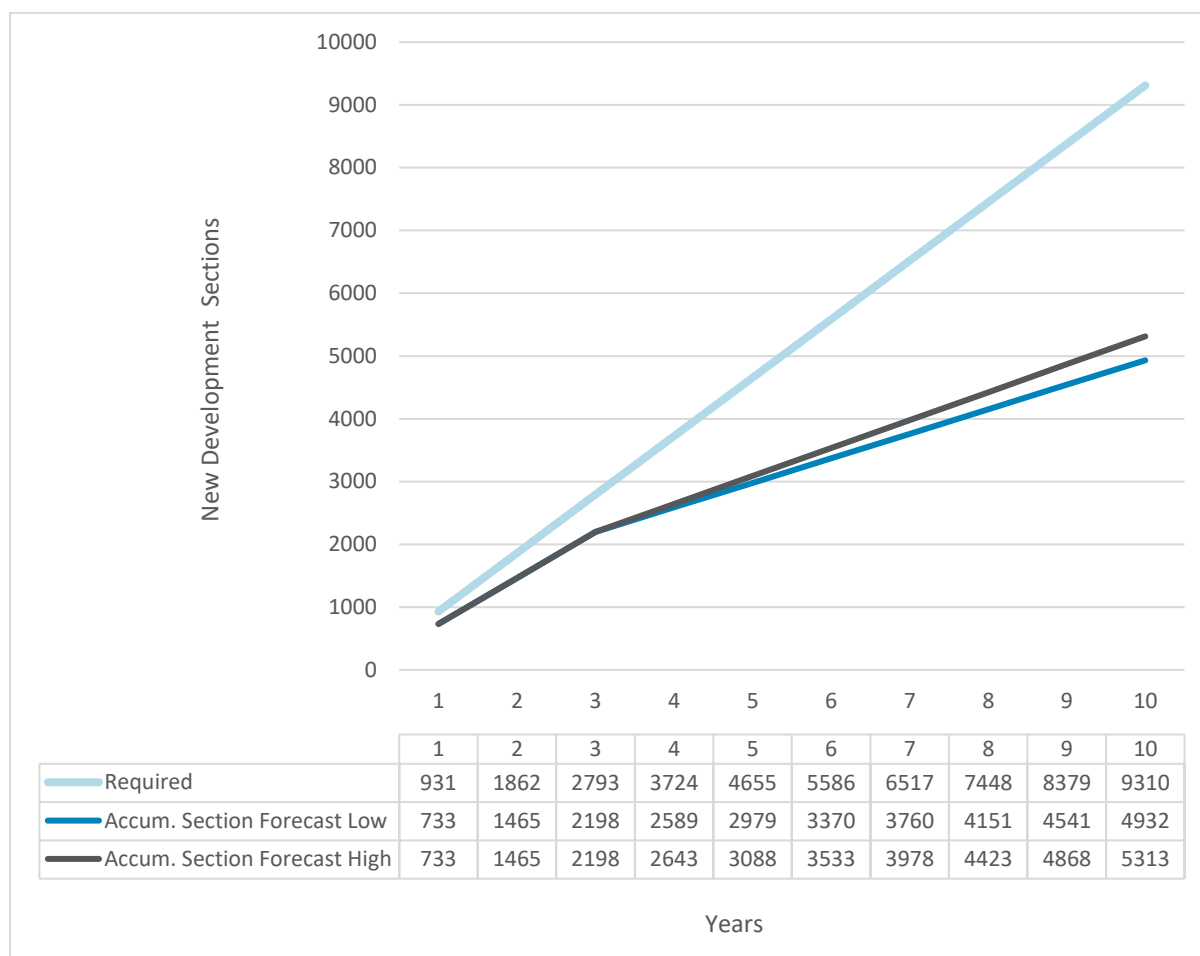
Table 2 above shows the development capacity of large sites in Greenfield, with less than 2 years supply available in the short term. In the medium term there is only a further 1.66 years supply spread over the next 7 years. This reflects the concerns of the Development Community that there is a significant shortage of large greenfield land available for development.



Graph 1 - Annualised Dwelling Supply: Required v's Forecast

Consideration was given to the following solutions available to reduce the scale of the shortage:

1. Encouraging development of those blocks where the intent of the owner is known.
2. Working with the large multiple owned Maori Freehold blocks. The most significant portion of these blocks are in Welcome Bay, where there is significant traffic congestion.
3. The opening of new growth areas, but this is taking considerable time and resource to bring online and is unlikely to be brought on prior to Tauriko West or Te Tumu.
4. Land within the WBOPDC catchments was considered, however was confirmed to be currently delivering at a rate consistent with their projected requirements. While there is land zoned for residential activity, a combination of existing agricultural and horticultural uses of the land, along with infrastructure limitations (roading, stormwater), have limited development to date and is unlikely to change in the short term.



Graph 2 - 10 year development subdivision capacity required v's projected

In conclusion, the analysis validates a serious shortfall in development capacity and a constrained supply. The implications of not having forward supply impacts the local industry, trade employment moving out of the region for work, along with a reduction in Council's funding revenue through development contributions, and increased housing affordability issues.

## Overview of Current Status

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### CURRENT DEVELOPMENT CAPACITY

Based on expected growth rates, TCC has assessed a theoretical/enabled development capacity for house building of 6 years, with an expected capacity of land for subdivision of 4 years (as at 1 January 2019). The difference between the development of housing and subdivision is the lag time between new residential lots being created through subdivision and the dwelling being constructed on the new parcel. The time between creation of a new vacant site and the design, building consent and construction of the dwelling is approximately 8 months.

The above estimated development capacity relied on:

- The land for residential development being zoned and serviced (or serviceable without additional Council infrastructure);
- The inclusion of Special Housing Areas yet to be developed;
- An average uptake per annum of 1330 new homes across Tauranga City, with 85% of projected dwelling growth accommodated in Urban Growth Areas (UGAs) over this period; and
- An estimated average density of 15 dwellings/ha on nett developable land area where development yield was unknown.

At TCC's Urban Form and Transport Development Committee on 12 March 2019, members of the development community presented to Council that they estimated that there was less than 18 months of capacity that will be delivered for greenfield subdivision development<sup>2</sup> within the short term.

A number of impediments were identified that can explain the difference between theoretical and practical development capacity:

- Unless infrastructure constraints are known, they are not accounted for in the theoretical analysis due to an assumed ease of delivery (e.g. stormwater infrastructure to release residential land at Kennedy Road).
- Large development blocks being consented but delivered consistent with market uptake at a slower rate.
- Multiple-owned Maori Freehold land that unless known, is classified as low capacity and out a number of years.

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<sup>2</sup> Retirement Village yields were specifically excluded from the developers' demand/yield estimates reported to Tauranga City Council committee on 12 March 2019.

- Majority of vacant land is held by developers and is planned for development (calculated in the capacity assessment), however limited capacity exists outside of these.
- Existing/incumbent productive economic primary industry uses, dairy and kiwifruit, (particularly in WBOPDC)

## FUTURE DEVELOPMENT CAPACITY

New development capacity is being investigated principally through the planning of major new urban growth areas at Te Tumu and Tauriko West in Tauranga, along with Omokoroa in the Western Bay. Opportunities for new urban growth is also being enabled by planning projects for intensification in the existing urban area of Tauranga, including the proposed Residential Intensification Plan Change and City Living Zone Plan Change.

A third method was the provision for Special Housing Areas (SHAs) under the Tauranga Housing Accord, with a total yield (granted Resource Consent) of 2,243 homes. The Housing Accords and Special Housing Areas Act 2013 (HASHAA), which enabled the streamlining of new housing developments, and special housing areas to be designated, will be repealed on 16 September 2019. The Ministry of Housing and Urban Development acknowledge that any new SHAs are unlikely to meet the 16 September 2019 deadline.

SHAs are therefore no longer a tool for bringing forward development opportunities for new capacity through intensification, or faster planning pathways for the new urban growth areas, Te Tumu and Tauriko West. While Government has signalled new tools may become available through its Urban Growth Agenda with the ability to fast track new growth, development opportunities are currently only available through traditional planning tools under the Resource Management Act 1991 (RMA), via plan changes and resource consents (subdivision and intensification).

In the face of land supply and development constraints TCC and its Smart Growth Partners are endeavouring to progress planning for the enabling infrastructure (from the Council's and other infrastructure providers) required for the planned new growth areas, and intensification plan changes within the Tauranga City Plan. The following strategic documents assist in planning for this growth:

- Smart Growth Strategy 2013, the sub-regional spatial plan;
- The Proposed Tauranga Urban Strategy, providing a strategy response to Tauranga's growth challenge that places a greater focus on planning intensification and redevelopment of existing urban areas;
- Tauranga City Council's 2018-2028 Long Term Plan that provides approximately \$470m of growth-related capital investment over the next ten years;

- Western Bay of Plenty District Council's 2018-2028 Long Term Plan that provides for \$121m of growth-related capital over the next ten-years (with the majority invested in Omokoroa); and
- TCC's and WBOPDC's respective 30 year infrastructure strategies with a significant focus on growth related infrastructure investment.

The growth areas of Tauriko West, Te Tumu and Omokoroa West are projected to provide circa 12,000 dwellings. These will be a combination of sections, multi units and potentially retirement villages. these growth areas will provide medium and long term development capacity to the Western Bay sub region.

## OVERVIEW

While new development capacity was planned to be available in approximately 2 years' time it is now likely to be delayed beyond 5 years. As a consequence, the Council and developers have assessed there to be a shortfall of land capacity for practical/feasible subdivision and dwelling delivery in the short (0-3 years) and medium terms (4-10 years) as a result of these delays.

TCC are not compliant with their requirements of NPS-UDC, as a result of these delays.

## Purpose and Scope

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### THE PURPOSE OF THIS REPORT

The purpose of this report is to provide an independently verified current state analysis of remaining capacity for new housing in the Western Bay sub-region, with an emphasis on the short and medium term. The report will provide an overall assessment of anticipated growth against the supply of development capacity likely to be available and brought to market in Tauranga and the wider sub-region.

### VEROS PROPERTY SERVICES

Veros Property Services are an independent property advisory, urban growth and development firm. We provide planning, development management, property advisory, project management and asset management services, for all sectors of the property market. We are based in the Bay of Plenty and work across New Zealand. Our staff have experience across all sectors of property, including private and public.

We have practical understanding of the development market, land ownership, community interests, resource consent, construction and finance. We are currently the development managers for subdivision, townhouse and apartment developments within the Tauranga.

We are therefore well qualified to assess development potential on a property by property basis, analysis consent statistics, typography and engage directly with landowners/developers in order to complete a status review of the development capacity within the Tauranga and Western Bay sub region.

## THE SCOPE OF THIS REPORT

To provide:

- An interrogation of the data supplied by TCC and review of documentation for land supply and dwellings;
- Summarise the findings of future subdivision and therefore land supply; and
- Summarise the findings for dwelling supply (including Retirement Villages, Multi-Unit and Intensification Developments).

This report also provides commentary on potential implications of not having forward supply, given the findings within.

The following outputs were specifically sought from the independent review:

### Subdivision Analysis

1. Greenfield Large Sites (20+ dwelling yield)
  - Confirmation of the timing, likelihood and yield of large greenfield sites for housing development capacity.
2. Greenfield Small Sites (dwelling yield under 20)
  - Confirmation of the timing, likelihood and yield of small greenfield sites for housing development capacity.
3. Infill subdivision within existing urban areas
  - Confirmation of the rate of uptake of infill in existing urban areas (excluding large-lot subdivisions which are included in 1. above)

### Dwelling Analysis

4. Consented Vacant Parcels
  - Confirmation of the proportion of consented vacant parcels that can reasonably be assumed to have dwellings constructed on them in the short-term. This is assessing the



capacity of latent housing in the current market; it does not provide additional subdivision supply.

5. Retirement Villages
  - Across Tauranga City
6. Multi-Unit Developments
  - Medium density intensification within the Urban Growth Areas
7. Residential intensification
  - Multi-unit developments with infill areas.

### Western Bay of Plenty District Council

8. Existing Urban Settlements (Omokoroa, Katikati and Te Puke)

## Methodology

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The methodology used to undertake this independent assessment included:

1. Assessing developer and landowner plans on a property by property basis based on recent experience with developments, familiarity of market conditions; knowledge of land conditions and typology, practical planning knowledge and experience, and review of consent details;
2. Analysing the data provided by Council, relating to the number of consents issued. This included reviewing the Council's analysis of the likely uptake of development capacity as it related to the short, medium and long terms;
3. Undertaking direct discussions with landowners and developers (within significant landholdings) to seek feedback on the status of their projects and the timing for delivery of development as it applies to their land;
4. Meeting with TCC staff;
5. Undertaking a range of site visits.

Large greenfield sites were able to be analysed, with a review and adjustments of all known parcels and developments in terms of timing/likelihood and yield with consideration of location, topography and typology. For the smaller greenfield sites and infill developments a high-level overview has been undertaken, due to the minor contribution they currently provide to overall supply and the consistent regulatory conditions.

## Key Assumptions

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In undertaking this independent assessment, the following assumptions were made:

### DEVELOPMENT CAPACITY FORMULA

The 'current development capacity' for new dwellings has been calculated as the total of:

#### Subdivision or Section Supply

- (A) Large greenfield sites (large zoned sites that are yet to be subdivided);
- (B) Small greenfield sites (sites within TCC's urban growth areas which are zoned for residential development);
- (C) Infill sections (subdivision within the Infill Areas of Tauranga and Mount Maunganui)

#### Other Dwelling Supply

- New Sections (A+B+C);
- Retirement Villages;
- Multi-Unit Developments in greenfield areas; and
- Intensification (sites within existing urban infill areas yielding new dwelling(s)).

Consented vacant lots have been assumed to balance out with a similar number of new sections created not being built on at the end of the 3 and 10 year periods. These new sections have therefore been excluded from 'current development capacity' formula.

### TIMEFRAMES

The brief for this analysis was to assess the remaining development capacity over the next 5 years, along with a likelihood of uptake.

In respect to the timeframe, Council advised that it was specifically chosen to align with likely timing of new growth areas planned to come on-stream with new development capacity in 5 years. On interrogation of the data supplied we determined greater certainty of development uptake in a 3 year period rather than 5 years was known, thus the NPS-UDC periods were considered more appropriate to report on. The NPS-UDC describes development capacity in the short, medium and long term as being periods of three years, 0 - 3 years, 4 - 10 years and 10 - 30 years. We also concluded it would be difficult for new sections to be delivered in a 3-year period if the intent of the owner was unknown to council, which reflects the time required to complete due diligence, design, consent, construct and title. This position was acknowledged and endorsed by the development group.

In respect to development uptake, while intended by the brief to be assessed on a defined scale of low, medium and high, the likelihood is a function of the market. Our analysis has therefore factored in the likelihood of uptake within the timeframes of development capacity, based on known and unknown owners' intentions, and where unknown split into two tenure categories; General Title, and Maori Freehold Title. While there is no prejudice to tenure, the Maori Freehold Title is generally in multiple ownership and has greater levels of complexity in delivering dwelling or land supply.

In summary, the timeframes assessed in this report are:

- Short term - Known/Consented Capacity, 0 -3 years (where development is ready to go, and landowner intent is known);
- Medium term – Known Capacity, 4 -10 years (where development that is not going to be delivered in 3 years, but has a reasonable likelihood, based on consents, tenure, landowner intent, to be delivered within subsequent 7 years; and
- Unknown Capacity – General Title and Maori Freehold – (includes land within TCC's UGAs where landowner's intention is unknown or uncertain or is Multiple-owned Maori land).

Development where unknown intent is determined, there is a possibility of this land providing development capacity to the market, however, this land is generally on the fringe of the UGA's, has topographic or access constraints, or requires further investigation into the tenure and exploring tools/alternative means to open up land supply opportunities (such as the development opportunities of Maori Freehold Land). Further work is required to understand and unlock this land for development where landowners wish to pursue development. A small portion is held by 'land-bankers'.

A 10 year timeframe assumes no dwelling capacity is provided from any new growth area. If Tauriko West or Te Tumu are available, it will improve dwelling capacity in the medium term. The extent of improvement is dependent on when these growth areas can be delivered to the market.

## PROJECTED DWELLING REQUIREMENT

Council have provided development data from recent years which they have used to confirm the trends for baseline forecast uptake (refer summary in Table 3, below).

PROJECTION PERIOD (AS AT 30 JUNE)	OCCUPIED DWELLINGS	TOTAL DWELLINGS
2018-2023	6072	6679
2023-2028	5886	6475

Table 3 - Dwelling Projection - Source TCC

Given market and planning conditions are anticipated to be consistent in the short-term, it is assumed growth will continue at levels similar to previous years. Levels for new homes per year track at around 1330, with 1130 delivered via new residential titles. The figure of 1330 total dwellings were calculated for the next 5 years from 1 April 2019 from the projections in Table 1 below, being: 5,678 (4 years and 3 months of 2018-23 projection) + 971 (9 months of 2023-28 projection) = 6,649 dwellings over the next 5 years, being an average of 1330 per annum.

**Note:** *The dwelling projection is sourced from the “Tauranga City Population and Household Projection Review 2018”.*

## DWELLING DENSITY

Where the density of specific parcel analysis is unknown the estimated average density in Greenfields is assumed by Council to be 15 dwellings per hectare. In undertaking development capacity analysis, Council’s density expectations of an average density of 15 dwellings per hectare on nett developable land area was considered. Lower or higher dwellings than 15 per hectare were applied to site assessments by Council and further adjusted through this analysis.

In recasting Council’s parcel-based analysis, allotments were assessed on their own capacity based on location, topography and typology.

The average density of 15 dwellings per hectare was used as a guide and adjusted parcel by parcel. Sites with topography constraints were adjusted to either 10 or 12 lots per hectare and/or their developable land was measured from TCC Mapi GIS, sites in good locations with higher amenity (mainly in the coastal strip) were adjusted to 20 lots per hectare.

## Data Interrogation and Review – Subdivision Analysis

### GREENFIELD - LARGE SITES

This is assessing the capacity for large greenfield sites (defined as sites with a yield of 20 or greater, which is circa 1.3Ha of developable land). Council provided parcel-based analysis of large greenfield sites (those in the Urban Growth Area as referenced in the Growth Management Areas table in **Appendix 1**), included were records of known owner intentions, resource consents and estimated yield.

Council also provided the data in Table 4 - below, showing the number of residential sites approved under subdivision over the last 10 years. This data shows a rise coming out of the Global Financial Crises ('GFC') in 2013 to a peak in 2016 of 1,423 new sections and a minor decline in the number of sections created in the last 2 years.

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 (31/3)
Bethlehem	48	56	10	17	38	50	47	21	27	34	2
Ohauiti	49	82	3	2	3	3	11	12	20	46	84
Papamoa	110	121	55	43	127	118	291	340	268	86	4
Pyes Pa	18	11	8	5	39	5	10	86	48	70	20
Pyes Pa West	7	34	1	60	115	113	210	430	420	468	20
Wairakei	-	-	-	31	93	156	308	487	422	503	126
Welcome Bay	74	9	60	-	83	5	10	47	24	27	25
<b>TOTAL</b>	<b>306</b>	<b>313</b>	<b>137</b>	<b>158</b>	<b>498</b>	<b>450</b>	<b>887</b>	<b>1423</b>	<b>1229</b>	<b>1234</b>	<b>281</b>

Table 4 - New Residential Parcels for UGAs – Source TCC

The 10-year average is 664 with a 6 year (excludes the effects of the GFC) average of 954 for new residential sections created in Urban Growth areas.

### Summary of analysis

Council's parcel-based analysis of greenfield sites has been analysed to confirm all known parcels, ground truthing their development capacity based on:

- Location;
- Topography;
- Typology of the section/development; and
- Tenure/owners intention (including timing and likelihood of progressing development)

To finish, any additional parcels which meet the above criteria were included. Refer updated parcel analysis in spreadsheet attached as **Appendix 2**.

Not accounted for is the potential development of land currently in Crown or Local Government ownership, generally taken for infrastructure purposes, which could be developed in the future.

A summary of the assumptions reached following our independent analysis and update of the parcel-based data, is provided in Table 5 - below. During our review of the data, the timeframe and likely rate of uptake was considered based on the facts known about site conditions and landowner/developers' intentions. Large-site capacity of development in Greenfields was assessed as having more certainty where there was a reasonable understanding of the site conditions and knowledge of landowner/developer intentions. This has informed the short-term (0-3 years) and medium-term (4-10 years) development capacity. Where the site conditions and/or landowners' intentions were not as clear the development capacity was recorded as being outside the 10-year term. Table 5 - Assumptions of Subdivision Capacity below references the development capacity of these parcels as 'Intention Unknown' under two categories, being Maori Freehold; and General title.

ACTIVITY (>20 LOTS)	INTENTION KNOWN		INTENTION UNKNOWN	
	SHORT	MEDIUM	GENERAL	MAORI FREEHOLD
Urban Growth Areas	1484	1281	1339	110
Infill Areas	242	72	93	997
<b>TOTAL</b>	<b>1726</b>	<b>1353</b>	<b>1432</b>	<b>1107</b>

Table 5 - Assumptions of Subdivision Capacity

The short-term provision of land development through large lot subdivision is 1,726 additional residential sections. These are anticipated to be brought to the market within the next 3 years, with landowner intentions known, either through consent or direct communication with council. It is unlikely for land where the intent is unknown to be delivered within 3 years. This is due to timeframes required for consenting, design, construction and titling.

In subsequent years, there is provision for a further 1,353 additional sections. This is anticipated based on known landowner intentions but could be some 7 - 10 years away. What is known is that this medium-term development capacity will not be delivered within the short-term period of the next 3 years. This is due to landowners' intentions, development market controls (through deliberate management of supply to the market), delivery of infrastructure and topography issues. Most of this land (mid term, intent known) is held or controlled by two developers, Bluehaven and Hawridge, on the coastal strip, with little supply available in Tauranga.

The influence of sites where the intent of the owner is unknown is unlikely to affect capacity in the short term. It could influence the medium term, but a large portion of these sites are Multi Owner Maori Freehold land, the influence will be limited. We have allowed for a portion of this unknown land to come through in our forecast capacity calculations and applied a sensitivity between 15-30% or 54 to 109 sections per year in the mid-term. Based on the data collected and analysis of the sites it is likely this will be the lower end of this range.

## GREENFIELD SMALL SITES

This is confirming reasonable assumptions of the capacity for small greenfield sites. These are sites located within Urban Growth Areas (as referenced in the Growth Management Areas table in **Appendix 1**) outside existing urban areas with a yield of 2-19 dwellings. Council provided aggregated figures of the potential remaining capacity of smaller greenfield sites, known to Council that could potentially accommodate capacity of 2-19 dwellings (refer to 6 below).

UGA	UPTAKE TIMING			TOTAL
	SHORT	MEDIUM	LONG	
Bethlehem Greenfield	46	268	118	432
Ohauti Greenfield	20	19	75	114
Papamoa Greenfield	78	72	28	178
Pyes Pa Greenfield	49	45	53	147
Pyes Pa West Greenfield	39	95	53	187
Wairakei Greenfield	29	43	-	72
Welcome Bay Greenfield	37	52	124	213
<b>UGA TOTAL</b>	<b>298</b>	<b>594</b>	<b>451</b>	<b>1198</b>

Table 6 - Sites potentially Accommodation 2-19 Dwellings – Source Tauranga City Council

Rather than a parcel-based analysis a broad-brush analysis was undertaken of the likely proportion of these sites that will be taken up in the short to medium term.

## Summary of Analysis

The dynamic of this uptake is different from the development uptake of vacant or partially vacant sites in the existing urban area. In many cases, small greenfield sites are either being held back by landowners or the underlying capital value of the land is prohibitive, due to small scale of development.

Many of these sites have improvements on the land (homes and landscaping) that restricts return on redevelopment. Some of these sites are also restricted by poor topography, or limitations on titles (like private covenants), further limiting future development capacity. In the most part these are sites on

the fringe of the urban growth areas and will continue to be developed year on year. For the purposes of this assessment we have accepted the numbers supplied by TCC.

In summary, the data provided reflects expectations of 298 sections in the short term and 594 in the medium term, which equates to 892 total dwellings or circa 90 dwelling units per year.

No assessment has been made of the 451 potential sites forecast by TCC as long-term uptake. Consistent with the large greenfield assessment, this is likely to have a minor ability to provide additional supply.

## INFILL

This is assessing the capacity of development within the existing urban areas. This capacity, unlike small greenfield sites is generally relying on infill subdivision or intensification within established infill neighbourhoods (including “greenfield” type development on the fringe), defined in TCC’s Growth Management Areas table (refer to copy in **Appendix 1**).

Council provided the following development trends (refer Tables 7 and 8, below) from recent years as a baseline for likely uptake.

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 (31/3)
Coastal Infill	19	20	12	2	8	29	62	27	74	19	4
Tauranga Infill	83	105	27	38	120	45	98	84	87	61	32
<b>TOTAL</b>	<b>102</b>	<b>125</b>	<b>39</b>	<b>40</b>	<b>128</b>	<b>74</b>	<b>160</b>	<b>111</b>	<b>161</b>	<b>80</b>	<b>36</b>

Table 7 - New Residential Parcels for Infill Areas – Source Tauranga City Council

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 (31/3)
Coastal Infill	19	7	26	12	19	45	80	112	135	134	11
Tauranga Infill	74	52	76	91	85	98	117	149	80	115	100
<b>TOTAL</b>	<b>93</b>	<b>59</b>	<b>102</b>	<b>103</b>	<b>104</b>	<b>143</b>	<b>197</b>	<b>261</b>	<b>215</b>	<b>249</b>	<b>111</b>

Table 8 - New Dwelling Consents Issued for Infill Areas – Source Tauranga City Council

## Summary of Analysis

The review considered whether the current market and planning conditions for intensification delivery are likely to remain similar or the same (especially in the next 3 years) in order to determine whether



the development trends from recent years are able to be used as a reasonable assumption of the practical development capacity from existing urban areas.

Notwithstanding the above, development trends are showing fluctuating yield, reflective of changing market conditions. The development trends indicate within the coastal infill a majority of new dwellings result from 2 lot subdivision of larger properties. The peaks indicate periods were townhouse and apartment developments in the northern coastal strip where delivered. In respect to Tauranga infill, the yields are influenced by greenfield subdivisions that have occurred within the urban areas, such as development at St Pauls Drive (Urban Ridge) and 57 Jonathan Street. Analysis from the 20+ sites indicates this accounts for circa 60 lots/year or 50% of infill development.

The analysis confirmed the development trends from recent years can be used as a reasonable assumption of the practical development capacity from existing urban areas, especially over the next 3 years. Using an average of the last 6 years (2013 - 2018) of 117 less the 50% accounted for in large greenfield subdivision, the anticipated annual supply from infill is 58.

## DEVELOPMENT CAPACITY – SECTIONS

ACTIVITY	INTENTION KNOWN		INTENTION UNKNOWN	
	SHORT	MEDIUM	GENERAL	MAORI LAND
Large Greenfield	1726	1353	1432	1107
Small Greenfield	298	594	Not Assessed	Not Assessed
Small Infill Subdivision	174	406	Not Assessed	Not Assessed
<b>Total</b>	<b>2198</b>	<b>2353</b>	<b>1432</b>	<b>1107</b>

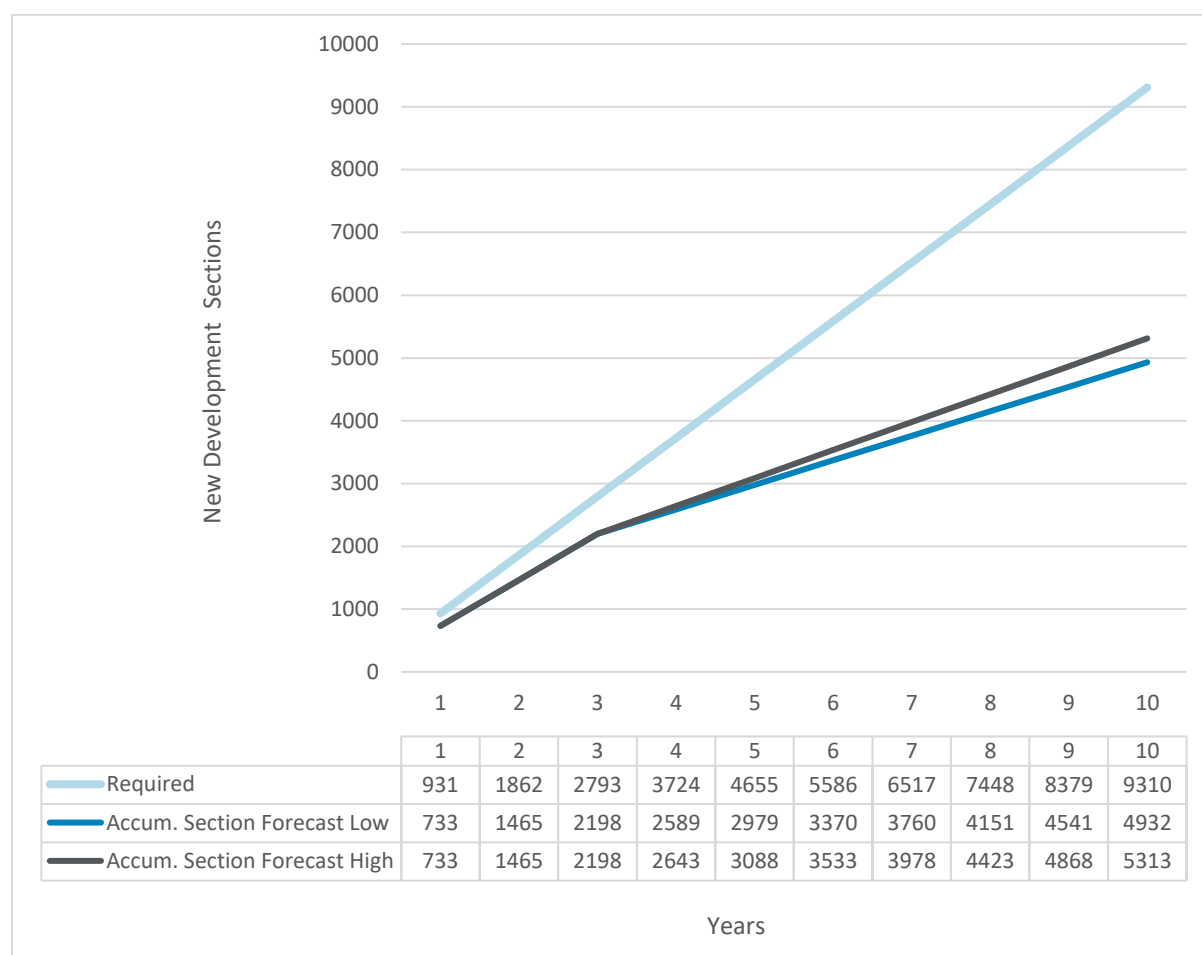
Table 9 - Development Capacity of Sections

Table 9 above summarises development capacity through subdivision where landowners' intentions are known in the short and medium terms. The table also records the potential future capacity from subdivision of large greenfield sites where landowners' intentions are unknown. These sites could be explored to enable some additional capacity in the back end of medium term. It is acknowledged that small greenfield and small infill subdivisions will provide capacity in the long term but are unlikely to add future capacity in the next 10 years.

Overall, the total land development capacity from subdivision sites is forecast as 2,198 units in the short and 2,353 in the medium term. Based on the forecast requirement of 931 sections per year which is consistent with the supply over the past 6 years, this subdivision capacity is significantly short.

The small greenfield and infill subdivision has not been assessed with forecast assumptions based on trends and interrogation of current supply dynamics.

Graph 3 shows the increasing shortfall over time with a sensitivity based on the level of sections able to be brought to the market where the intent of the owner is unknown. It is imperative to bring forward new growth areas in the shortest possible timeframe to prevent the deficit increasing as a factor of time delay.



Graph 3 - 10 year development capacity required v's projected

## Data Interrogation and Review – Dwelling Analysis

### CONSENTED VACANT PARCELS

This is assessing the capacity for houses in the short to medium term based on vacant sites created through recent subdivision. Council provided data on the number of sites in greenfield areas that were already created through subdivision, where title had issued, but the new allotments are yet to be built on.

## Summary of Analysis

The Council provided the following data on the number of residential greenfield allotments, as of April 2019 that are yet to have Building Consent lodged (refer Table 10, below listed in the column 'Vacant Residential Sections').

Council also provided general information about the location and scale of these developments. In review of the data provided it is estimated that the vacant sections in the Urban Growth Areas, are made up of the following:

- Sites that are titled but are sold under builders' terms, providing building companies time to design and lodge building consents;
- Sites that are titled and sold but are yet to have Building Consents lodged, i.e in design and documentation phase;
- Sites that are titled but held by the owner or not released to the market i.e. land banked. Latent supply

Many of these sites are likely to have been sold and currently working through design and building consent, while not yet having been built on they are not available for purchase. Following an analysis of the parcel locations of the sites, it is estimated 212 sites are latent housing supply (sections where the intent of the owner is unknown or not currently engaged in the building process). Table 10, below (column 'Latent Supply (Estimated)') provides an overview of the anticipated latent supply across the Urban Growth Areas.

URBAN GROWTH AREA	VACANT RESIDENTIAL SECTIONS	LATENT SUPPLY (ESTIMATED)
Bethlehem	53	30
Ohauti	10	10
Papamoa	81	81
Pyes Pa	38	19
Pyes Pa West	290	50
Wairakei	268	6
Welcome Bay	48	16
<b>TOTAL</b>	<b>788</b>	<b>212</b>

Table 10 - Latent Supply of Vacant Sections in Urban Growth Areas

The difference between the estimated latent supply and the total vacant sections of 576 represents the delay between title issued and build consents lodged. These could be sites on the market or off the market, but yet to have building consent. It is our view that this vacant section supply exists under any market with fluctuations depending on market conditions. Under similar conditions vacant sites where

building consents are to be lodged and latent supply would be consistent now as they would be at the end of the forecast 3 and 10 year periods.

With the forecast shortage and due to having been in a growth market for a sustained period the likelihood of 'land bankers' having sold out is high, and therefore the sections still held, are unlikely to be influenced by the market. The identified latent supply may reduce however, it is our view there will always be land bankers, and therefore latent supply would remove those sections where the owners are unlikely to sell. Therefore, the true latent supply could be a fraction of the 212 identified, consequently if the number of sections fitting the latent supply criteria was greater at the end of the calculation period it would have a negative impact on dwelling supply.

For the purposes of this report we have therefore considered latent supply to be negligible and not taken it into account for calculating dwelling supply.

The analysis confirms that all the consented vacant parcels can reasonably be assumed to be taken up for development. This dwelling capacity is latent supply or committed housing in the current market, it is not anticipated that it will provide more land capacity than that already provided for by the subdivision.

## RETIREMENT VILLAGES

Retirement villages have been recorded based on house units known to be either under development or planned. The known yield of house units in retirement village is 708 in the short-term (this figure does not include the hospital care facilities, as they are providing a medical service rather than provision of housing supply). In the early period of the medium term 474 units are planned to be developed. Further uptake of retirement villages in the medium term is anticipated; however, it is difficult to determine if this will be within existing areas or within future growth areas. The increased supply or growth of the sector locally, over the past 5 years, is consistent with those nationally as the sector prepares for the influence of "baby bombers".

ACTIVITY	INTENTION KNOWN		INTENTION UNKNOWN		TOTAL
	SHORT	MEDIUM	GENERAL	MAORI LAND	
Retirement Village	708	474	0	0	1182

Table 11 - Assumptions of Retirement Village Capacity

## MULTI-UNIT DEVELOPMENTS

The multi-unit developments are showing limited capacity with no large greenfield multi-units anticipated in the next 3 years.

The mid-term delivery of 1,234 multi-unit developments is meeting targets on the back of Bluehaven. Discussions with this developer indicated that they would not be delivering multi-units until the market for this product matured and other infrastructure was in place to support the increased density. Timing was indicated to be the end of the 10 year forecast period.

It is important to note these units were consented under the HASHAA legislation.

ACTIVITY	INTENTION KNOWN		INTENTION UNKNOWN		TOTAL
	SHORT	MEDIUM	GENERAL	MAORI LAND	
Multi-Units	0	1,234	0	0	1,234

Table 12 - Assumptions of Multi-Unit Capacity

## INTENSIFICATION

Council also provided a list of developments providing 20 or more dwelling units in established (infill) areas of Tauranga City, where resource consents had been issued in the last 5 year. The resource consents approved a total of 446 dwelling units. Some of the developments were identified as being under construction or near completion, with others having no construction underway.

Most of the developments were approved utilising comprehensive development consents, commercial zone requirements or HASHAA. A broad review of the trends and developments, planning and market conditions was undertaken in terms of timing/likelihood and yield.

Residential yield was excluded where they were captured elsewhere (such as large lot infill subdivisions), as was the existing yield from dwelling units that were demolished on these sites (to make way for new development). Developments not proceeding based on known landowner intentions were also excluded from the overall yield likely to be delivered through intensive developments. Following the above analysis, a total of an additional 231 dwelling units were concluded to be delivered. Based on a delivery life cycle of concept through to completion of 4 years this provides an annualised dwelling contribution of 58 dwellings.

## Summary of Analysis

While it is known that planning conditions will be the same, market conditions may not be able to be assumed to be similar. There will be a potential change in the dynamics as a result of:

1. constrained greenfield capacity in the short and medium terms;
2. uncertainty in the market about consenting limitations as a result of natural hazard/ground works;
3. holding back for more intensification opportunities with the potential for more enabling rules coming on stream in next 2 years.

Of note also is the more complex nature of intensification projects (townhouse, and apartments) which requires greater levels of expertise, capital and risk to be carried by one party. A consequence of this is a limited number of developers interested or able to deliver in this market.

## Western Bay of Plenty District Council

### EXISTING URBAN SETTLEMENTS

Western Bay of Plenty District Council ("WBOPDC") provided data on the consenting number of subdivisions and building consents. Table 13 below is summary data Council provided of the number of 224 Certificates (enabling new titles) issued across the census areas. It illustrates the areas of urban development that has occurred, showing in particular the development that has occurred within existing urban settlements of Omokoroa, Katikati and Te Puke.

CENSUS AREA UNIT	2013	2014	2015	2016	2017	2018	2019
Waihi Beach	15	20	4	3	18	12	5
Athenree	0	0	0	1	3	17	7
Island View	0	0	0	19	1	1	0
Matakana Island	0	0	0	4	0	0	0
Katikati	3	0	6	3	26	57	25
Aongatete	3	5	11	17	11	12	42
Tahawai	2	1	9	0	5	7	1
Kaimai	7	35	11	0	24	25	20
Omokoroa	53	13	9	268	167	116	337
Te Puna	3	3	9	0	3	2	3
Minden	19	15	15	0	48	48	20
Ohauiti-Ngapeke	5	4	1	0	1	1	0
Upper Papamoa	1	5	8	0	15	6	3
Maketu	0	0	0	0	0	1	0
Paengaroa	0	6	1	0	6	3	0
Rangiuru	2	3	5	0	7	3	8
Pongakawa	3	1	0	0	17	36	12
Te Puke	3	2	2	0	35	11	85
<b>TOTAL</b>	<b>119</b>	<b>113</b>	<b>91</b>	<b>315</b>	<b>387</b>	<b>358</b>	<b>568</b>

Table 13 - Number of new allotments, issued Section 224C – Source WBOPDC

WBOPDC provided an overview of residential supply and capacity issues within these urban settlements.

### **Katikati**

Katikati has land zoned for residential development however due to tenure issues this land is not being taken. One area is a 20ha kiwifruit orchard that is not economically feasible to clear for housing. The other is a small 40ha dairy farm. Taking these into account, Katikati has less than 3 years capacity remaining.

### **Omokoroa**

Omokoroa's existing residential zoned area has circa 1,700 dwellings with capacity for an additional 500 dwellings. This provides for approximately 5 years of residential supply for predicted population growth in Western Bay of Plenty.

In respect to planned future growth, the structure planning is underway for the final stage that will provide an additional 1,800 dwellings. Development was planned to commence in 2021. The final stage includes provision for urban facilities, such as a high school and second primary school, town centre, industrial and business land, sports fields and community facilities. The structure plan relies on State Highway projects (including the Tauranga Northern Link, Te Puna to Omokoroa improvements, and SH2/Omokoroa Rd intersection improvement). There are current safety and congestion issues with SH2, which along with delays in SH improvements the planned future growth is at risk of not being able to be zoned.

### **Te Puke**

Te Puke has greenfield land available for approximately 648 dwellings. There is also capacity for 80 infill sites. This gives a total of 728, and capacity in Te Puke of 25+ years, based on past rates of uptake. Land is slowly coming on the market, particularly in the MacLoughlin Drive/Dunlop Road area. However, much of the zoned residential greenfield land is in kiwifruit, which is justifying a high land value which restricts a viable return on investment when developed for residential sections.

## Summary of Findings

### DEVELOPMENT CAPACITY, SUBDIVISION AND OTHER DWELLINGS

Table 14 below shows the overall anticipated capacity of dwellings, covering new sections (large and small Greenfield subdivision and infill subdivisions), retirement village sector, multi-unit developments and intensification developments within the short, medium and long term.

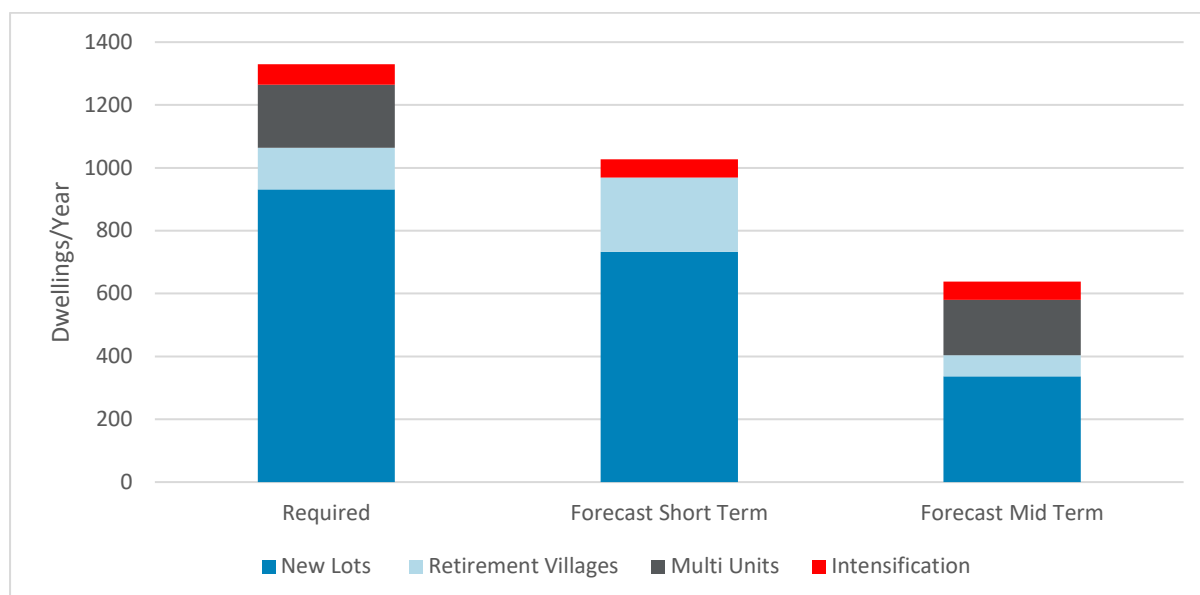
ACTIVITY	INTENTION KNOWN		INTENTION UNKNOWN		TOTAL
	SHORT	MEDIUM	GENERAL	MAORI LAND	
New Sections	2198	2353	1432	1107	7090
Retirement Village	708	474	0	0	1182
Multi Units	0	1234	0	0	1234
Intensification	174	406	0	0	580
<b>TOTAL DWELLINGS</b>	<b>3080</b>	<b>4467</b>	<b>1432</b>	<b>1107</b>	<b>10086</b>

Table 14 - Total anticipated dwelling capacity

As summarised in the data analysis for 'Consented Vacant Parcels', dwelling capacity on vacant sections is excluded from Table 14, above. It is assumed that this dwelling capacity will balance itself out, with a similar number of vacant sections expected to exist at the end of the short and medium term periods.

Graph 4 below, illustrates the overall anticipated development capacity through subdivision and other dwellings. The graphical data shows the downturn in development capacity, and in particular subdivision in the Urban Growth Areas.





Graph 4 - Annualised Dwelling Supply: Required v's Forecast

Points of note are:

- There is a clear correlation between the shortfall in land availability in Greenfields with the downturn in supply. There is a fundamental lack of sections in the mid-term which will have significant consequence to the region.
- There is a consistent supply of dwelling capacity in Retirement Villages which has an influence on short term supply.
- The majority of anticipated Multi Unit supply will be provided by Bluehaven, and while the total numbers meet expected mid-term forecast requirements the majority of this will be delivered at the end of this time period in line with the next property cycle allowing for a more mature market. This will have a greater effect on dwelling supply after the 1-7 year period.
- The forecast intensification has been based on current deliverables, anticipated plan changes will provide greater opportunities in this space, it is inherently more complex with greater levels of capital required and therefore its influence is likely to have greater effect in the long term as the market matures.
- Any development not known at this point is unlikely to influence the short-term deliverables and therefore the forecast shortage in the short term is real.

## WESTERN BAY OF PLENTY DISTRICT COUNCIL

### Existing Urban Settlements

Within Omokoroa the market is continuing to respond to development opportunities, however future urban growth areas are constrained by New Zealand Transport Agency infrastructure.

Within Katikati and Te Puke while large areas are zoned for residential growth the current agricultural and horticultural uses are seeing landowners unwilling to sell or development being unfeasible due to underlying land value. These issues and some significant infrastructure constraints along with natural hazard risks are seeing restrictions of residential development.

There is not a 'safety release valve' in Western Bay of Plenty District. Our analysis concludes that there is limited development capacity in the short to medium terms. While land is zoned for residential activity, a combination of existing agricultural and horticultural uses of the land, along with infrastructure limitations, have limited interest or market uptake to provide residential development.

### Implications of Forward Supply Shortage

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We are not economists and do not have the expertise to advise on the wider effects a severe shortage of dwelling supply will have on the region, what we do understand is the timeframe required to bring forward new growth areas such as Tauriko West, Te Tumu and Omokoroa is considerable. Without the support of central government and its agencies the Western Bay sub regions growth will be severely reduced and place TCC in noncompliance with the NPS-UDC.

## INDUSTRY AND MARKET CONSIDERATIONS

The analysis above validates a serious shortfall in development capacity and a constrained supply. The implications of not having forward supply impacts the local industry, including a rise in values of available sections and increasing the unaffordability of housing, trade employment moving out of the region for work, along with a reduction in Council's funding revenue through development contributions.

### National Policy Statement

A shortfall would impact on compliance with their requirements of the National Policy Statement for Urban Development Capacity (NPS-UDC) to meet demand and allow development markets to operate effectively.

## Economics

The implications of not having forward supply affects the health of the industry. The impact would particularly hit large construction firms/civil contracts that rely on certainty of supply at least a year out. Employment would be impacted as firms look out of the region for work, with an anticipated reduction in available trades.

The dynamics of the market having to establish again would also be an impact as a more circumspect market evolves. It takes some time to recover capacity, capability and competition. As a consequence, there is the potential to further restrict the delivery of homes to the market, when land supply does become available in the long term.

A further financial implication is the reduction in Council's funding revenue through development contributions, and a flow on impact of revenue being sourced through rates. WBOPDC advised that without Omokoroa's future growth being zoned and coming on stream, property rates will need to increase substantially to pay for infrastructure that is already committed.

## Influence of the Market

The implications of student accommodation with The University of Waikato now located in Tauranga, will have an influence on residential needs and housing availability. There is limited accommodation in the short term. The University is promoting two small accommodation complexes (Durham Mews apartments and Mayfair Court apartments), along with alternative accommodation options being homestay (living with a local family in a private home) and private rentals. It is likely that some of the intensification housing stock near the CBD would be looked at for student accommodation. It is though not currently available and more likely to add pressure to current stock, rather than account for growth.

The implications of not having forward supply further impacts on any ability to control housing affordability as demand for housing is high prices will continue to rise, which is not assisted by the low cost of credit, making household borrowing easier.

## Conclusion

Our independent review reaches clear conclusions regarding assumed capacity shortfalls that would affect supply for sufficient housing to meet current demand in the Western Bay of Plenty sub-region over the next 3 years, which we anticipate worsening within a 5 year timeframe if nothing is put in place now to prevent the shortfall.

The assessment is undertaken from a desktop perspective and with existing information available to Veros by TCC and WBOPDC, discussions with larger block developers/land owners, as well as our understanding of the area from working within the land development sector, which is the single biggest influence on the dwelling supply in Tauranga and sub region.

	Short Term Capacity			Medium Term Capacity		
	Required	Forecast	Difference	Required	Medium	Difference
New Sections	2793	2198	-595	6517	2353	-4164
Retirement Village	399	708	309	931	474	-457
Multi Units	600	0	-600	1400	1234	-166
Intensification	198	174	-24	462	406	-56
<b>Total Dwellings</b>	<b>3990</b>	<b>3080</b>	<b>-910</b>	<b>9310</b>	<b>4467</b>	<b>-4843</b>

Table 15 – Development Capacity in the Short and Medium Terms

Our analysis concludes a short-term estimated development capacity of just over 2 years supply that will be delivered in the next 3 years, indicating an upcoming supply shortage that is likely to get significantly worse in the 4-5 year period before new supply is available for development. Further capacity within Tauranga City will come on stream in the medium 4-10 year term, but in the main has been advised by landowners to be in the later years of this term. Based on a broad overview of known tenure and typology just over 3 years of additional development capacity is estimated across those 7 years reinforcing the supply constraint.

The balance of enabled development capacity within Tauranga has challenges associated with issues like tenure and will not deliver subdivision and housing outcomes within the next 5 years (such as the development opportunities of Maori Freehold Land). Further work is required to understand and unlock this land for development where landowners wish to pursue development.

The report further concludes that there are no current options to bring existing development supply forward or increase capacity.

Our analysis also concludes that there is limited opportunity to cover the shortfall capacity in Western Bay of Plenty District (being higher growth in Western Bay directly as a result of constrained supply in Tauranga City). Development land in Western Bay already zoned for residential activity, is not being developed, due to a combination of existing agricultural and horticultural uses of land, along with infrastructure limitations limiting tenure interest or market uptake to provide residential development.

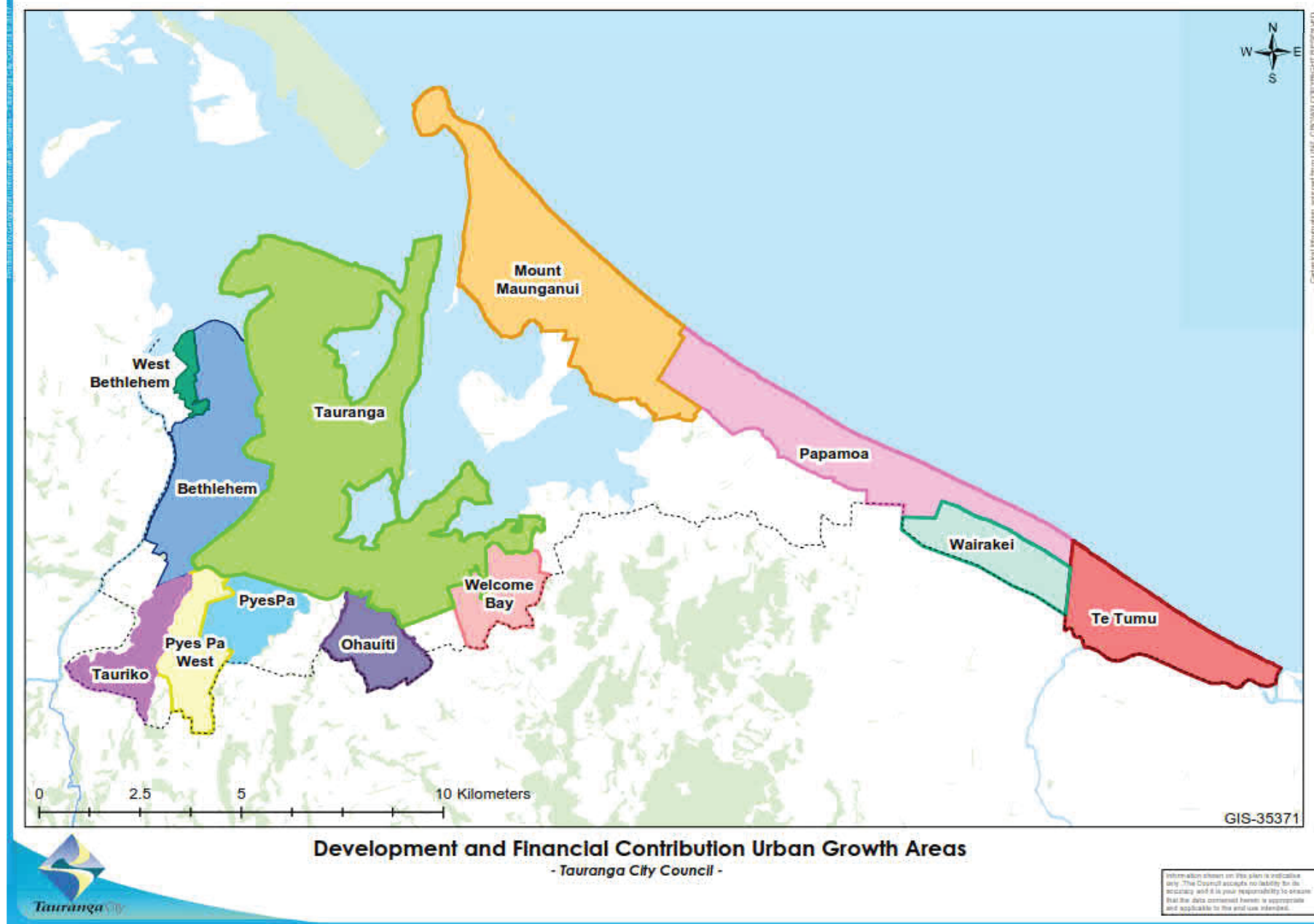
In respect to medium term developments, most of this development is managed by Bluehaven and Hawridge (both located in coastal areas of Wairakei and Papamoa). Residential capacity is subject to significant infrastructure and service provisions before development can proceed. Some of the other sites could come on stream but the costs involved (consenting/infrastructure) are likely to be prohibitive. In respect to multi-unit developments, the data supports the challenges of delivery. Even with a more enabling the consenting framework the additional engineering, design and construction costs of multi-unit developments make them unaffordable and not a solution for significant additional intensification or additional supply of dwellings in the short term.

The analysis validates a serious shortfall in development capacity and a constrained supply. It is therefore critical that new growth areas (Tauriko West, Te Tumu, Omokoroa Stage 3, and the Western Corridor) are zoned and serviced in the shortest possible timeframe to prevent the deficit increasing and enable the market to operate effectively, and for the proposed intensification plan changes to proceed quickly.

## Appendices

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### Appendix 1 - Tauranga City Growth Management Areas and Sub-Units Map

**Figure 1. Boundaries for urban growth areas**

## Appendix 2 - Large Parcel Based Analysis (Updated TCC Spreadsheet Following Independent Review)



**Properties & La Properties & Landowners List with 20+ Dwelling Capacity, April 2019**

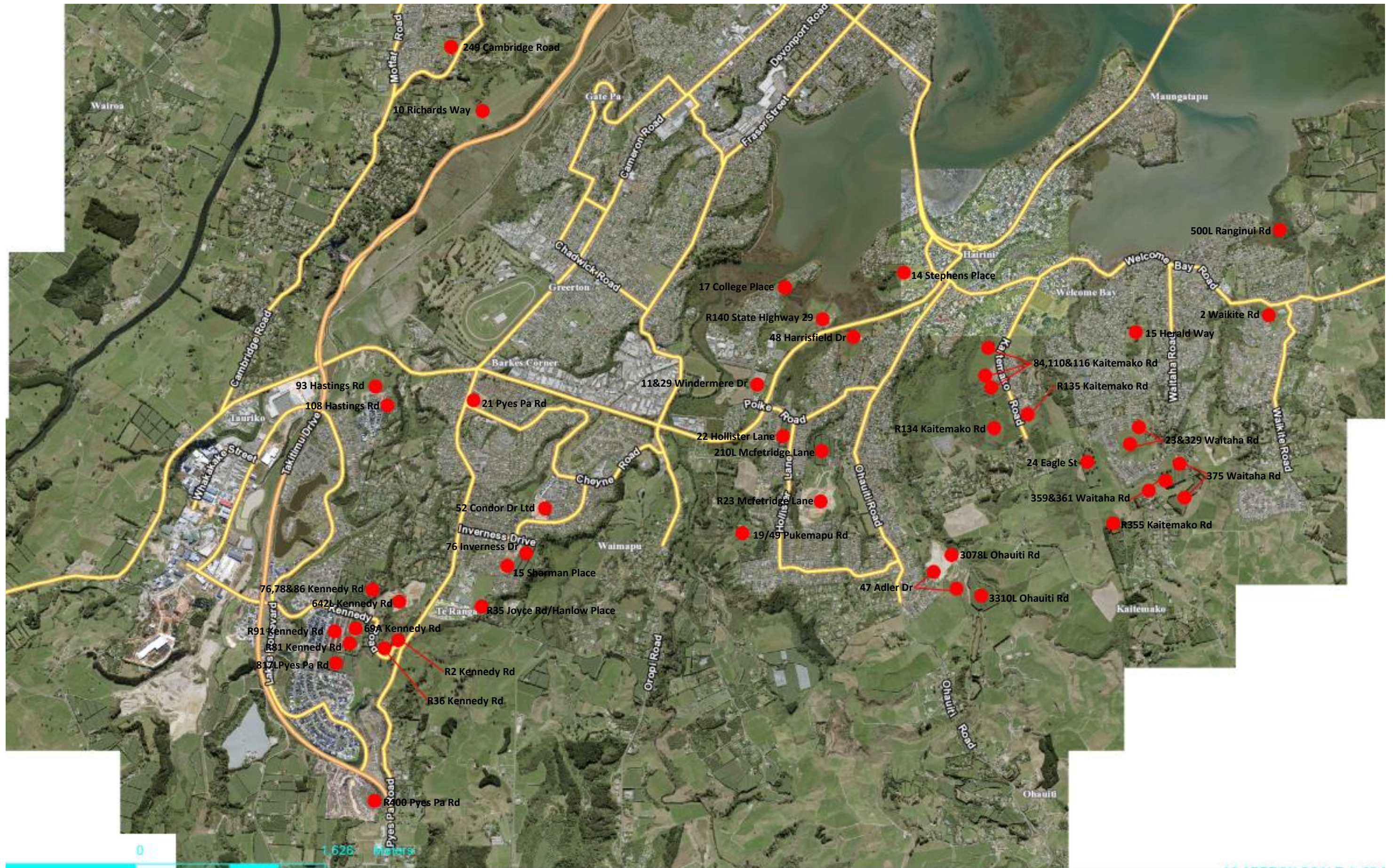
Location	Location	Address	Owner Intention Known?	Estimated land area (ha)	Estimated remaining capacity	Tenure	Lots/Ha	Veros Developable Area	Veros Est Lots	Veros Timing	Veros Comment	Activity	Uptake Rating	Uptake Timing	Resource consent issued/ applied?	Resource consent number	RC number of allotment	Comment
Bethlehem UGA	Urban Growth Areas	R200 State Highway 2 North	No	4.2	61	General	15		63	Medium	Access required from Westmorland, good development site	Subdivision	High	Medium				Class 2 large site which will be accessed via new road from Westmorland Rise. Calc at 15 per ha minus existing 2 dwellings. Subdivided into 2 lots.
Bethlehem UGA	Urban Growth Areas	2416L Bethlehem Road	No	4.3	64	Maori Freehold	15		64	Long	Maori Freehold Land with multiple owners, good development site	Subdivision	Low	Long				Class 3 - Suburban Residential zoning vacant land; multiply owned
Bethlehem UGA	Urban Growth Areas	R266 Bethlehem Road	No	2.3	32	Maori Freehold	15	1.4	21	Long	Maori Freehold Land with multiple owners, Developable area measured from MAPI	Subdivision	Low	Long				Class 3 - Bethlehem North East Suburban residential but Multiply owned. Approx 50% of site steep or sloping
Bethlehem UGA	Urban Growth Areas	249 Cambridge Road	No	2.1	25	Maori Freehold	12		25	Long		Subdivision	Medium	Long				Site calc at 12 dwellings per hectare due to steepness of land. Sloping but achieved on similar land in Bethlehem
Bethlehem UGA	Urban Growth Areas	3 Pendennis Crescent	No	1.8	21	General	10		18	Medium	Steep topography assumed lower yield	Subdivision	Medium	Medium	Yes	RC26678	4	Calculated on 12/ha excluding existing dwelling. RC26678 granted to subdivide lot into 4 22 January 2019. 3 res sites and one balance lot of 1.6 ha
Bethlehem UGA	Urban Growth Areas	R282 State Highway 2 North	No	2	41	General	20	2.2	44	Medium	Adjoining parcel owned increasing land area to 2.2Ha	Subdivision	Medium	Medium				Carmichael West - large site yield calculated at 20 per ha given earlier proposals and its proximity to Bethlehem town centre.
Bethlehem UGA	Urban Growth Areas	10 Richards Way	Yes	41.6	216	General			216	Medium	Significant access issues to resolve. Currently owned by TCC	Subdivision	Medium	Medium				Class 2 - Smiths Farm Special Housing Area. Awaiting northern arterial to form access
Bethlehem UGA	Urban Growth Areas	239 Cambridge Road	Yes	2	46	General	15		30	Medium	Assumed lower yield than consented due to topography	Subdivision	High	Medium	Yes	RC25736	46	RC25736 46 lot sub received Mar 2017; closed off per section 91C. Geotech issues. New owner. Assume development in medium term at same scale.
Bethlehem UGA	Urban Growth Areas	73 Glenpark Crescent	Yes	1.2	20	General	12		14	Short	Lower yield consistent with the 600m² lots surrounding	Subdivision	High	Short				Large 1.28ha balance site St Michaels calc at 15 per ha, possibly higher
Bethlehem UGA	Urban Growth Areas	161 Moffat Road	Yes	6.1	55	General			50	Short	Retirement villas currently under construction, Advised by Developer	Retirement	High	Short	Yes	RC24567	130	75 dwelling consents issued of 130 dwellings allocated to this site of Bethlehem Vines Retirement Village as at 30 June 2018
Bethlehem UGA	Urban Growth Areas	R143 Moffat Road	Yes	5.2	70	General			50	Short	Retirement villas currently under construction, Advised by Developer	Retirement	High	Short	Yes	RC24567	80	Vines retirement village Stage 2 - under land developments as at April 2019
Bethlehem UGA	Urban Growth Areas	R113C Bethlehem Road	Yes	1	11	General			11	Short	Retirement villas currently under construction	Retirement	High	Short		RC26724		RC26724 application for 11 villas & 27 care bed
Bethlehem UGA	Urban Growth Areas	R113B Bethlehem Road	Yes	5.2	49	General			49	Short	Retirement villas currently under construction	Retirement	High	Short	Yes	RC26357	49	As per RC26357 scheme plan - 49 dwellings on this site. This has been withdrawn but assume similar future density
Bethlehem UGA	Urban Growth Areas	123 Bethlehem Road	Yes	17.3	19	General			19	Short	Retirement villas currently under construction	Retirement	High	Short	Yes			Bethlehem shores retirement village. 156 standalone dwellings, with 137 consented to date
Bethlehem UGA	Urban Growth Areas	R97 Taniwha Place	No	14.2	150	General	15	8	120	Long	10Ha estimated as developable based on measurement of 11.5Ha less an adjustment for flood storage	Subdivision	Medium	Long				Class 3 - Bethlehem Central Scheduled site - Land house site - 150 dwellings assumed once access gained through Parau Farms active reserves development
Ohauti UGA	Urban Growth Areas	22 Hollister Lane	No	2.1	30	General	20		42	Medium	Good development block, multiple offers to purchase the block, no interest in selling to date. Retirement village opposite is interested in purchase, Yield could be higher	Subdivision	Medium	Long				Class 2 currently orchard; assume development in the medium term at 15d/ha. Potentially commercial centre long term.
Ohauti UGA	Urban Growth Areas	18/49 Pukemapu Road	No	4.3	29	General	15		64	Long	Zoned residential, with restricted access from Rowsdale via covenant. Alternative access requires bridge upgrade within WBOPDC boundary	Subdivision	Low	Long				Class 3 Access restriction - not allocated. big residential lot; 2 existing dwellings; assume development at 15d/ha. Requires bridge widening over Pukemapu stream to develop at suburban residential yield.
Ohauti UGA	Urban Growth Areas	19/49 Pukemapu Road	No	3.7	35	General	15		55	Long	Zoned residential, with restricted access from Rowsdale via covenant. Alternative access requires bridge upgrade within WBOPDC boundary	Subdivision	Low	Long				Class 3 Access restriction - not allocated. big residential lot; 1 existing dwelling; assume development at 15/ha. Requires bridge widening over Pukemapu stream to develop at suburban residential yield.
Ohauti UGA	Urban Growth Areas	210L McFetridge Lane	Yes	6.1	60	General			25	Short	35 Lots titled in stage 1, 25 in stage 2 works complete awaiting access from neighbouring development	Subdivision	High	Short	Yes	RC24509	60	RC24509 issued to subdivide the land into 60 residential lots
Ohauti UGA	Urban Growth Areas	3078L Ohauti Road	Yes	6.2	77	General			77	Short	Subdivision Under Construction	Subdivision	High	Short	Yes	RC24784		RC24784 Stage 1 & Stage 2 Adler Drive SHA. First few lots created Feb 2019
Ohauti UGA	Urban Growth Areas	47 Adler Drive	Yes	8.6	25	General			25	Short	Subdivision Under Construction	Subdivision	High	Short	Yes	RC24784	185	RC24784 part of Stage 1 Adler Drive SHA. Subdivided into 185 lots covering whole site including 2210L Ohauti Road
Ohauti UGA	Urban Growth Areas	R23 McFetridge Lane	Yes	15.5	132	General			132	Short	Stage one in at LINZ for title	Subdivision	High	Short	Yes	RC24509	132	RC24509 issued to subdivide vacant land into 132 residential lots. Under land development as at April 2019.
Ohauti UGA	Urban Growth Areas	3310L Ohauti Road	Yes	6	78	General			78	Medium	Subdivision under construction	Subdivision	High	Short	Yes	RC24784		RC24784 Stage 3 - Adler Drive Special Housing Area
Papamoa UGA	Urban Growth Areas	260 Maranui Street	No	1.3	25	General	20		26	Medium	Multiple offers to purchase have been put forward by the development community. Owner unwilling to sell in short term.	Subdivision	High	Long				Infill; 1 big dwelling existing; number of dwellings based on 20/ha given location and site sizes being achieved nearby in coast.
Papamoa UGA	Urban Growth Areas	520 Gloucester Road	No	0.2	0	General			0	Long	Owner seeking commercial/retail outcomes, not likely to be residential	Subdivision	High	Medium	Yes	RC26847		Possibly future supermarket or other commercial site. 16 dwellings assumed previously based on nearby uptake. RC25777 Felton proposal corner sandhurst/ Gloucester included 16 2 bed apartments 12770m² (neighbouring site). New RC26847 applied for convenience retail based only covering a total of 4,400m² which will include part of next site 11 Franks Way.
Papamoa UGA	Urban Growth Areas	11 Franks Way	No	0.8	0	General			0	Long	Owner seeking commercial/retail outcomes, not likely to be residential	Subdivision	High	Medium	Yes	RC26847		Assumed to be future commercial site.
Papamoa UGA	Urban Growth Areas	13 Bermuda Drive	No	3.3	49	General	15		49	Medium		Subdivision	High	Medium				Prime site fronting Papamoa Beach Rd. no RC application. 3.27 ha, calculated at 15 per ha could be higher yield.
Papamoa UGA	Urban Growth Areas	23 Alice Lane	No	1.9	25	General	20		38	Medium	based on adjoining properties density likely to be at least 20lots/Ha	Subdivision	High	Medium				At 15 per ha minus existing dwelling and area around it. Could be a greater yield
Papamoa UGA	Urban Growth Areas	R230 Parton Road	No	7.7	50	General	15	7.7	115	Medium	Commercial Zoned with lapsed SHA. Developer considering both residential, and commercial outcomes	Subdivision	Low	Medium				Class 3 Papamoa junction SHA - has expired but assume 50 (as part of SHA 100 dwellings) for now. Low uptake rating due to reduced certainty but if it does happen could happen quickly
Papamoa UGA	Urban Growth Areas	1110 Papamoa Beach Road	No	2.1	31	General	15		31	Long	Brethren holiday camp	Subdivision	Medium	Long				visitor accommodation & holiday camp -could be redeveloped in the longer term
Papamoa UGA	Urban Growth Areas	72B Simpson Road	No	6.2	100	General	15	4	60	Medium	Iwi owned land with Waahi Tapu registered over part of it.	Subdivision	Medium	Long				Class 2 assume similar level of development as proposed for adjacent site (retirement village). Archaeological site will reduce developable area. Access also an issue as currently landlocked, possibly through neighbouring site when developed.
Papamoa UGA	Urban Growth Areas	718 Grenada Street	Yes	8.4	187	General			187	Medium	Consented Retirement Village. Services including road delivered 10 years ago.	Retirement	High	Medium	Yes	RC26226	187	RC 26226 for retirement village, 77 apartments, 110 villas, community centre
Papamoa UGA	Urban Growth Areas	242 Grenada Street	Yes	17	386	Maori Freehold			369	Short	17 building consents issued to date	Retirement	High	Medium	Yes	RC26219 - for part of site	386	RC26219 March 2018 for 346 townhouses and 40 apartments over 17 ha (nett developable area 13ha, 13 hectares remaining. Assume slightly higher density yield over remaining area +364=750 over both areas)
Papamoa UGA	Urban Growth Areas	243 Grenada Street	Yes	13	364	Maori Freehold	15	11.7	176	Medium	Gloucester Road area removed from developable area. Developer looking at a leasehold subdivision option, in the medium term.	Subdivision	High	Medium	No			RC26219 March 2018 for 346 townhouses and 40 apartments over 17 ha (nett developable area 13ha, 13 hectares remaining. Assume slightly higher density yield over remaining area +364=750 over both areas)
Papamoa UGA	Urban Growth Areas	160 Maranui Street	Yes		26	Maori Freehold			26	Short	Under Construction	Retirement	High	Short	Yes	RC24842	247	Pacific Coast 26 apartments remaining as outlined in RC24842. This is balance of 247 dwellings consented - 90 villas on this site consented as at March 2018
Papamoa UGA	Urban Growth Areas	462 Papamoa Beach Road	Yes	1	14	General			14	Short	Under Construction	Subdivision	High	Short	Yes	RC25143	23	RC 25143 subdivided lot into 23 residential allotments; 9 consented as at March 2019.
Papamoa UGA	Urban Growth Areas	4 Emerald Shores Drive	Yes	2.4	77	General			77	Short	Under Construction	Subdivision	High	Short	Yes	RC24673	77	Emerald Shores SHA
Papamoa UGA	Urban Growth Areas	386 Papamoa Beach Road	Yes		28	General			0	Short	Construction Completed	Multi Unit	Medium	Medium	Yes	RC25694		Domain RD Sub Unit RC 25694 granted Nov 17 including erection of 28 single be cabins for permanent/ temporary residents at Beachgrove Holiday park

Location	Location	Address	Owner Intention Known?	Estimated land area (ha)	Estimated remaining capacity	Tenure	Lots/Ha	Veros Developable Area	Veros Est Lots	Veros Timing	Veros Comment	Activity	Uptake Rating	Uptake Timing	Resource consent issued/applied?	Resource consent number	RC number of allotment	Comment
Papamoa UGA	Urban Growth Areas	2 Domain Road	Yes	0.6	42	General			42	Medium	Developer looking for equity partners	Multi Unit	Medium	Medium	Yes	RC25042, RC25909	42	Domain Road SHA RC25042 for 30 apartments and 12 town houses 7,356m2 site. RC25909 approved to create allotment for 12 dwellings
Pyes Pa UGA	Urban Growth Areas	76 Inverness Drive	No	5.1	66	General	15		76	Medium		Subdivision	High	Long				Class 2 infill? - front of existing dwelling; kiwifruit orchard remaining large portion of lot; 15d/ha calc.
Pyes Pa UGA	Urban Growth Areas	52 Condor Drive	Yes	10.5	34	General			34	Short	Under Construction	Retirement	High	Medium	Yes	RC12942	175	RC12942 and RC25878 together permit 175 dwellings; 141 consented at March 2019
Pyes Pa UGA	Urban Growth Areas	R35 Joyce Road	Yes	2.2	20	General			0		Titles through	Subdivision	High	Short	Yes	RC25438	28	RC25438 issued to subdivide lot into 28 residential lots; 1 existing dwelling; 25 lots sold/changed ownership & 8 consented.
Pyes Pa UGA	Urban Growth Areas	15 Sharman Place	Yes	2	26	General			26	Short	223/224 lodged for stage 2. Stage 3 works complete	Subdivision	High	Short	Yes	RC24516	42	RC 24516 balance of 42 lot subdivision; lots created January 2019
Pyes Pa UGA	Urban Growth Areas	21 Pyes Pa Road	Yes	2.4	16	General			0		Titles through	Subdivision	High	Short				Site subdivided; 27 of 43 dwellings consented
Pyes Pa West UGA	Urban Growth Areas	76 Kennedy Road	No	1.5	22	General	15		22	Medium	We understand the owner is considering a retirement village	Subdivision	High	Medium				Class 2 Assumed site redevelopment with neighbouring packhouse site (same ownership). Calc at 15 per ha but could be higher. Currently orchard.
Pyes Pa West UGA	Urban Growth Areas	R78 Kennedy Road	No	1.5	18	General	15		22	Medium		Subdivision	High	Medium				Class 2 Assume site redevelopment, owner owns adjacent two blocks creating significant development area. currently orchard and dwelling
Pyes Pa West UGA	Urban Growth Areas	R86 Kennedy Road	No	0.8	12	General	15		12	Medium		Subdivision	High	Medium				Class 2 Assume pack house will be removed or change use in medium to long term. Calc at 15 per ha
Pyes Pa West UGA	Urban Growth Areas	817L Pyes Pa Road	Yes	5.1	98	General			98	Short	Currently under construction	Subdivision	High	Short	Yes	RC26845	98	RC26845 lodged Dec 2018; Stage 7A(51 lots), 7B(47lots)
Pyes Pa West UGA	Urban Growth Areas	108 Hastings Road	Yes	1.6	32	General			0		Titles through	Subdivision	High	Short	Yes	RC25459	34	RC25459 issued creating 34 lots, 2 existing dwellings
Pyes Pa West UGA	Urban Growth Areas	69A Kennedy Road	Yes	2.2	44	General			44	Short	Subdivision Under Construction	Subdivision	High	Short	Yes	RC25262	45	RC25262 subdivided site into 45 lots
Pyes Pa West UGA	Urban Growth Areas	R81 Kennedy Road	Yes	1.9	61	General			61	Short		Subdivision	High	Short	Yes	RC26845	61	RC26845 (Stage 6A for 32 lots) & RC26846 (Stage 6B for 29 lots) lodged Dec 2018
Pyes Pa West UGA	Urban Growth Areas	2 Flack Street - now 4 Norb	Yes	2.4	47	General			47	Short	Under construction	Subdivision	High	Short	Yes	RC25487	47	RC25487 issued to subdivide whole site covering R91 Kennedy Road & Flack Street
Pyes Pa West UGA	Urban Growth Areas	93 Hastings Road	Yes	4.5	51	General			51	Short		Subdivision	High	Short	Yes	RC26132		RC26132 to subdivide lot into 51 allotment over 2 stages: State 1 lots 1-29; Stage 2 - lots 30-51
Pyes Pa West UGA	Urban Growth Areas	R400 Pyes Pa Road	Yes	21.8	174	General			0		Titles through	Subdivision	High	Short	Yes	RC21332	193	RC21332-13 Stages 3JKL subdivided land into 193 lots; 19 consented to Feb 2019
Pyes Pa West UGA	Urban Growth Areas	642L Kennedy Road	Yes	12.3	61	General			60	Short	Developer has had significant issues with Stormwater and environment controls. Agree yield likely to be less than consented	Subdivision	High	Medium	Yes	RC26231	61	Class 3 RC26231 subdivided site into 94 lots; though 4 lots would be removed by proposed sw pond. Major SW constraint and geotech. 61 lots (assumed) as remainder may not be econ feasible
Tauranga Infill	Infill Areas	R135 Kaitemako Road	No	2.8	24	Maori Freehold	10		28	Long	Maori Freehold land, very steep lower yield assumed	Subdivision	Low	Long				Class 3 - Multiply owned vacant land; steep land in large parts assume development at 12d/ha
Tauranga Infill	Infill Areas	29 Windermere Drive	No	1.9	28	Maori Freehold	15		28	Long		Subdivision	Low	Long				Class 3 - Multiply owned land vacant land; currently used as BOP parking space. Transmission corridor passes through site; owner owns adjacent site 11 Windermere Dr with 3200m vacant space
Tauranga Infill	Infill Areas	11 Windermere Drive	No	0.7	5	Maori Freehold	15		10	Long		Subdivision	Low	Long				Class 3 - Multiply owned land vacant land
Tauranga Infill	Infill Areas	84 & 102 Kaitemako Road	No	19.8	195	Maori Freehold	12		237	Long		Subdivision	Low	Long				Class 3 vacant land; assume development in space beyond significant Maori areas
Tauranga Infill	Infill Areas	116 Kaitemako Road	No	15.7	188	Maori Freehold	10		157	Long	Maori Freehold land, very steep in parts lower yield assumed	Subdivision	Low	Long				Class 3 vacant land - assume development at 12d/ha
Tauranga Infill	Infill Areas	110 Kaitemako Road	No	6.2	52	Maori Freehold	15		93	Long		Subdivision	Low	Long	Yes	RC26020		Class 3 vacant land; BCs issued for 2 dwellings; RC26020 issued for 3 dwelling units; assume development in remaining areas at 12d/ha
Tauranga Infill	Infill Areas	R134 Kaitemako Road	No	19.1	229	Maori Freehold	15	11	165	Long	Maori Freehold Land, 11Ha developable	Subdivision	Low	Long				Class 3 - Land information NZ7 treated as multiply owned, Calc at 12 / ha
Tauranga Infill	Infill Areas	500L Ranginui Road	No	9.6	20	Maori Freehold	15		144	Long		Subdivision	Low	Long				Class 3 vacant land; if to be developed assume approx 1.3 ha developable non-sloping area; multiply-owned
Tauranga Infill	Infill Areas	17 College Place	No	1.2	14	Maori Freehold	15		18	Long		Subdivision	Low	Long				Class 3 - vacant land; assume development of suburban residential space; calc 15d/ha
Tauranga Infill	Infill Areas	17 College Place	No	0.8	8	Maori Freehold	15		12	Long		Subdivision	Low	Long				Class 3 - vacant land; assume development of suburban residential space; calc 15d/ha
Tauranga Infill	Infill Areas	157 Cambridge Road	No	4	44	Maori Freehold	12		48	Long		Subdivision	Low	Long				Class 3 - 5.8 ha site - multiply owned. Steep in parts, calc at 12 per ha
Tauranga Infill	Infill Areas	410 Waihi Road	No	3.8	45	Maori Freehold	15		57	Long		Subdivision	Low	Long				Class 3 - 3.8 ha multiply owned land, residentially zoned with Commercial overlay over part.
Tauranga Infill	Infill Areas	7 Te Reti Views (Te Kitenga	No	10.8	60	Maori Freehold			0	Long		Subdivision	Low	Long				Class 3 - 10.8 ha site either side of SH at Te Reti. Multiply owned 20 dwellings existing, sloping land undevelopable in parts. Developable calculated at 12 per ha but may be less.
Tauranga Infill	Infill Areas	230 Cambridge Road	No	5	30	General	15	2.5	37	Medium		Subdivision	Medium	Long				50% of site assumed to be developed at 12 per ha. Lower steeper section excluded from calculation
Tauranga Infill	Infill Areas	15 Herald Way	No	4.8	32	General			5	Medium	Very Steep, very difficult to develop for conventional sections	Subdivision	Medium	Long				Large suburban residential lot; 1 existing dwelling; very steep in parts, assume development at 15d/ha in parts where geotech not a constraint
Tauranga Infill	Infill Areas	R355 Kaitemako Road	No	10.3	21	General	2.5		25	Long	Rural Residential zoned	Subdivision	Medium	Long				big rural residential lot; assume subdivision of remaining space at 4000sqm/lot. Large portion of site currently kiwifruit
Tauranga Infill	Infill Areas	80 Ngatai Road	Yes	1.4	56	General			56	Short	Very dense, owners currently looking to dispose of land with consent in place. Their expectations are high making the land value difficult justify development	Subdivision	High	Medium	Yes	RC25997 & RC25598	56	RC 25997 & RC25598-establish 56 dwelling units at bottom Bureta, adjacent Countdown.
Tauranga Infill	Infill Areas	69 Jonathon Street	Yes	2	32	General			32	Short	Steep topography for consented yield.	Subdivision	High	Short	Yes	RC25860	33	2.17 hectare site - recently sold. RC25860 issued to subdivide into 33 lots
Tauranga Infill	Infill Areas	R140 State Highway 29	Yes	15.4	132	General			134	Short	Difficult low lying land with harbour inundation constraints.	Subdivision	High	Short	Yes	RC26094		Poike Infill Sanctuary point. Originally consented for 210 dwellings, RC26094 application for 133 lots. Superlots may result in more dwellings than estimated.
Tauranga Infill	Infill Areas	37 St Pauls Drive	Yes	3.4	20	General			20	Short	Last stage of Urban Ridge	Subdivision	High	Short	Yes	RC14853		RC 14853 last stage of Urban Ridge subdivision.
Tauranga Infill	Infill Areas	14 Stephens Place	Yes	6.5	43	Maori Freehold	15	4.8	72	Medium	Maori Freehold land with multiple owners. Good development potential but tenure issues to deal with	Subdivision	Medium	Medium	Yes	RC24866		RC24866 issued to undertake Papakainga housing for 43 dwellings
Wairakei UGA	Urban Growth Areas	190 Palm Springs Boulevard	yes	51.2	672	General	13		120	Short	SHA consented. 13lots/ha is consistent with development in Palm Springs. Delivering 40-50 lots per year. Short term Estimate	Subdivision	High	Medium				Special housing area; number of dwellings based on 15/ha - this will take it considerably higher than SHA approved figures of 668
Wairakei UGA	Urban Growth Areas	191 Palm Springs Boulevard	yes			General			549	Medium	Medium term estimate for Palm Springs	Subdivision	High	Medium				Special housing area; number of dwellings based on 15/ha - this will take it considerably higher than SHA approved figures of 669
Wairakei UGA	Urban Growth Areas	Te Okuroa Drive	No	4.8	20	General	15	3.2	48	Medium	Developable area excludes stormwater swale and low lying peat between Terrace Views and the TEL	Subdivision	High	Medium				Crown land; calc at 15 dwellings per ha. Large storwater swale will reduce developable area.
Wairakei UGA	Urban Growth Areas	2475L Bell road	No	3.7	55	General	15		55	Medium		Subdivision	High	Medium				Number of dwellings based on 15 per ha
Wairakei UGA	Urban Growth Areas	2475L Bell Road	No	1.5	22	General	15		22	Medium		Subdivision	High	Medium				Number of dwellings based on 15/ha
Wairakei UGA	Urban Growth Areas	R176 Parton Road	No	3.8	58	General	12		45	Medium	Blowcart site. Known to have peat which has caused delays to development. Has been on the market a numbe of times over the past 5 years. Assume a lower yield	Subdivision	High	Medium				Calc at 15 dwellings per ha. Peat may reduce yield.
Wairakei UGA	Urban Growth Areas	57 Kotiate Street	Yes	11.9	696	General			696	Medium	No fixed timeframe, delivery of Medium Density is subject to market uptake and infrastructure in place	Multi Unit	High	Medium	Yes	RC26983, RC25424	696	RC26983 March 2019 RC 96 Wairakei terraces by 2022, 600 Medium Density by 2043. 82 sections + Lot 823 & 824 = RC 25424 Stage 42 A - 280 units, Stage 42b 81 units = 443.
Wairakei UGA	Urban Growth Areas	45 Emerald Shores Drive	Yes	21.2	496	General			496	Medium		Multi Unit	High	Medium	Yes	RC26983	496	RC26983 pre-application for Golden Sands town centre development: Live/work units – 28, Town centre apartments - 218, Medium density residential – 250

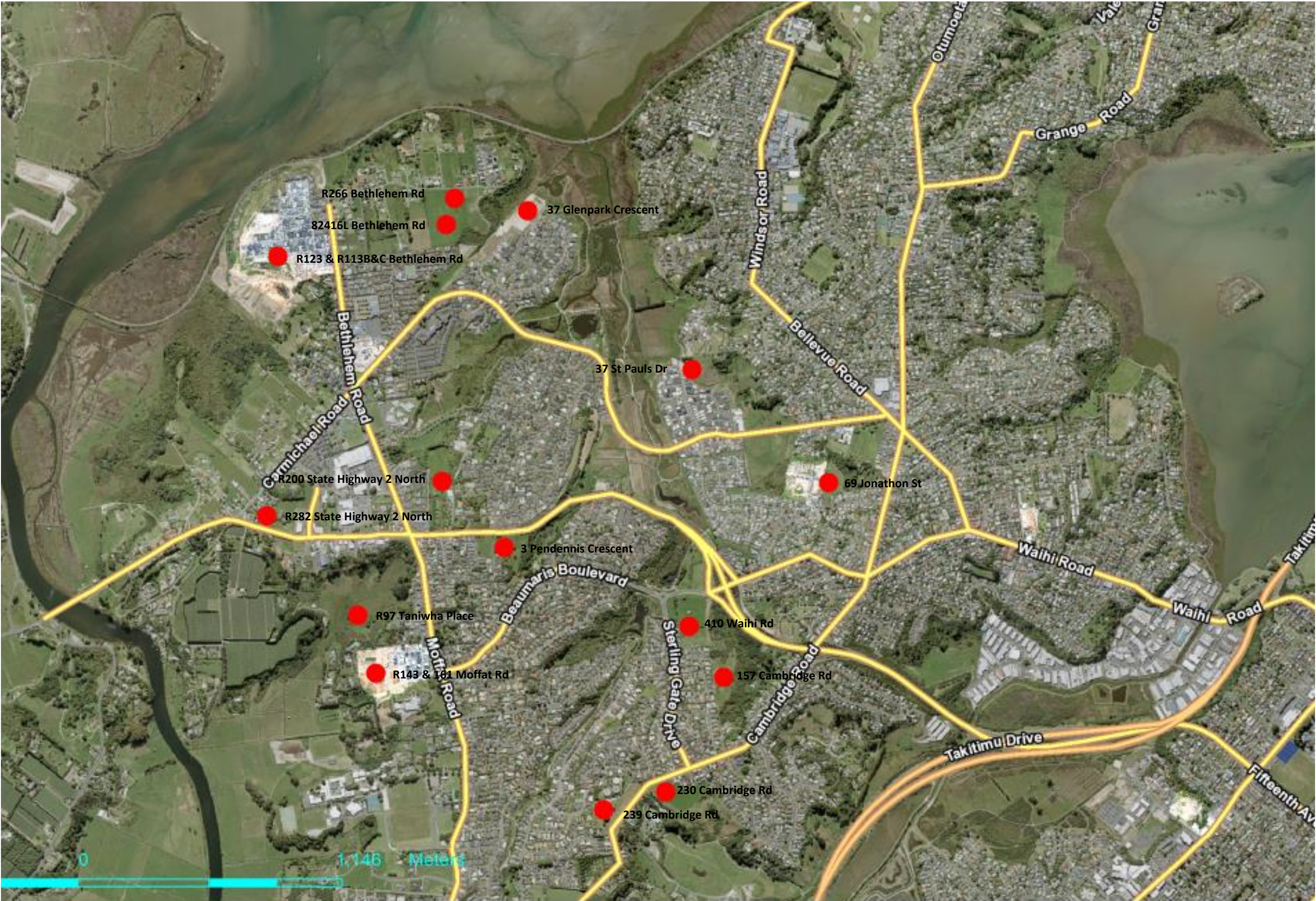
Location	Location	Address	Owner Intention Known?	Estimated land area (ha)	Estimated remaining capacity	Tenure	Lots/Ha	Veros Developable Area	Veros Est Lots	Veros Timing	Veros Comment	Activity	Uptake Rating	Uptake Timing	Resource consent issued/ applied?	Resource consent number	RC number of allotment	Comment
Wairakei UGA	Urban Growth Areas	29 Tamapahore Boulevard	Yes	8	286	General			98	Short	Subdivision to be completed 2019.	Subdivision	High	Medium	Yes	RC25377	436	Nga Potiki SHA. RC25377 Retirement village nth of Wairakei St 200units (but 100 assumed due to arch site constraint), 50 bed care facility, south of stream 20 units Kaumatua, 216 res lots. North of Wairakei stream less certainty. RC25377 stages 1-5. Stage 1 – created 120 lots; 50 consented as at March 2019. Stages 2,3,4&5 – 98 lots in scheme plan
Wairakei UGA	Urban Growth Areas	Simpson Road	Yes	8	286	General		3	100	Medium	Retirement village is not in short term plans.	Retirement	High	Medium	Yes	RC25378	437	Nga Potiki SHA. RC25377 Retirement village nth of Wairakei St 200units (but 100 assumed due to arch site constraint), 50 bed care facility, south of stream 20 units Kaumatua, 216 res lots. North of Wairakei stream less certainty. RC25377 stages 1-5. Stage 1 – created 120 lots; 50 consented as at March 2019. Stages 2,3,4&5 – 98 lots in scheme plan
Wairakei UGA	Urban Growth Areas	2481L Bell Road	Yes	12.4	208	General			208	Short	Will continue to roll out this development over next 3 years	Subdivision	High	Short	Yes	RC25741	208	RC 25741 & RC25742to establish independent dwelling units & create freehold allotments; 208 dwellings in proposed subdivision; 97 lots created as at March 2019
Wairakei UGA	Urban Growth Areas	6 Stevenson Drive	Yes	0	90	General			90	Short	Will continue to roll out this development over next 3 years	Subdivision	High	Short	Yes	RC26513	90	RC26513 66 lot sub south of Te Okuroa Drive, 15 south of Taimoma close, 9 assumed in triangle north of Te Okuroa Dr. Golden Sands SHA - calculated at 15 dwellings/ ha , may be higher; lots created as at March 2019
Wairakei UGA	Urban Growth Areas	2481L Bell Road	Yes	2.6	12	General			12	Short	Will continue to roll out this development over next 3 years	Subdivision	High	Short	Yes	RC25751 & RC25742	55	RC 25741 & RC 25742 - 64 dwellings based on proposed subdivision. 9 deducted as in adjoining triangle to east of site; 12 remaining of the lots created as at March 2019
Wairakei UGA	Urban Growth Areas	142 Palm Springs Boulevard	Yes	10.2	132	General			132	Medium		Subdivision	High	Short	Yes	RC25366	132	Special housing area; RC 25366 creating 66 residential allots, 3 subdividable allotments & 9 builders block allotments that will be subdivided to create an additional 66 lots) = 132 in total
Wairakei UGA	Urban Growth Areas	11 Kamahi Crescent	Yes	3	51	General			51	Short		Subdivision	High	Short	Yes	RC22367	145	RC 22367 145 dwelling units - dwelling units visible on aerial; 93 consented at Feb 2019
Wairakei UGA	Urban Growth Areas	154 Palm Springs Boulevard	Yes	0.5	32	General			32	Short		Subdivision	High	Short	Yes	RC25333	32	RC25333 Fig 1 Scheme Plan of Stage 15 - 12-32 units check
Wairakei UGA	Urban Growth Areas	57 Monticola Drive	Yes	0.4	8	General			8	Short		Subdivision	High	Short	Yes	RC25333	8	RC25333 Fig 1 Scheme Plan for Stage 15
Wairakei UGA	Urban Growth Areas	24 Litsea Way	Yes	0.5	12	General			12	Short		Subdivision	High	Short	Yes	RC25333	12	RC2533 scheme plan indicates 12 units
Wairakei UGA	Urban Growth Areas	16 Pennantia Court	Yes	0.7	15	General			15	Short		Subdivision	High	Short	Yes	RC25333	15	RC25333 scheme plan indicates 15 units
Wairakei UGA	Urban Growth Areas	22 Manawa Road	Yes	14.3	173	General			100	Short	Consents lodged for 287 villa retirement village	Retirement	High	Short	Yes	RC27014, RC27016, RC27017	250	RC27014, RC27016, RC27017 applied - 53 residential allotments; assume 15 dwellings per ha in the remaining 8.07ha
Wairakei UGA	Urban Growth Areas		Yes	0		General			187	Medium	Consents lodged for 287 villa retirement village	Retirement	High	Short	Yes	RC27014, RC27016, RC27018	251	RC27014, RC27016, RC27017 applied - 53 residential allotments; assume 15 dwellings per ha in the remaining 8.07ha
Wairakei UGA	Urban Growth Areas		Yes	0		General			53	Medium	Balance land to be subdivided into 53 lots. Potential for a higher yeild, but developer wants to protech the value around the retirement village	Subdivision	High	Short	Yes	RC27014, RC27016, RC27017	53	RC27014, RC27016, RC27017 applied - 53 residential allotments; assume 15 dwellings per ha in the remaining 8.07ha
Wairakei UGA	Urban Growth Areas	3 Garrison Road	Yes	5.4	119	General			45	Short	Last Stage to be titled July 2019	Subdivision	High	Short	Yes	RC26514, RC24853; RC24854	85	RC26514 150 lots - 119 lots on site. 7 lots created as at April 2019. per RC 24853 & RC 24854 Stage 3, & 4(A,B,C,D,E) of Terrace Views Subdivision in Zariba SHA & RC25312 scheme plan
Welcome Bay UGA	Urban Growth Areas	329 Waitaha Road	No	4.8	63	General	15		72	Medium		Subdivision	Medium	Medium				Class 2 - big lot; 1 existing dwelling; assume development at 15/ha. May have infrastructure issues - check?
Welcome Bay UGA	Urban Growth Areas	323 Waitaha Road	No	1.6	14	General	15		24	Medium		Subdivision	Medium	Medium				Class 2 - big lot; 1 existing dwelling; assume development of remaining space at 15d/ha. May have infrastructure issues - check?
Welcome Bay UGA	Urban Growth Areas	375 Waitaha Road	No	12.6	56	General	12	5	60	Medium	Steep with areas in kiwifruit which could be developed. Large bulk infrastructure run through the site (Power, Gas)	Subdivision	Medium	Medium				Class 2 - big lot; 1 existing dwelling in sub-urban residential; assume 15d/ha in remaining suburban space; 4000sqm/lot at rural residential space
Welcome Bay UGA	Urban Growth Areas	361 Waitaha Road	No	3	40	General	10		30	Medium	Steep topography, lower yeild	Subdivision	Medium	Medium				Class 2 - vacant land; assume development at 15/ha. May have infrastructure issues - check?
Welcome Bay UGA	Urban Growth Areas	359 Waitaha Road	No	3.7	5	General			1	Medium	Very Steep with large stormwater flow path, very difficult to develop	Subdivision	Medium	Medium				Class 2 - vacant rural residential land; very steep in parts, as such potential yield reduced. May have infrastructure issues - check?
Welcome Bay UGA	Urban Growth Areas	2 Waikite Road	Yes	1.8	42	General			42	Short	Under Construction	Subdivision	High	Short	Yes	RC25343		RC25343 issued to subdivide land into 42 lots; lots created Feb 2019
Welcome Bay UGA	Urban Growth Areas	24 Eagle Street	Yes	6.1	47	General			47	Medium		Subdivision	Medium	Medium	Yes	RC26192 - deferred		RC26192 applied to subdivide land into 47 allotments
Welcome Bay UGA	Urban Growth Areas	190A Waitaha Road	No			General	15	1.3	19	Medium	Avocado block in the middle of Welcome Bay with solid development potential	Subdivision	Medium	Medium				
Bethlehem UGA	Urban Growth Areas	283 SH 2, Bethlehem	No			General	15	1.4	21	Medium	TCC in discussion to aquire under PWA	Subdivision	Medium	Medium				
Tauranga Infill	Infill Areas	1468 Cameron Road	No			General	20	1.3	26	Medium	Site adjacent to Greenpark school	Subdivision	Medium	Medium				
Papamoa UGA	Urban Growth Areas	62 Tara Road	No			General	20	1.2	24	Medium	Adjacent to papamoa high school	Subdivision	Medium	Medium				
Pyes Pa West UGA	Urban Growth Areas	2 Kennedy Road	No			General	15	1.8	27	Medium	Avocado orchard and house, good development and outlooks	Subdivision	Medium	Medium				
Pyes Pa UGA	Urban Growth Areas	228 Pyes Pa Road	No	1.7		General	15	1	15	Medium		Subdivision	Medium	Medium				
Pyes Pa UGA	Urban Growth Areas	59 Pyes Pa Road	No	1.3		General	15	1.3	19	Medium		Subdivision	Medium	Medium				



## Pyes Pa West, Welcome Bay, Ohauti

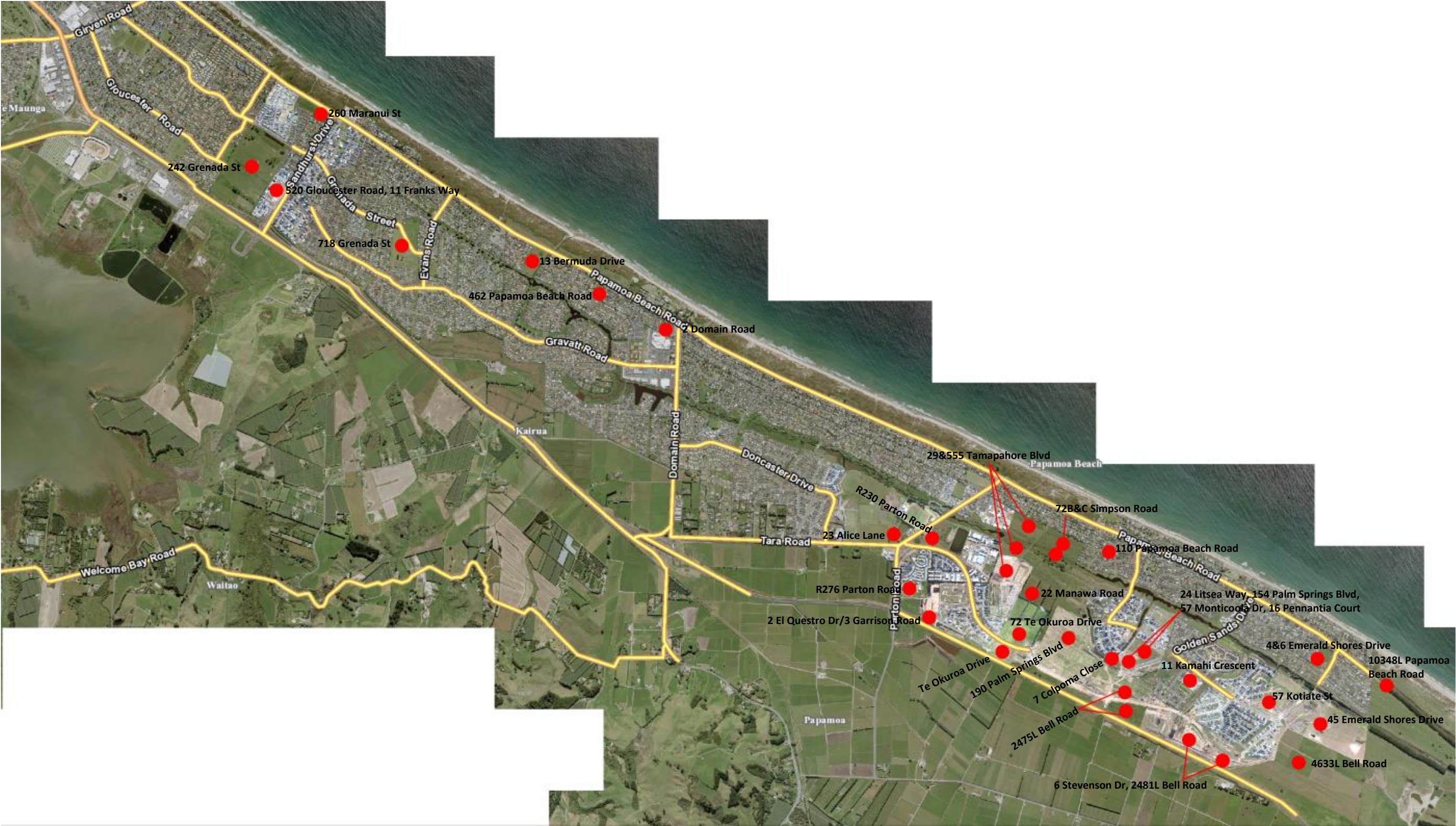








Papamoa & Wairakei







# Residential Development Capacity Review

Urban Form and Transport Development Committee

11 June 2019

# Background

- Concerns around residential development capacity are held by staff and developers as a result of:
  - High rates of recent growth
  - Significant delay and risk in enabling new development capacity
- An independent assessment has been undertaken which verifies these concerns
- Partnership with the Government is essential to addressing these matters



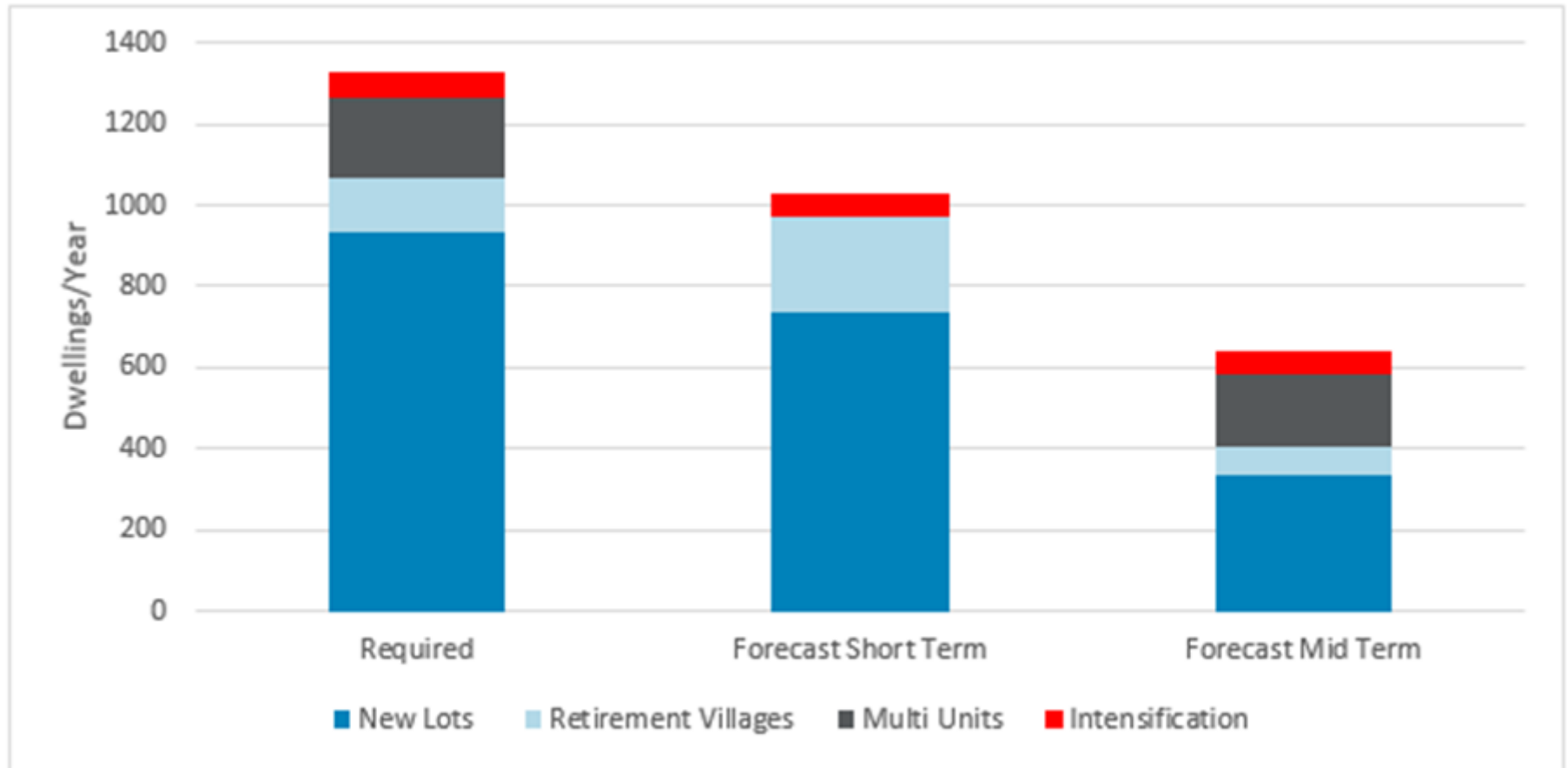
# Purpose of residential capacity review?

- To provide an independent assessment of remaining capacity for both new subdivision and housing.
- To confirm whether remaining capacity is sufficient to meet current and projected growth rates
- To better understand and quantify:
  - the difference between “theoretical” and “realisable” dwelling yield.
  - the impact on supply of factors such as staged development of large blocks, land banking, retirement villages, infrastructure constraints, and Maori land complications

# Key Results - Development Capacity

	Short Term Capacity			Medium Term Capacity		
	Required	Forecast	Difference	Required	Medium	Difference
New Sections	2793	2198	-595	6517	2353	-4164
Retirement Village	399	708	309	931	474	-457
Multi Units	600	0	-600	1400	1234	-166
Intensification	198	174	-24	462	406	-56
Total Dwellings	3990	3080	-910	9310	4467	-4843

# Key Results - Dwelling Supply



Graph 4 - Annualised Dwelling Supply: Required v's Forecast

# What do the results indicate?

- An undersupply of dwellings approaching 1,000 units in the 1-3 year period
- An undersupply of dwellings close to 5,000 dwellings in the 4-10 year period (if new supply not enabled)
- That most undersupply is driven by a lack of large greenfield subdivision and development opportunities, combined with insufficient ability of other dwelling types to respond to the shortfall.
- That additional capacity does not exist in the Western Bay District to accommodate the short-fall.

# Supply shortage likely to impact

- Job / economic growth
- Housing affordability / house price inflation
- TCC Financial impacts
  - DC revenue
  - Debt servicing costs
  - Rates growth

# Recommended Next Steps

- Continue progressing planning with urgency:
  - Tauriko West, Te Tumu, Smiths Farm, intensification.
- Work with NZTA to develop an agreed programme of interim transport investments for Tauriko West.
- Support processes in Te Tumu to enable access and services to be provided through Maori land.
- Support WBOPDC in its aspirations to rezone Omokoroa Stage 3.
- Consider use of streaming RMA planning processes, now SHAs are gone.
- Continue engagement with Government.



*Tauranga City*



<b>Committee Name</b>	<b>SmartGrowth Leadership Group (SLG)</b>
<b>Committee Meeting Date</b>	<b>19 June 2019</b>
<b>Author (s)</b>	<b>Ken Tremaine – SmartGrowth Strategic Advisor</b>
<b>Purpose</b>	<b>To inform and update the SLG of various initiatives relevant to the SmartGrowth partnership</b>

## Bimonthly Report

### 1. Kāinga Ora – Homes and Communities Bill

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The Kāinga Ora–Homes and Communities Legislation which will set up the Government’s urban development authority was introduced into Parliament on 29 May 2019. Kāinga Ora will be the Government’s lead developer for urban development. It brings together three existing agencies; Housing NZ, its development subsidiary HLC (Homes, Land, Community), and the KiwiBuild Unit.

The objectives of Kāinga Ora are to:

*contribute to sustainable, inclusive, and thriving communities that—*

*(a) provide people with good quality, affordable housing choices that meet diverse needs; and*

*(b) support good access to jobs, amenities, and services; and*

*(c) otherwise sustain or enhance the overall economic, social, environmental, and cultural well-being of current and future generations.*

The functions of Kāinga Ora revolve around both housing and urban development.

The Bill provides for a Government Policy Statement (GPS) on housing and urban development. The first GPS must be prepared by 1 October 2020 and then reviewed every three years. The GPS provides the Government’s overall direction and priorities for housing and urban development and sets out how Kāinga Ora is expected to meet these.

Following the select committee process, the first Bill is expected to pass later this year, with Kāinga Ora–Homes and Communities up and running on October 1. A second Bill later this year will give Kāinga Ora its enabling development powers.

The Bill can be found here:

<http://www.legislation.govt.nz/bill/government/2019/0142/latest/LMS169173.html?src=qs>



## 2. National Policy Statements Programme

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### National Policy Statement on Urban Development

The Ministry for the Environment are currently working on a proposed National Policy Statement on Urban Development (NPS-UD), which would replace the existing National Policy Statement on Urban Development Capacity (NPS-UDC). The intention is to build on the existing NPS-UDC by strengthening existing policies and broadening its focus.

New elements in the proposed NPS-UD include directing councils' planning decisions to:

- support quality urban environments
- recognise the benefits of urban development and the needs of all current and future communities
- strengthen long-term, strategic (spatial) planning
- address a number of the barriers to Māori involvement in council processes and reflect Māori values and interests in urban planning decisions
- **direct more intensive development, particularly around centres and transport networks.**

The evidence-based requirements of the existing NPS-UDC will be reviewed and simplified to improve their usefulness for planning.

Feedback on the proposed NPS-UD is likely to be called for in the second half of this year.

### National Policy Statement for Highly Productive Land

The Ministry for Primary Industries is currently development a proposed National Policy Statement for Highly Productive Land (NPS-HPL).

The proposed NPS-HPL aims to provide councils with greater clarity on how highly productive land (including versatile soils) should be considered in Resource Management Act 1991 decision-making. The NPS-HPL intends to address the gradual reduction in availability of this resource for primary production, as well as to manage fragmentation and reverse sensitivity effects. The NPS-HPL would initially apply to all LUC1-3 land across New Zealand, however regional councils would be required to undertake a process to identify highly productive land in their region based on a set of criteria.

The proposal would provide direction for councils to:

- recognise and provide for the full range of values and benefits associated with the use of highly productive land for primary production
- maintain the availability of highly productive land for primary production for future generations
- protect highly productive land from inappropriate subdivision, use and development.

The Ministry for Primary Industries has made it clear that absolute protection will not always be appropriate. The proposal provides clear direction that urban development should be avoided on highly productive land where better options exist. Councils would be given flexibility to avoid unduly constraining their urban development objectives. This is an interesting framework for managing the tensions between natural resource protection and future urban development.

## **National Policy Statement on Freshwater Management**

As part of the Government's Essential Freshwater Programme, the National Policy Statement on Freshwater Management (NPS-FM) is being revised. The revised NPS-FM is intended to improve regional planning by ensuring all aspects of ecosystem health are managed. It also aims to give direction on how to proceed where there is uncertainty and to clarify and simplify the existing NPS-FM.

A National Environmental Standard for Freshwater Management is also being developed. Public consultation is expected to begin in late July.

## **National Policy Statement on Indigenous Biodiversity**

An NPS on indigenous biodiversity is currently being worked on. The Proposed NPS recommends identification and protection of Significant Natural Areas, as well as a coordinated restoration of land, wetlands and depleted environments. Public feedback will be called for this year.

## **3. Implementing the Government's Urban Growth Agenda**

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The Hamilton to Auckland Corridor Plan is a key tool for implementing the Government's Urban Growth Agenda. The work has reached the stage of implementing various workstreams with an emphasis on:

- The cross-boundary spatial planning challenges between south Auckland and the northern Waikato where there is an expectation that 150,000 more people can be accommodated over the next 30 years.
- The Hamilton-Waikato Metro Plan with its primary emphasis on longer-term thinking centred on Hamilton City, its immediate environs and adjacent towns.

A formal Agreement is being developed through the Future Proof growth management framework between the Future Proof partners, the Auckland Council, Auckland iwi and the Crown. Once concluded it will provide a useful example of a Crown-Local Government-Iwi partnership which may have relevance for the SmartGrowth partners.

## **4. Development Funding Challenges**

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Despite Government's various policy initiatives, the funding approaches to future urban development remain a challenge. While some initiatives are underway through Crown Investment Partners and large scale investors, specific tools that deal with infrastructure deficits as well as the need for current and future provisions, remain a challenging work in progress.

The SmartGrowth partnership needs to maintain an active interest in this space since from direct experience it has a significant amount of knowledge to contribute to any proposed new tools.

## 5. Mapping the Social Sector Project

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Work on this project, which will provide some very important insights into the various social sector agencies in the western Bay of Plenty, is nearing completion. It was in part funded by SmartGrowth (some further funding to complete interviews and input from social sector agencies was provided last year arising out of a workshop attended by several SLG members) and will provide a valuable evidence base to assist the western Bay when negotiating with Government on the level of investment needed for effective social services.

It is likely that this work will be completed and presented to the SLG in July along with other research being undertaken by agencies in the social sector. Subsequently it will be formally launched by the Social Sector Innovation Trust/SocialLink, supported by the SmartGrowth partnership.

## 6. Recommendations

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That the SmartGrowth Leadership Group:

1. **Receive and note** the update.

# TRANSPORT AGENCY UPDATE

Western Bay of Plenty  
June 2019

# NLTP funding and prioritisation

- We've been working through prioritising funding for the programmes and projects that best align to the GPS priorities.
- We met with our local government partners in May and June to discuss NLTP funding for each region. These events were a good opportunity to talk about how we can best work together to deliver outcomes.
- During the next few months, we know some councils will realise they are unable to proceed with projects – and the result of this is that previously committed funding will be able to be reallocated.
- We will look at every available opportunity to ensure any remaining funds in any activity class will be made available as early as possible in this NLTP period to enable you to get projects underway and completed by June 2021.

# Investment decision-making framework

- We're looking at a fundamental change in how we make investment decisions; putting people and place, rather than vehicles and networks, at the centre of our decision-making.
- The Investment Decision-Making Framework Review is underway, broadening the focus and priorities for transport planning and funding.
- The changes are prompted by the 2018 Government Policy Statement on Land Transport (GPS) which has more emphasis on social, economic, cultural and environmental outcomes.

<b>Investigation stage:</b>	<b>January – June 2019</b>
<b>Design stage:</b>	<b>July – December 2019</b>
<b>Implementation stage:</b>	<b>January 2020 – June 2020</b>

# Streamlining business case approach

- We want to keep improving our processes to help provide better consistency and clarity for our partners.
- We changed how business cases are developed to improve how we identify up front what's required for a business case to make an investment decision based on context and risk.
- The change applies to all new business cases, and to work-in-progress business cases, to consider opportunities to consolidate or streamline processes.
- Following the efficiency improvements made last year, about 55% of all council capital improvements, as well as road safety promotion and all core programmes (e.g. public transport and road maintenance and operations) that are supported by an Activity Management Plan or Regional Public Transport Plan, do not require further business case activity.

# Urban mobility and mode shift

- GPS 2018 supports investment in liveable cities by improving walking, cycling and public transport and by increasing transport choice.
- We need to think differently about mobility in complex urban environments where space is constrained. With effective planning, our streets can connect people and give transport choices.
- We have a dedicated team of urban specialists in the Transport Agency who are helping us change the transport mix, with our partners, to reduce vehicle use in towns and cities and create more space for people.

## Projects underway include:

- Innovating streets for people
- Updating best-practice guidance for cycling, pedestrian and public transport design
- Sector capability building programme
- National, and regional, mode shift action plans





# Elizabeth St / Barkes Corner roundabout metering

- SH29A Barkes Corner roundabout metering has been live since late December 2018, and early indications are positive. Monitoring will continue throughout the trial period.
- Average AM peak delays on Pyes Pa Rd and PM peak delays on Cameron Road have improved by **1m40s**.
- SH2 Elizabeth Street roundabout metering went live in April and is performing well to date.
- As of the end of April, the average AM peak travel time for the Takitimu Drive southbound approach from the Port, was reduced from 250s (pre metering) to 50s (post metering). That's a **80%** average travel time reduction.



**BOPRC Update to SmartGrowth Leadership Group – 19 June 2019**

<b>Project / Work Programme</b>	<b>Previous Update (Key Matters)</b>	<b>Current Update (Key Matters)</b>	<b>Next Steps and Identified Risks</b>
Tauranga Moana programme	<p>BOPRC is the administering authority for the Tauranga Moana Advisory Group. Meeting agendas and minutes can be found at this link:  <a href="http://www.boprc.govt.nz/your-council/council-and-region/council-and-committees/tauranga-moana-advisory-group/">http://www.boprc.govt.nz/your-council/council-and-region/council-and-committees/tauranga-moana-advisory-group/</a></p> <p>The Tauranga Moana Programme involves the three councils, and working with iwi/hapū and other organisations.</p>	<p>Summer has seen significantly lower volumes of sea lettuce washing up around the inner harbour beaches.</p> <p>A seagrass ecosystem health trial had been undertaken in Tauranga Harbour and would measure a range of seagrass health metrics.</p> <p>BOPRC land management officers are currently focusing on the following four Tauranga Moana tributaries with a higher degrees of tension: Uretara Estuary, Te Mania/Project Parore, Kopurereroa Valley and Waitoa.</p> <p>Kaimai Mamaku Catchments Forum Biodiversity Group was working through a process to develop a pest animal management plan for the Kaimai Mamaku with help from pest control experts.</p> <p>Kaimai Mamaku Catchment Forum has been successful in getting the Kaimai Project through to Stage 2 of the Predator Free 2050 funding round. \$4.6 million has been applied for. Funding from the Provincial Growth Fund had been provided to Predator Free 2050, with the expectation that successful projects would specifically build iwi and hapū capacity and capability.</p> <p>A cross-organisation project team has been formed to organise the next Happy Harbour Fun Day, to be held March 2020. This follows the first highly successful event in 2018.</p>	<p>Various coast care planting days are being held during June to August.</p>
Kaituna catchment operational works	<p>Details of the Kaituna River Re-diversion and Ongatoro/Maketu Estuary</p>	<p>Kaituna River re-diversion project is ahead of schedule, with a forecast completion date of June 2020.</p>	<p>Community Update meeting on the Kaituna River Re-diversion to be held Wednesday 12 June, 5.30pm at Tukotahi Marae, Ford Road.</p>

Project / Work Programme	Previous Update (Key Matters)	Current Update (Key Matters)	Next Steps and Identified Risks
	Enhancement Project can be found at the following link: <a href="http://www.boprc.govt.nz/kaitunarediversion">http://www.boprc.govt.nz/kaitunarediversion</a>	The Pari Tukino (Gnarly gorge) section of the Kaituna River has been closed to recreational users from 1 May 2019 for 6 months due to significant danger risk to kayakers. Other options will be explored for improving safety in the area.	
Kaituna he taonga tuku iho – a treasure to be handed down (the Kaituna River Document)	The Kaituna River Document was prepared by Te Maru o Kaituna River Authority (the joint co-governance committee pursuant to treaty settlement legislation).	Change 5 to the Regional Policy Statement is being developed to recognise and provide for the Objectives and Desired Outcomes of the Kaituna River Document in planning documents. An Action Plan to implement the Kaituna River Document is also being developed.	Public notification of draft Change 5 is expected in 2019.
Natural Hazards	A natural hazards charter working group operates in the western Bay of Plenty with staff from WBOPDC, TCC and BOPRC.  Note there is some overlap with Climate Change (see below) in relation to sea level rise and coastal erosion.	Coastal erosion information has been released to affected landowners by WBOPDC and TCC, and public drop-in sessions held to support the community understand the information. Various studies are underway to quantify natural hazards in the SmartGrowth area. This includes tsunami inundation.	Sea level rise information to be released to affected landowners. Results of natural hazards studies will need to be incorporated into urban planning.
Climate Change	The BOPRC Long Term Plan 2018-2028 process considered climate change as a strategic issue. Council has also made commitments under the Local Government Leaders Climate Change Declaration.	Climate change response (Zero Carbon) Bill released on 28 May 2019. BOPRC draft Climate Change Action Plan is currently being developed. The Deep South Challenge is undertaking various studies around climate change risks. One study on withdrawal of insurance uses Tauranga as a case study. The results of the studies are due to be released in mid-2019.	Submissions on Climate Change Bill due 26 July. The amendment bill will do four key things: <ul style="list-style-type: none"> <li>• Set new greenhouse gas emission reduction targets.</li> <li>• Set a series of emissions budgets to act as stepping stones towards the long-term target.</li> <li>• Require the Government to develop and implement policies for climate change adaptation and mitigation.</li> <li>• Establish a new, independent Climate Change Commission to provide expert advice and monitoring to help keep</li> </ul>

Project / Work Programme	Previous Update (Key Matters)	Current Update (Key Matters)	Next Steps and Identified Risks
			<p>successive governments on track to meeting long-term goals.</p> <p>For adaptation, the bill is proposing the development of a framework for enhanced action on adaptation which will consist of:</p> <ul style="list-style-type: none"> <li>• A National Climate Change Risk Assessment, to improve our understanding of the climate risks that Aotearoa New Zealand faces</li> <li>• A National Adaptation Plan, which will outline the Government's approach to improving New Zealand's resilience to the effects of climate change</li> <li>• Monitoring and reporting against the National Adaptation Plan to ensure accountability.</li> </ul>
<b>Regional planning</b>			
Regional Policy Statement	Proposed Change 4 (Tauriko West Urban Limit) to the Regional Policy Statement was progressed under the Streamlined Planning Process and is completed.	Change 4 become operative on 30 October 2018.	Change 5 (Kaituna River) is being developed (refer to Kaituna he taonga tuku iho – a treasure to be handed down above).
Regional Coastal Environment Plan	There are two remaining appeals to be resolved (Matakana Island and Marine Spatial Planning), which are awaiting Court decisions. The remainder of Plan has been sent to the Minister of Conservation for approval to make operative.	Currently awaiting decisions from the Court and the Minister of Conservation.	The Regional Coastal Environment Plan will be made operative once decisions have been received.
Plan changes to Regional Natural Resources Plan (RNRP)	A number of region-wide changes to the RNRP are underway. Many of these affect the SmartGrowth area: PC 9 (Region-wide Water Quantity) PC 11 (Geothermal) PC 13 (Air) PC 14 (on-site effluent treatment systems)	PC 9 - pre-mediation meetings have been held with all appellants. Multi-party mediation meetings have commenced. PC 11 - Tauranga Geothermal Reservoir Model reviewed by GNS, engagement with iwi and community scheduled for later in 2019, aim to develop system management plan for Tauranga geothermal system by	Resolution of appeals on PC 9 and PC 13. Community consultation of Tauranga Geothermal in late 2019. Public notification for submissions of PC 14 in late 2019.

Project / Work Programme	Previous Update (Key Matters)	Current Update (Key Matters)	Next Steps and Identified Risks
	<p>PC 16 (Tauranga WMA) – refer to Freshwater Futures project</p> <p>Note PC 10 (Lake Rotorua nutrient management), 12 (Rangitāiki and Kaituna WMAs), 15 (Rotorua WMA) and 17 (Awatarariki Fanhead) are not applicable to the SmartGrowth area.</p>	<p>2020, will be co-ordinated with Freshwater Futures Tauranga Harbour project.</p> <p>PC 13 – appeals have been received and initial work done to assess the appeals prior to resolution processes.</p> <p>PC 14 - work progressing on developing the proposed plan change, which is expected to be publically notified late 2019.</p>	
Freshwater Futures (NPS Freshwater Management implementation)	<p>The two Water Management Areas (WMAs) of interest to SmartGrowth are:</p> <ul style="list-style-type: none"> <li>• Kaituna-Pongakawa-Waitahanui Water Management Area</li> <li>• Tauranga Harbour Water Management Area</li> </ul>	<p>Kaituna-Pongakawa-Waitahanui – the community groups met in March and were presented the key technical work about the health of the estuaries and lowland drainage network and extent of the issues. The community groups considered possible policy options to 'hold the line' and discussed the extent of change needed and potential ways to reduce nutrient loads reaching the estuaries.</p> <p>Tauranga Harbour – the project is in the early stages of collating information. Iwi engagement has also been initiated.</p>	The Government's Essential Freshwater and Three Waters policy programmes are being progressed. Public consultation documents are expected to be released in July/August 2019.
<b>Transport</b>			
Western Bay of Plenty Public Transport	New network began service in December 2018.	<p>The new network has been in place for 6 months. Service disruptions that were apparent in early 2019 have now largely been resolved.</p> <p>Welcome Bay free school bus trial started at the beginning of 2019.</p>	<p>Re-instated services are starting in July 2019 (bus routes 41, 36 and 71).</p> <p>Initial work on Phase 3 review of the Western Bay Public Transport Blueprint network has begun.</p> <p>Reviews of the Western Suburbs and Pāpāmoa/Mount buses will be largely complete in August 2019 allowing for consultation to occur between September to October 2019.</p>

Project / Work Programme	Previous Update (Key Matters)	Current Update (Key Matters)	Next Steps and Identified Risks
Regional Land Transport Plan	Bay of Plenty Regional Land Transport Plan approved by the Regional Council in June 2018 and submitted to NZTA. The Approved Plan and information can be found at <a href="https://cdn.boprc.govt.nz/media/760427/bay-of-plenty-regional-land-transport-plan-2018-web.pdf">https://cdn.boprc.govt.nz/media/760427/bay-of-plenty-regional-land-transport-plan-2018-web.pdf</a>	Bay of Plenty Passenger and Freight Rail Investigation draft report is underway.	Outcomes from UFTI project will need to be incorporated into the Regional Land Transport Plan.