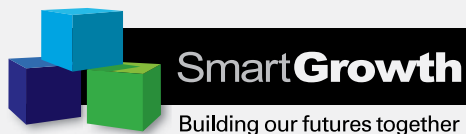



Proposed SmartGrowth **Future Development Strategy Summary**



Have your say by 5 November 2018
Find out more at www.smartgrowthbop.org.nz



**Ki te kahore he whakakitenga,
ka ngare te iwi.**

Without foresight or vision the
people will be lost

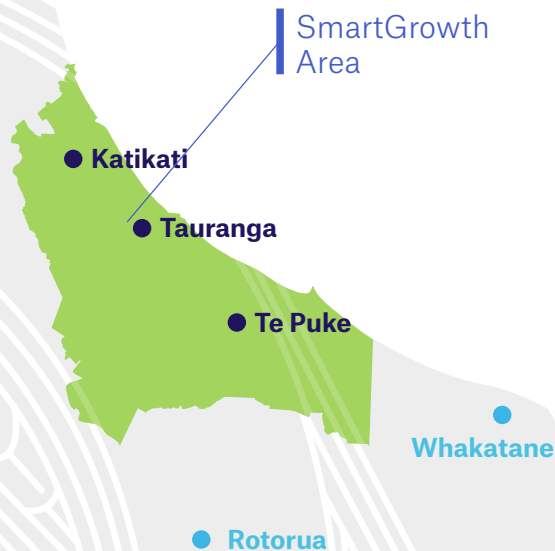


Understanding the strategy



Find out how to have your say at www.smartgrowthbop.org.nz
Hard copies of all documents and the submission form are available at Council receptions

All feedback is required by 5 November 2018



What is it?

The Future Development Strategy (FDS) aims to drive discussion and decision-making around expected population growth in the western Bay of Plenty. It identifies the big issues – things like housing, transport, employment, an aging demographic, cultural wellbeing, the environment – that we must collectively consider as our numbers swell over the next 30 years. Where and how will we house an extra 66,000 people? What kind of transport systems and infrastructure do we need? What options are on the table right now? How will we pay for it all? The FDS sets goals but also aims to spark discussion and debate, feedback and great ideas and will be reviewed every three years.

The Draft Tauranga Urban Strategy is being consulted on alongside the FDS and is integral to our overall plans for managing growth in the sub-region.

Who is behind it?

SmartGrowth unites the thinkers and planners who are working to ensure the best possible future for residents in our area. It places Tauranga City Council, Western Bay of Plenty District Council and Bay of Plenty Regional Council shoulder to shoulder with tangata whenua, community and business representatives and key government agencies. Our collective aim is sustainable, desirable, affordable living.

Why does it exist?

Councils in high growth areas are compelled by government to assess future housing and business needs and create a development strategy. Government requirements aside, it would be unthinkable to ignore the rapidly changing needs and demands of our community. Looking ahead, we face significant, ongoing projected population growth...and some likely growing pains.

Where is the geographic focus?

If you live – or hope to live – in the western Bay of Plenty, the FDS will interest you. We are considering the whole coastal strip between Waihi Beach and Pukehina, with particular focus on growth in and around Tauranga city.

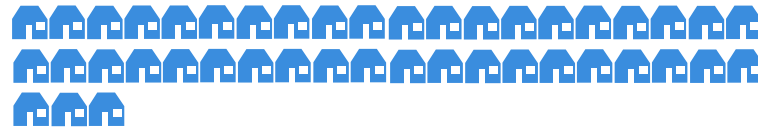
The Draft Tauranga Urban Strategy provides more detail on our proposal for a more compact urban form within the city boundaries.


When? Key dates.

While the FDS focusses on the next 30 years, it includes a series of fixed term goals such as opening up new housing areas and significantly increasing opportunities for more homes in the existing Tauranga city urban area over the next 10 years. Submissions on the Proposed FDS are invited between 5 October and 5 November 2018.


By 2048

We'll need
43,000
more homes



 = 1,000

and have a
population of
250,000

 = 1,000



30% of the population will be aged 70+
compared to 15% today



and home ownership
rates will drop,
while rental rates
dramatically
increase.



Where and how will we live?



Two key factors are expected to alter the urban face of Tauranga Moana:

- 1. More homes within the existing Tauranga city urban area, and**
- 2. Additional development of housing and services on the fringes of current urban areas.**

We need to find the right balance between building up (attached and multi-storey buildings) and building out (expanding into previously rural areas). See our proposed Urban Growth Areas map on the next page.

Immediate focus falls on the Te Papa peninsula, the area from Tauranga's central business district to Greerton. This part of the city is already zoned for additional housing and visitor accommodation, particularly around downtown Tauranga, so more

residents can easily walk to work, shop, play in the central city, as well as access sustainable transport. We will seek more opportunities to help the market deliver more central city homes, while improving the quality of living for existing and new residents in this part of the city. Longer term, a similar approach is anticipated in other urban centres across the city, where there are opportunities to enhance vibrant, connected and successful existing communities while creating a more compact city. See the Draft Tauranga Urban Strategy for more information.

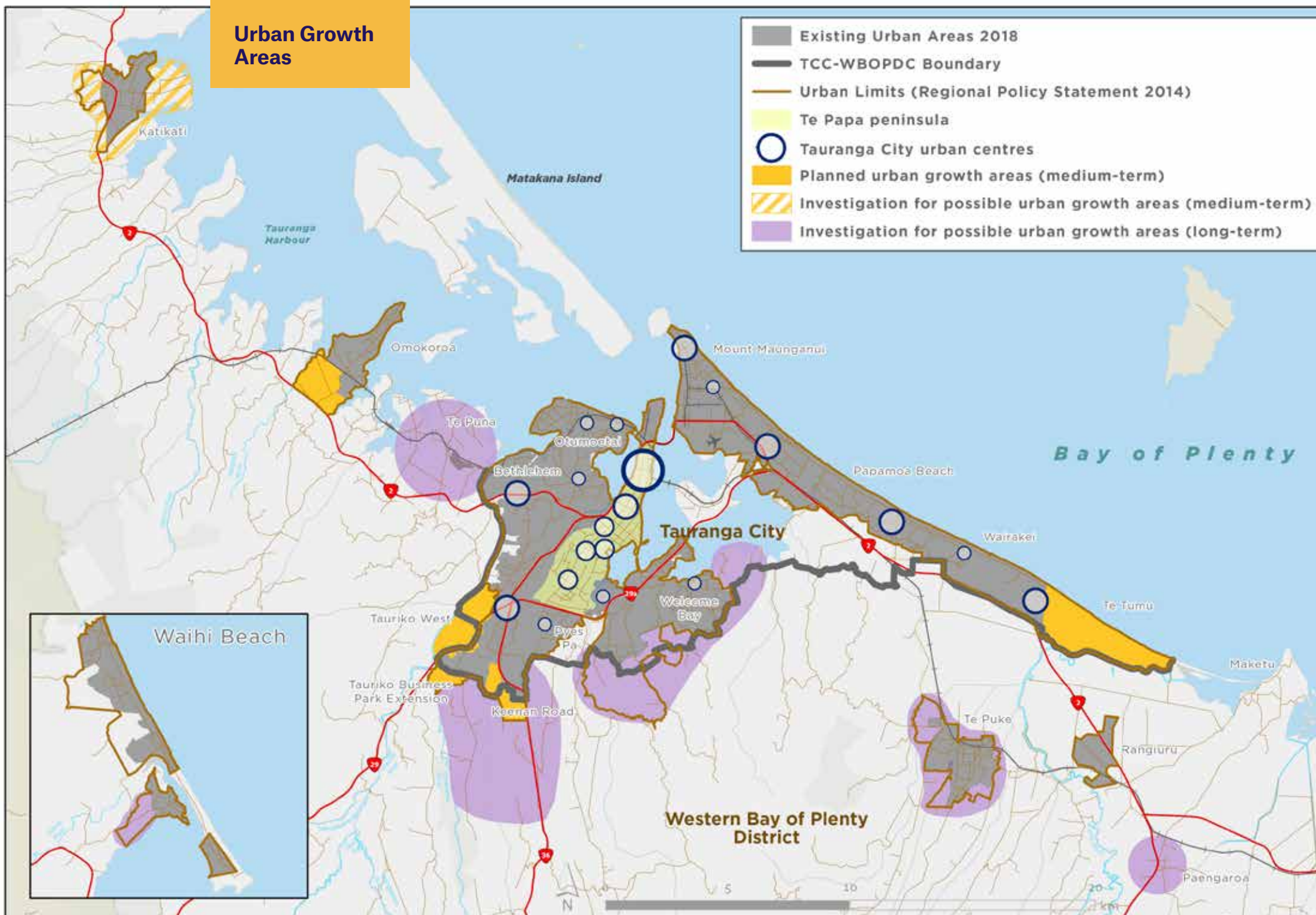
At the same time, rural land must be developed for new areas of housing and business. This needs to happen quickly to keep up with demand, rolling out over the next decade and beyond. Te Tumu, Tauriko West, and Omokoroa are the next major new growth areas proposed. In some cases, these new development areas would include new town

centres that provide additional employment, services and amenities. Further areas to the southwest of Tauranga will likely follow within the next ten years, including an extension to the Tauriko Business Estate for further industrial and employment development.

Further out – in terms of both time and geography – SmartGrowth has identified a host of potential greenfield development areas. Not all these areas will necessarily become urban areas but they need to be assessed in time to update the SmartGrowth settlement pattern in 2021. This document will confirm our best long term options for building new communities.

It is difficult to know exactly how this mix of urban and greenfields growth will unfold, so the councils will continue to monitor where and how development is occurring and respond as needed.

Urban Growth Areas





Tangata whenua perspectives and opportunities

About 22,000 hectares of multiply-owned, mostly-rural Māori land sit within the western Bay of Plenty, representing 11% of the total land area.

These areas present both challenges and opportunities for the land owners to provide housing for their whānau and economic development for their community.

Tangata whenua have a special relationship with their ancestral land and Māori land title carries a unique set of restrictions and protections designed to protect the land from alienation. These protections make development very challenging, alongside issues of accessing finance, multiple ownership and infrastructure provision. Urban Māori communities such as Whareroa, Maungatapu, Hairini, Judea, Bethlehem and Wairoa are severely constrained by land supply for papakāinga development.

These constraints present unique opportunities to have conversations regarding higher density redevelopment as a potential solution.

Treaty settlements can provide further opportunities for economic development, where settlement land is located in urban areas and development aligns with the aspirations of iwi/hapū. Some Māori land trusts are now investigating alternative development models and solutions such as partnership arrangements with other land trusts, iwi, government or the private sector. Ngā Pōtiki “Manawa” development estate in Wairakei is a 240 lot sub-division that sets aside 30% of the lots for Ngā Pōtiki beneficiaries.

Alongside aspirations for land development, tangata whenua are mindful of the need to balance their kaitiaki responsibilities to their culture, environment, and their communities.



Infrastructure constraints

Without doubt, more housing is urgently needed in the western Bay of Plenty. But so too is additional infrastructure.

We rely on infrastructure for the water we drink, the parks we play in and the way we travel to work. Sound infrastructure – effective drainage and water treatment plants, cycleways, libraries, hospitals, schools – enhances our quality of life. We also rely on telecommunications, electricity and gas networks as well as rail, port and airport links.

The fact is, our infrastructure is already struggling to keep up. As the population and its needs expand, so too does pressure on already under-strain facilities and services. Further housing development is dependent on investment and planning in several key infrastructure areas. These include transport, community facilities and the three waters (water supply, wastewater and stormwater services).



| Transport

Transport is the lifeblood of our community. It helps us reach work or school, socialise, connect with essential services and participate in activities. It strongly influences the shape of urban areas and the way we live our lives.

It is also the most complex and challenging form of infrastructure to integrate with urban growth. Rapid population growth is placing some parts of our transport network under considerable strain. Investment is needed to sustain further growth, maintain quality of life for current residents and avoid constraining business growth.

Simply building additional roads or bigger roads will not solve the problem on its own. As more people move into the already-congested, growing Tauranga city area, we need to walk and cycle more, utilise more public transport and certainly shift our historic dependence on private vehicle travel.

Car dependency creates issues around the liveability of the city. As roads become busier, biking and walking can become more difficult and more risky, which compounds the existing issues. Recent research also names transport as the single largest source of carbon dioxide emissions in Tauranga.

Tension exists between the current heavy reliance on new greenfields growth areas and a long term desire for a compact city with a focus on sustainable transport. However, SmartGrowth partner councils must continue to support planned development of rural land for housing and business for at least the next ten years.

This is because:

- There is immediate and pending need for more housing and business land

- Councils have already made substantial infrastructure investment in the next targeted greenfield areas
- Despite intensification opportunities in the central city area, uptake has been slow. Whilst this is starting to change, studies suggest that the market will not completely shift away from greenfield development in the short term.

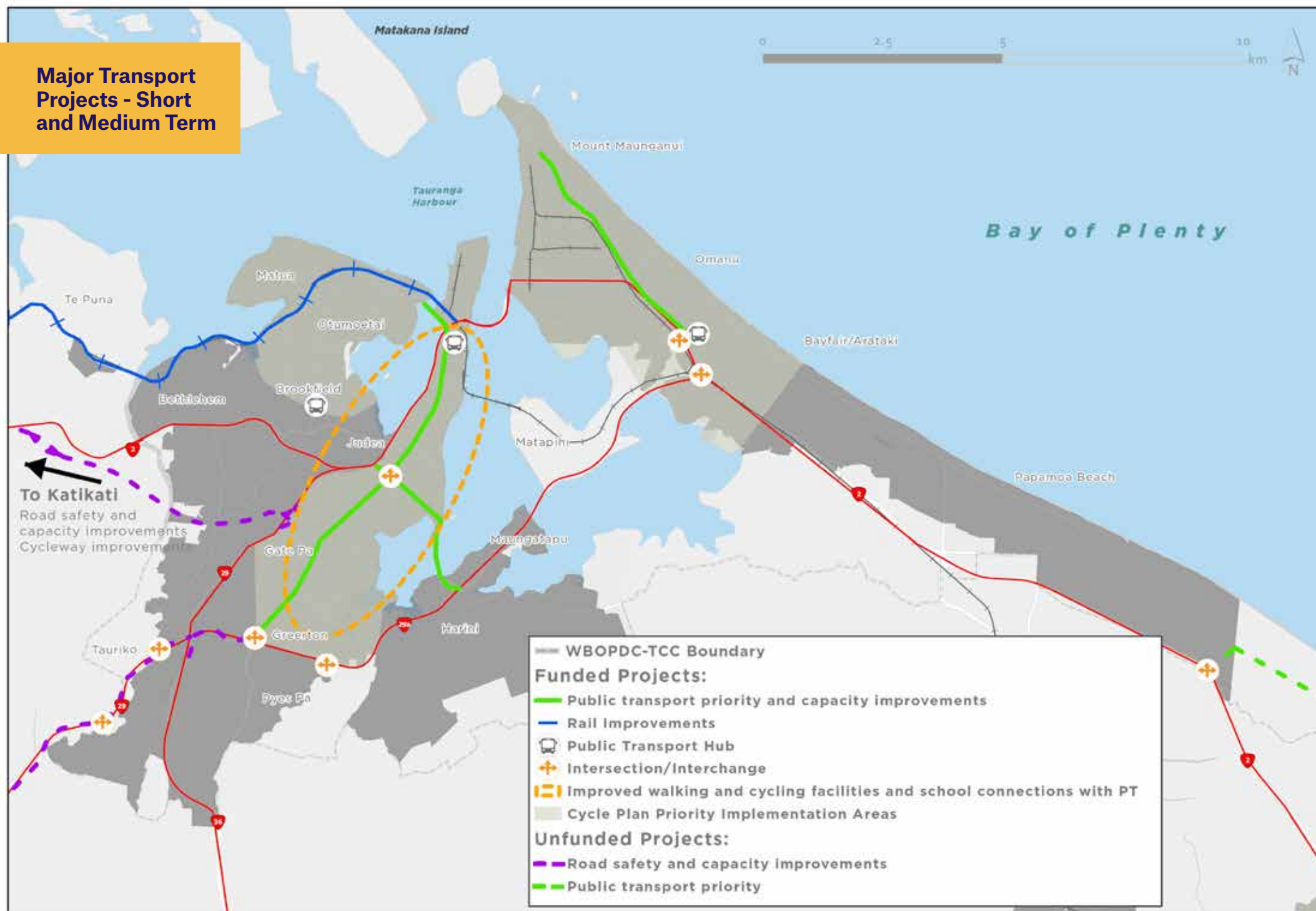
Therefore, key focuses of the Tauranga Transport Programme are (see map on the next page):

- Improved services in the existing Tauranga urban area
- Additional network capacity for growth areas to the north, west and east
- Investment in public and active transport, including priority lanes that support a rapid transit bus network
- A review of critical State Highway 2 and 29 projects in the western and northern corridors.

Over time, the choices people make around where and how they live and move around the city will be influenced by these efforts. The ultimate goal is more sustainable and compact urban living.

The sub-region is also in a situation where we do not have good alignment between the growth that is occurring in our sub-region and transport investment. A key focus going forward will be on getting a much better alignment and improved land use and transport integration. The SmartGrowth partners need to work more closely with the New Zealand Transport Agency and central government to find workable solutions for the sub-region. The recent Government announcements around the Urban Growth Agenda provides a good opportunity for us to address these issues.

Major Transport Projects - Short and Medium Term



| Three waters

Water supply, wastewater and stormwater services are critical to economic security and prosperity, health, safety, and environmental protection. They are 'lifeline utilities'.

The infrastructure needed to deliver these services is complex, expensive, and largely located underground, which makes it challenging to provide and maintain. Councils need to provide infrastructure for the 'three waters' to enable development but this is difficult in the western Bay of Plenty thanks to:

- ageing infrastructure needs replacement or upgrading
- higher community expectations and regulatory requirements
- climate change adaptation, emergencies and natural hazards
- seasonal demand peaks in specific locations.

Water supply and wastewater in particular require significant infrastructure to meet demand in existing and new developments.



Water supply

Construction has recently commenced on the Waiari water scheme near Te Puke. This will provide sufficient water supply capacity to meet the growth demand over the next 50+ years. In the Western Bay of Plenty District Council area, where secure new water bore sources and reservoirs are needed, upgrades to existing treatment plants and new or upgraded trunk mains will deliver water to both urban and rural areas.



Wastewater

In Tauranga, additional capacity is required for both network and treatment facilities. This includes the southern pipeline and an upgrade of the Te Maunga wastewater treatment facility and new outfall pipe. In the Western Bay of Plenty District Council area, extensive upgrades to the Katikati and Te Puke wastewater treatment facilities are proposed. Alternative wastewater treatment and disposal options are being studied to cater for long-term growth in Katikati.



Stormwater

Managing stormwater is a critical factor, especially given the increasing frequency and intensity of storm events and rising sea/ground water levels as a result of climate change. Controls are being introduced in the short term to better manage stormwater and flooding risk and ensure installation of sufficient, resilient infrastructure.

All of these projects help enable further development.





Community infrastructure

Access to community infrastructure - reserves, public toilets, libraries, playgrounds, sport and recreation facilities - undoubtedly supports and encourages wellbeing.

In the case of schools and healthcare, this kind of infrastructure meets some of our most basic and essential needs.

As our population expands, we will require upgrades to existing facilities and construction of new ones. Some are funded by council, some through developer contributions and a few attract central government funding.

Money has been set aside to create new parks and community facilities, and upgrade existing ones. The three largest new greenfield urban growth areas - Te Tumu, Tauriko West and Omokoroa - will require a host of community facilities to support growth and wellbeing.

Rapid population growth has already placed pressure on the schooling network. In the case of secondary schooling (years 7-13), local schools have used stop-gap measures to cope with increased demand while longer-term strategies are developed. Some students have to travel quite long distances to attend their nearest intermediate or secondary school, making them both victims of and contributors to traffic congestion. Councils will continue to work with the Ministry of Education to address the identified needs.

Will capacity meet demand?

In the short term, we have more than enough housing capacity to meet demand.

In the medium and long term, we do not. Planning for medium term greenfield growth areas (Te Tumu, Omokoroa, Tauriko West and Katikati) is significantly advanced but their success depends on a government partnership approach, especially around transport and schools. Longer term, a range of potential growth locations will be investigated and preferences confirmed through a review of the SmartGrowth settlement pattern in 2021.

Successful implementation of the Tauranga Urban Strategy will also be critical to enabling sufficient capacity in the existing urban areas in the medium and long term.



Short Term

2018 - 2021



Medium Term

2021 -2028



Long Term

2028 -2048

Funding - how do we pay for it

Planning and delivering infrastructure is expensive. Our territorial authorities are not the only ones facing hefty bills – many councils around New Zealand are struggling to meet the costs of addressing rapid growth.

Currently, councils must rely on borrowing, rates, cost cutting and user charges (including development contributions) to fund amenity and infrastructure projects.

In order to enable Te Tumu and Tauriko West to go ahead, Tauranga City Council must find more than \$100 million to pay for roads and water infrastructure. Longer term, other community infrastructure required for these areas is expected to cost at least twice that amount. Hundreds of millions more are also needed for city-wide upgrades to water supply, wastewater and stormwater infrastructure. Collectively, these projects bring Tauranga City Council to the brink of its borrowing capacity.

There is no quick solution.

Partnerships are one possible way forward. This is where at least two parties with shared goals can create new opportunities through the sharing of risk or access to additional sources of funding. We need more partnerships

and collaboration between local and central government, tangata whenua, community housing providers and the private development sector in the coming years.

SmartGrowth continues to seek partnerships with government and other partners to assist with the strategic funding of future amenity projects or growth and infrastructure delivery. Current government-led strategies include development of a KiwiBuild programme to deliver an additional 100,000 dwellings throughout New Zealand over a 10-year period.

Recently, community and social housing providers have been scaling up and seeking opportunities to build new affordable housing developments for vulnerable members of our communities. Similarly, tangata whenua are interested in economic development and the provision of affordable housing for their people, which may provide further opportunities for housing and business development partnerships.



Other considerations

Traditional planning mechanisms such as plan changes, targeted rates, and development contributions must all be considered to meet community needs.

New tools and mechanisms could also include strategic land acquisition, shared equity in new housing, urban development agencies, government-led development and much more. We may need to focus more on:

- affordable housing
- smaller and more compact forms of housing
- higher quality housing
- housing for specific sectors of the population, such as older people or those with disabilities
- more housing within and around commercial centres.

Recently, 'Special Housing Areas' have become a tool some councils have used to help fast-track housing developments. In 2014, Tauranga City and Western Bay of Plenty District Councils signed agreements that provided a more streamlined process to developers in specific circumstances.

Planning for change

Our rapidly-changing world is delivering emerging technologies in transport, communications and energy.

At the same time, huge changes are occurring socially, demographically and climatically. The accelerating speed of technological change will affect the way we travel and work, the way we build our homes and places of business, which in turn creates uncertainty for long term infrastructure projects.

Investment in the transport network is a good example. Electric self-driving vehicles could be well established within a decade so what level of uptake could we expect here? What will the growth of self-driving technologies and communal car use mean for our arterial roads and state highways?

The SmartGrowth partnership must be agile to respond to these kinds of shifts. Future versions of the FDS will need to consider emerging trends and make the most of opportunities associated with new technologies.



| In a nutshell

Managing growth is about far more than merely meeting a quota of capacity for new homes and businesses.

It is about getting the location, type and price of housing right and also ensuring that business capacity allows jobs, workers and customers to be well connected. All while ensuring our region's best qualities are retained and enhanced as we grow.

So we want to achieve as much growth as possible within existing Tauranga city boundaries, principally through higher housing densities around urban centres. This will reduce the need to travel and enable development of a high functioning transport system.


We will take all these factors into account and study those who are doing it well in New Zealand and around the world. Ongoing monitoring, fine-tuning and community engagement will be essential. So too are the partnerships that will help us achieve the outcomes outlined in the strategy and shape our future.



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

Seek out distant horizons,
and cherish those you attain





We want to know if you support our proposed approach to managing urban growth.

Find out how to have your say at
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form are available at Council receptions

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