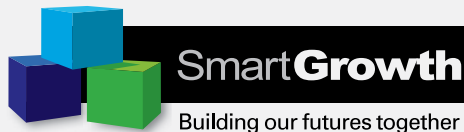


Proposed SmartGrowth Future Development Strategy **Appendices**



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

Contents

Appendix 1 Draft Sub-regional Transport Statement

Congestion and Demand	5
Land Use and Urban Form	5
Accessibility	5
Transport Scoping	7
Draft Vision	8
Draft Objectives	8
Critical Success Factors	10
Strategic Context	12

Appendix 2 Planned Urban Growth Areas

Te Tumu	16
Tauriko West	19
Omokoroa	23
Katikati	26
Rangioru Business Estate	29
Te Puna Business Park	31
Keenan Road	33
Tauriko Business Estate Extension	35

Appendix 3 Scope of Investigation of Possible Urban Growth Areas

Introduction and Context	39
What is our current situation?	39
How early do we need to commence preparing the next generation of urban growth areas?	39
Will the Tauranga Urban Strategy remove the need for more greenfield urban growth areas in the long term?	39
How did we decide on the new urban growth areas we are releasing in the medium term?	41
What decisions have we already made about long term growth areas?	41
What work is left to do to confirm the preferred long term growth areas?	41
What happens once the SmartGrowth settlement pattern review has been completed?	41

Relationship of long term urban growth areas assessment of Future Development Strategy	42
What work is involved in assessing long term growth areas?	43
City/Sub-regional dynamics	44
Northern Corridor	47
Eastern Corridor	48
Southern Corridor	49
Western Corridor	50
Central Corridor	51
Conclusion	52

Appendix 4 Summary of Engagement

Appendix 5 Environmental Constraints Maps

Appendix 6 Wastewater and Water Supply Maps

Appendix 7 Community Infrastructure Maps

Appendix 1

Draft Sub-regional Transport Statement



Draft Sub-regional Transport Statement

The western Bay of Plenty sub-region has grown significantly over the past 50 years.

The sub-region is one of the fastest growth areas in New Zealand and Tauranga is the country's 5th largest city. The population of the western Bay of Plenty is expected to reach 248,000 people in the next 30 years with around 43,000 new homes required and 37,000 new jobs. All of this growth over a relatively short timeframe is putting increased pressure on the sub-region's transport system affecting peoples and businesses ability to access opportunities affordably, reliably or safely. We need to plan for this growth in an integrated way in order to protect our lifestyle; otherwise traffic congestion will significantly affect the economy, liveability and the environment. Technological changes in transport are happening fast and future-proofing our planning is vital. Our population is ageing, and this has implications for the type of transport we need. The Port of Tauranga is particularly important in terms of the efficient transportation of export goods and therefore access to the port (both road and rail) is vital to the national economy.

It is imperative that the western Bay of Plenty keeps abreast of this growth and that a transport system is in place which supports our communities to remain great places to live, learn, work and play. Spatial planning is key to managing our future growth and we have the SmartGrowth Strategy in place which provides a spatial approach that is integrated with the four well-beings – economic, social, cultural and environmental. This includes a strong focus on achieving a more compact urban form along with multimodal options. Our land use and transport relationship has always been an iterative one and we will continue to monitor, update and refine our settlement pattern and our transport system to ensure we are achieving the right outcomes.

Our location in the Upper North Island and our relationship with Auckland and the Waikato is critical. There is significant population and economic growth forecast for the urban areas of the Upper North Island, and the road and rail connections between these centres form the country's most significant freight corridor. The performance of our rural and urban transport systems play an important role here as this affects the overall efficiency of inter-regional journeys. The efficient movement of freight to and from the Port of Tauranga through the State Highway network (in particular SH29 and SH2) and through the Tauranga urban area is vital to the region's productivity and competitiveness. The Port of Tauranga is the largest port in the country in terms of total cargo volume and provides an important international connection for our goods. Other industries are also heavily reliant on a well-functioning transport system.

Daily traffic has increased by around 8% per annum in Tauranga city, and by an average of more than 8% in the wider Bay of Plenty over the past two years. The cumulative effect of the western Bay of Plenty's growth is having a substantial impact on our communities and the transport system. The transport system is key to supporting and enabling good urban development, improving housing affordability, growing the economy and achieving positive environmental outcomes. There is a real and urgent need to address the escalating transportation issues in the western Bay of Plenty sub-region that are impacting on resident's quality of life. Our quality of life is what people value the most in our region. We need a transport system that keeps up with our growing needs and one that recognises that we live in a mixed rural and urban sub-region which requires different transport solutions depending on the context. There is a growing realisation that we will never be able to afford, or have the road corridor space, to build our way out of the current



traffic predicament. It is imperative that we achieve a good level of modal shift otherwise congestion at peak times will continue to worsen and last for much longer.

We face a number of transport challenges including:

Congestion and Demand

- High car dependence and a lack of travel choice resulting in limited and deteriorating access and affordability for people and business
- Congestion at peak times and on key corridors making it difficult to move around the sub-region at certain times, reducing efficient access to and from the Port and increasing costs for businesses
- Lack of an effective public transport system at present given that this takes time and has a significant cost

- Seasonal transport demand for the kiwifruit sector and for the summer holiday period
- Increased transport costs for export goods
- Environmental impacts and a need to address issues such as climate change
- Funding certainty and affordability of investments required to enable a growing sub-region

Land Use and Urban Form

- Our historical urban form – a polycentric sub-region where the focus has been on converting rural land for urban development. A multimodal transport system requires a more compact urban form with areas of intensification around town centres. There is an intent to move to a more compact urban form through the Tauranga Urban Strategy and transport has an important role to play in this but this brings particular challenges in a provincial city and will be dependent on intensification uptake.
- The topography of the sub-region and the fact that we are partly surrounded by water which limits transport corridor options, especially cross harbour connections where SH2 and SH29A are the only cross harbour routes for vehicles.
- The mixed sub-regional development pattern of city urban, lifestyle, rural towns, horticultural and rural settlement resulting in daily commutes to and from and within the city.
- Central Government investment priorities not always aligning with land use e.g. lack of a secondary school in Omokoroa and Welcome Bay causes significant commuter demand.

Accessibility

- Maintaining efficient access to and from the Port of Tauranga from an international, national, regional, sub-regional and local perspective.
- A limited number of key nationally and regionally strategic roads leading into the City. State highways 2 and 29 are congested and lack resilience.

Our settlement pattern, through the SmartGrowth spatial plan, has been designed to have a strong relationship with a transport system approach. Successful implementation of the SmartGrowth Strategy's Settlement Pattern, new urban growth projects and other strategies now in development are heavily reliant on improvements to the transport system. Transport is essential for enabling housing development, improving safety, supporting regional growth and economic development (eg tourism) as well as community access and



liveability. It allows communities to have access to essential services such as health, education and employment opportunities. Ensuring that transport infrastructure and services are delivered in a timely manner is a key part of implementing the agreed SmartGrowth Settlement Pattern. Future reviews of the settlement patterns will also consider the transport system that will deliver the most effective and sustainable approach. SmartGrowth will continue to monitor future growth rates in such a manner that transport investment thresholds can be anticipated.

Going forward, we want a balanced transport system that provides choices and preserves easy and safe access for our people, communities and businesses. We want to create liveable places and protect our quality of life. We need to ensure ongoing access to and from the thriving and nationally important Port of Tauranga as freight traffic increases. Balancing those objectives needs strong leadership and vision. Business as usual and doing things the way we have always done them is not going to be enough. We want to carve out a new approach for our sub-region which will help to facilitate access, improve safety, achieve better environmental outcomes and better value for money.

Our aspirations include:

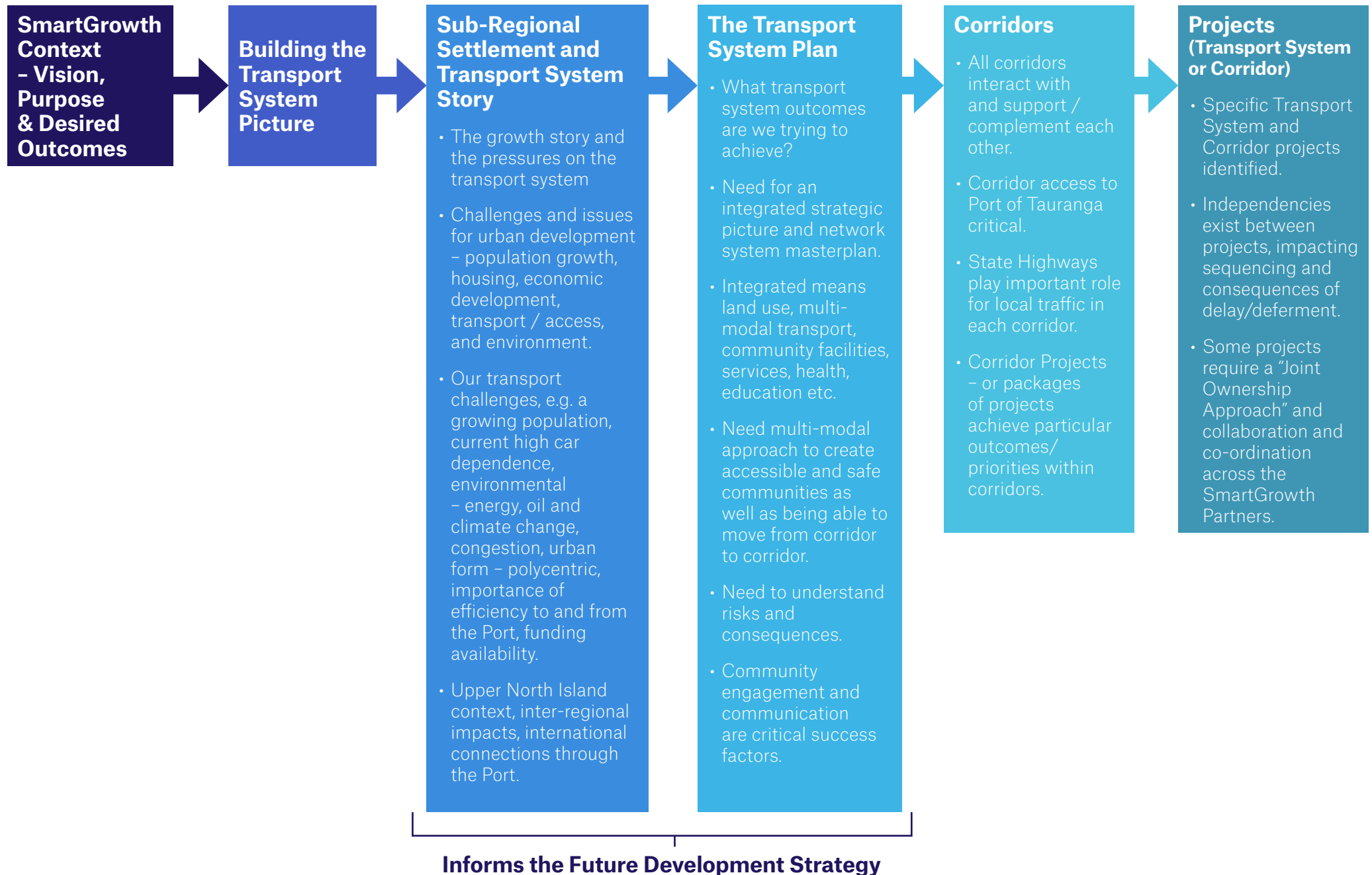
- Timely transport that is resilient and supports our settlement pattern by providing access and transport system choice preferably ahead of demand as this will greatly enhance the mode shift which is required. Alternative travel modes need to provide a safe, reliable, convenient and cost effective option to encourage users to shift to those modes.
- A well connected sub-region through the use of vastly improved cycleway and public transport networks, including future proofing multimodal options
- Greatly improved levels of service for public transport and cycling as these are key alternative modes.
- Facilitating and enabling a more compact urban form in order to support multimodal transport
- A sub-region of connected communities where people can meet most of their daily needs (e.g. shops, childcare and schools, parks, healthcare and public transport) within a short walk, cycle or public transport trip
- Prioritising freight efficiency to and from the Port (our international connection) and between our neighbouring regions

- Strengthened national and regional roads to improve safety, access and transport choices as well as improving productivity
- A transport system that responds to both the urban and rural requirements for safe and efficient access
- A flexible and adaptable transport system
- Finding innovative funding solutions

An important part of achieving a balanced transport system for the sub-region will be successfully partnering with Government in a way that both local and national outcomes can be achieved. The sub-region will look to become a trial site for the Government's Urban Growth Agenda initiatives and other opportunities.

We want to take a consistent approach across the sub-region and for all partners to act together and advocate for the same transport outcomes. Achieving our aspirations may mean some initial pain, for example loss of parking to make space for alternative modes. However, we need to be bold if we want to achieve better outcomes for our sub-region. It is important that we educate and take people with us so that they understand that there may be short term difficulties in order to get longer term gains.

Transport Scoping



Draft Vision

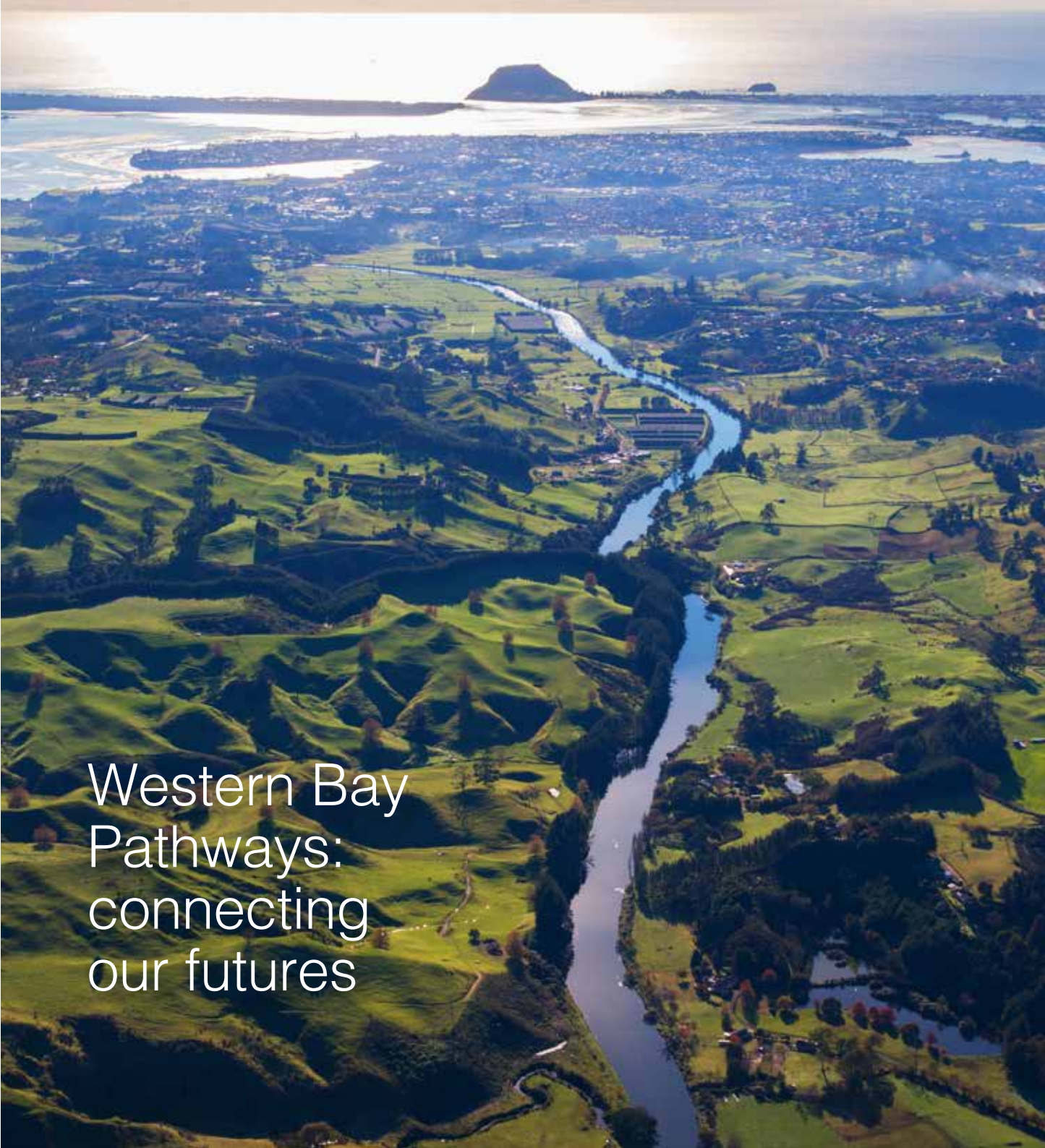
“Western Bay Pathways: connecting our futures”

This vision illustrates the need to look forwards, acknowledging that our futures, as organisations and as individuals, will be shaped by an integrated transport and land use system. It speaks to the ever increasing connections that are being made through technology that didn’t exist a generation ago and how the strategy will need to enable and improve connections through traditional, integrated land use planning, and other means. “Connecting our futures” is a commitment from SmartGrowth partners to work together to make the most of the opportunities in front of us.

Draft Objectives

Agreed objectives will shape the future of the transport system in the sub-region. They will direct what we invest in and how we will change the shape of our transport system to deliver the Future Development Strategy and Tauranga Urban Strategy. The following objectives have been developed to reflect the four well beings: social, environmental, cultural and economic. Following consideration of feedback on the Proposed Future Development Strategy and the release of final decisions on the key transport projects across the sub-region, we will revise the draft vision and objectives.

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



Western Bay
Pathways:
connecting
our futures

Protect our people

1. **Objective Outcome: Eliminate road fatalities and reduce serious injuries** – The right transport infrastructure, policies and environments need to be provided so that all modes of transport are safe from harm so that our communities do not fear for the safety of friends and family.
2. **Objective Outcome: Increase activity levels of people** – The average New Zealander walks for 53 minutes a week with the recommended level for maintaining good health is 30 minutes of exercise every day. This has significant adverse health implications for people. Our urban areas will encourage people to be active through their incidental activities, with less reliance on motor vehicles and incentives for more walking and cycling.

Protect our environment

3. **Objective Outcome: Increase urban density to support the Tauranga Urban Strategy** – Greater intensity of land use reduces the amount of land required for greenfield development and is key to reducing environmental impacts. From a transport perspective it reduces the distances people need to travel for work, education and recreation opportunities and enables high frequency public transport services. This objective supports delivery of the Future Development Strategy.
4. **Objective Outcome: Carbon Reduction** – While greenhouse gas emissions and climate change have cumulative effects on a global scale, there is also a need to manage local effects of land transport. During 2015/16 the transport sector was responsible for 63% of all carbon emissions in Tauranga City. The SmartGrowth partner councils have signed the New Zealand Local Government Leader's Climate Change Declaration 2017, which includes commitments to reduce greenhouse gas emissions in the transport sector.

Enable our economy

5. **Objective Outcome: Increase GDP ahead of national average** – The sub-region has generally performed above the national average in annual GDP growth but will require significant improvements to the transport system if this is to continue. Increased economic performance is an outcome of multiple transport objectives such as reliable and efficient travel times for people, and a safe transport network that contributes to the attractiveness of our city as a place to live and do business.
6. **Objective Outcome: Provide reliable travel times** – Congestion imposes a cost on businesses that reduces profitability and efficiency of supply chains, meaning less investment in productive assets and higher costs for everyone. Our transport system needs to recognise these costs and provide a reliable network for high value trips so that everyone benefits.
7. **Objective Outcome: Be resilient to natural hazards and disruptions** – Natural disasters, crashes, climate change and sea level rise cause significant disruption to the transport system that has often catastrophic impacts on businesses and people's lives. Managing our transport assets to reduce the risk and severity of these disruptions is a priority.

Enable our people

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



Critical success Factors

Funding and affordability

A lack of funding and funding certainty for transport infrastructure in the sub-region can be a significant barrier to delivering urban growth areas. The SmartGrowth partners have developed a series of programme businesses cases that include projects that can meet the transport requirements to allow continued economic and housing growth in the sub-region. There has been significant input from the communities that they serve.

The removal or low prioritisation of National Land Transport Fund (NLTF) funding for the delivery of identified projects now requires SmartGrowth partners to reassess the sub-region's ability to cater for urban growth whilst simultaneously seeking other funding sources and reframing projects. The ability to deliver certainty to developers and existing and future residents is severely compromised while this is ongoing.

Alternative funding mechanisms

The SmartGrowth partners support the investigation of additional revenue sources such as

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

Through these mechanisms, and by advocating for additional funding from the NLTF, SmartGrowth partners will be able to deliver better transport outcomes for residents and businesses. The current reliance on private motor vehicles and the State Highway network has arisen largely because these costs are not carried by local government and have provided an essentially "free" service that has never adequately valued the non-monetary costs of doing so. Providing councils with new revenue sources and additional access to funding will make sustainable transport options more affordable for the sub-region and is seen as an essential part of delivering transport infrastructure that isn't reliant on private motor vehicles.

Streamlined governance, planning process and leadership

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

The SmartGrowth partners are currently undertaking a comprehensive review of the sub-regional transport system, including stocktake of the current transport approach and programmes and how these are planned and delivered, to identify any gaps. This will assist in securing agreement on the priorities and arrangements for delivery of transport in the Western Bay.

Encouraging behaviour change

There is clear evidence that supports investment in public transport and active modes as opposed to building road capacity in order to build sustainable, functional cities. The single biggest hurdle in is achieving mode shift, i.e. enabling and encouraging reduced car use in favour of alternatives.

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

Integrated transport planning

Transport investment in the right modes and locations is unlikely to produce good outcomes on its own unless these investments are supported through implementation of the Future Development Strategy.

Structure planning for planned greenfield areas needs to provide for trip containment and ensure that active modes and public transport can work effectively around land use. This means providing the right employment, recreational opportunities and services with local areas that can be accessed actively and supported with quality public transport.

The Tauranga Urban Strategy will enable more higher land use densities and provision of efficient public transport while increasing public amenity and providing better options for walking and cycling. For future greenfield areas, integrating structure plans with transport planning processes is critical.

‘Tauriko for Tomorrow’ provides an example of how this can be achieved collaboratively between SmartGrowth partners in a greenfield context. It also highlights that such planned greenfield growth

areas cannot proceed without commitment to delivery of the required transport infrastructure.

Aligning with tangata whenua ambition

Tangata whenua exercise kaitiaki for the environment, seeking to ensure the social, cultural, economic well-being of current and future generations. Tangata whenua decision makers are currently building capacity amongst their people to assist with the management of assets and there are significant opportunities for SmartGrowth partners to work with tangata whenua to ensure that their ambitions are recognized and enabled within transport and land use decision making processes. Future Treaty settlements may further increase iwi investment in the sub-region.

Technological innovation

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

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

The 2007 Bay of Plenty Rail Strategy identified opportunities to make better use of the rail infrastructure within the Bay of Plenty to improve transport efficiency for freight and passengers. Rail provides an opportunity for the sub-region to

respond to the growing pressure to provide higher volumes of transport at lower carbon intensities while opening up new opportunities for land use development. Further investigations are required to better understand the costs and opportunities of enhancing the rail network and in particular how rail might support new land use patterns by opening up new areas of development or by increasing housing and employment density in existing areas.

Rapid transit

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

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

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

Off-Road freight movements

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

Strategic Context

Alignment with Central Government direction

The Government Policy Statement on Land Transport (GPS) sets out priorities and objectives for investing in the transport system.

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

The table (right) indicates the alignment between this draft sub-regional transport statement, the GPS, and the Regional Land Transport Plan (RLTP).

Affordability of the transport system is identified through the GPS and RLTP as objectives. Affordability must be part of all sub-regional transport objectives.

Themes have been included in the GPS. The

themes influence how the priorities should be delivered to ensure the best transport solutions for New Zealand are achieved.

The themes for GPS 2018 are:

- a mode-neutral approach to transport planning and investment decisions
- incorporating technology and innovation into the design and delivery of land transport investment
- integrating land use and transport planning and delivery

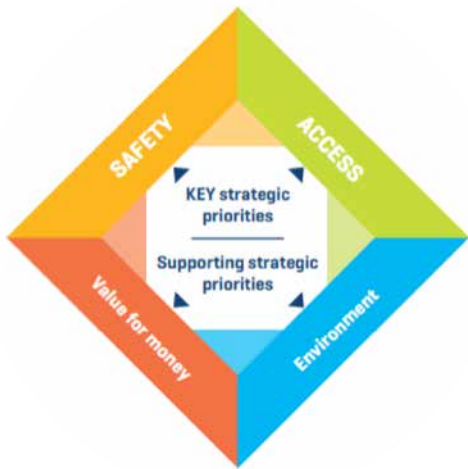
Whilst these themes are appropriate at the national level they may not be entirely appropriate for a sub-regional strategy.

The integration of land use and transport planning is integral to growth management and is incorporated within the draft objectives and outcomes above of the Future Development Strategy.

Mode-neutrality may not always be achievable given existing car dependency, but more emphasis is required on encouraging use of public transport, walking, and cycling. This is supported within the GPS where it is noted “mode neutrality will involve giving some modes greater funding priority due to past under investment”. The themes of our future sub-regional transport strategy will be focused towards delivering public transport and incentivising active modes for people movement.

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

Strategic Priorities and Objectives of the Government Policy Statement on Land Transport

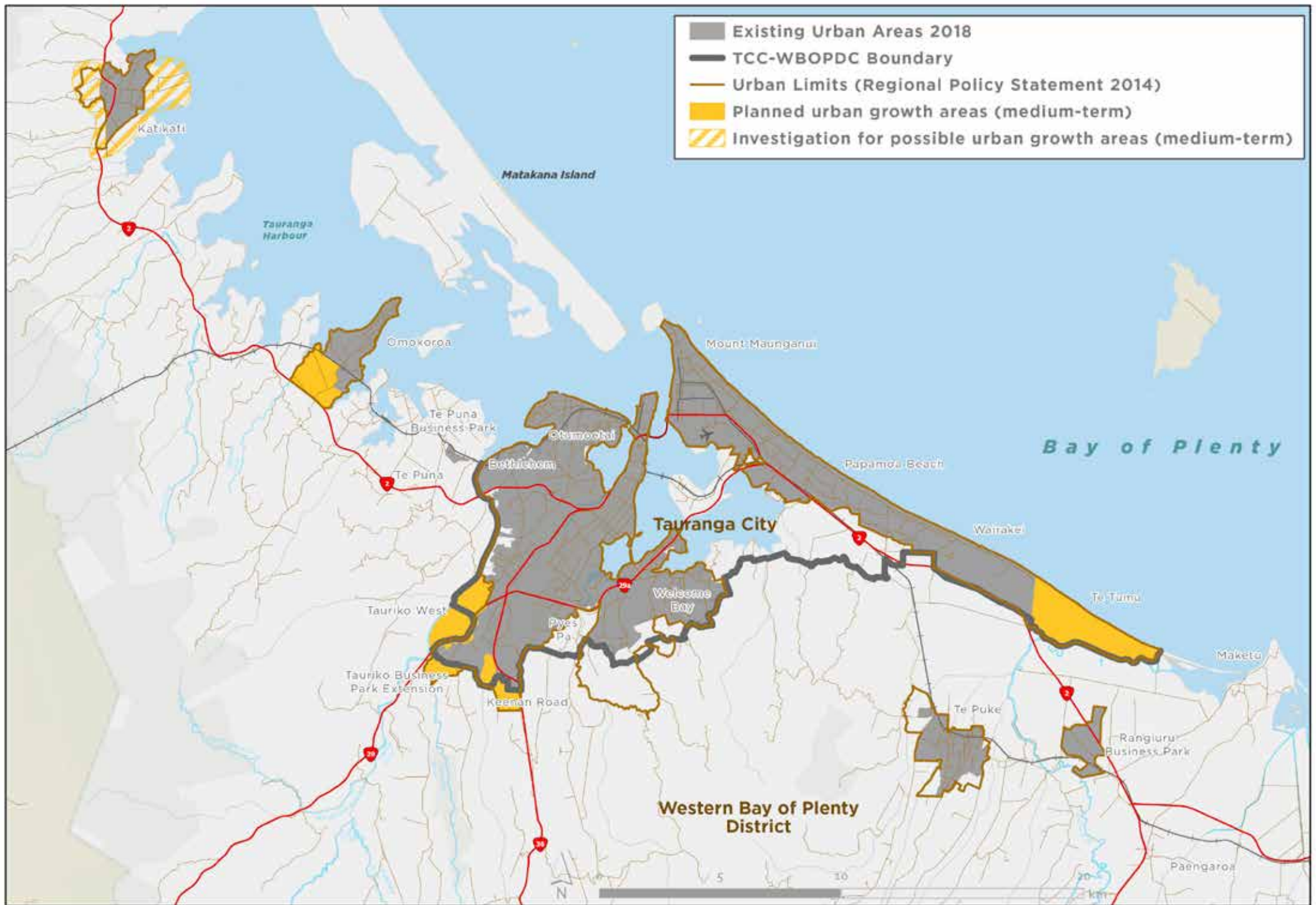













	Sub-Regional objectives	GPS objectives	RLTP objectives
Sustainable	Protect our People (social)	Environment	Sustainability, energy efficiency
	Protect our Environment (environmental)	Safety	Public health, safety
Growth	Enable our economy (economic)	Access	Economic performance
	Enable our people (cultural, social)	Access	














| Appendix 2

Planned Urban Growth Areas



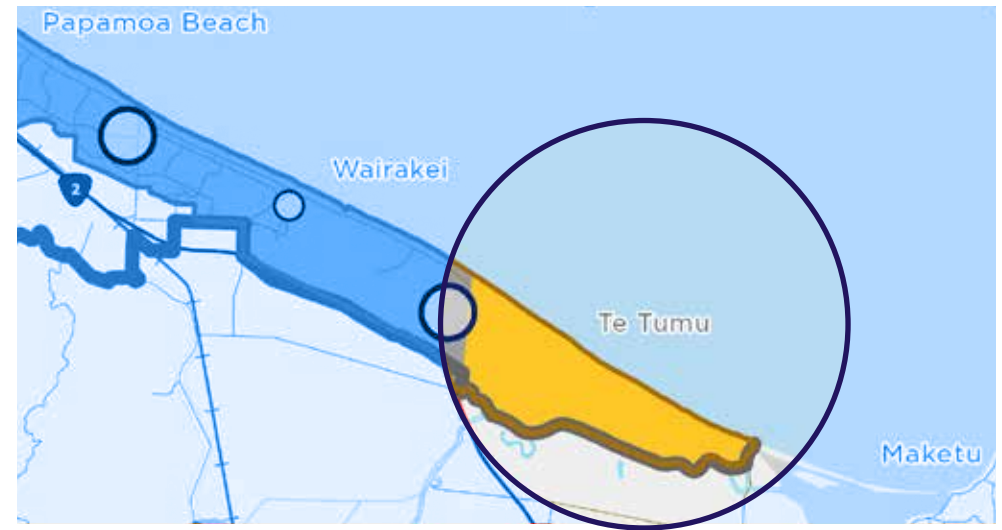
	Structure Planning
	RMA Plan Change to Regional Policy Statement
	RMA Plan Change to Tauranga City Plan
	RMA Plan Change to Western Bay of Plenty District Plan
	LGA Territorial Boundary Adjustment
	'Shovel-Ready' Development Capacity Enabled
	Confirm Spatial Extent
	Council Wastewater Network infrastructure
	Council Water Network infrastructure
	Council Stormwater Network infrastructure
	Transport System Infrastructure

	Public Transport facilities
	New Town Centre
	Electricity
	Primary School
	Secondary School
	Aquatic Facility
	Indoor Sports Facility
	Destination Playground
	Community Centre
	Library
	Active Reserve

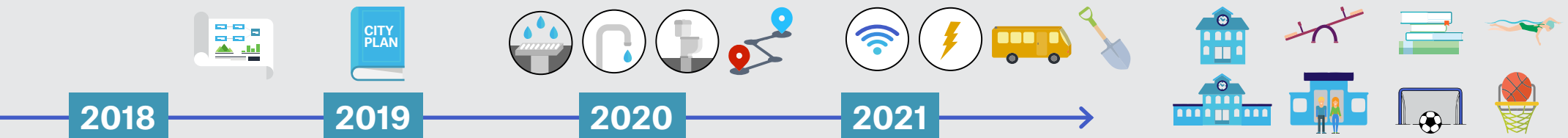
Te Tumu

Key Stats

Land Area:	Approx. 744ha
Developable Area:	Approx. 483ha
Estimated Dwelling Yield:	7,700
Estimated Net Density of Dwellings:	Overall 22 dwellings per hectare
Estimated Business Land to be zoned:	60ha
Development Ready:	2021




Summary Timeline of Critical Infrastructure




Highlights

- A coastal community offering exciting new amenities such as sportsfields, sports facilities, and a connected walking and cycling network alongside employment opportunities and increased housing choices.
- Essential infrastructure for transport and waters infrastructure needs to pass through multiply-owned Māori land to reach the development area. This creates a timing risk subject to a Māori Land Court process currently underway.
- Resilient to natural hazards such as flooding, tsunami and earthquake (liquefaction/lateral spread).
- Connected to the TEL through a new state highway interchange (Papamoa East Interchange), creating access to both the City and the rest of the Bay of Plenty supported through a range of multi modal travel options within Te Tumu, and connecting to Tauranga City.

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

Council Infrastructure - Growth Area					
Infrastructure Element		Estimated Cost	Year of Delivery	Funding Source	Risk Profile
	Water infrastructure to development area	Te Okuroa Drive Water Mains \$2.2 million Bell Road \$12.1 million	2018-2021 2024-2025	2018-28 Long Term Plan	Medium
	Wastewater infrastructure to development area	Te Tumu Rising Main \$3.7 million Upgrades to Existing Infrastructure \$14.8 million	2019-2021 2021-2023	2018-28 Long Term Plan (and partial Housing Infrastructure Fund)	Medium
	Transport system infrastructure required in the growth area	Papamoa East Interchange \$19.5 million Te Okuroa Drive \$5.4 million Main Road (from Te Okuroa Drive to PEI) \$3.3 million	2021	Housing Infrastructure Fund*	Medium
	Stormwater infrastructure required in the growth area	Pond G - \$5.4 million Kaituna Overflow - \$11.7 million	2021	Housing Infrastructure Fund*	Low

*Potential for FAR Subsidy from NZTA to assist in funding this project

Council Infrastructure - Growth Area				
Infrastructure Element	Estimated Cost	Year of Delivery	Funding Source	Risk Profile
 Destination Playground	\$1million	2027	2018-28 Long Term Plan	Medium
 Active Reserve	Land Purchase - \$20 million Development - \$16 million	Land Purchase - 2020 Development - 2025-28	2018-28 Long Term Plan	Medium
 Indoor Sports Facility	Land Purchase - \$1.2 million Development - \$6.4 million	Land Purchase - 2019 Development - 2027/2028	2018-28 Long Term Plan	Medium
 Indoor Pool	Land Purchase - \$2 million Development - \$14 million	Land Purchase - 2019 Development - 2027/2028	2018-28 Long Term Plan	Medium
 Community Centre	Land purchase - \$2 million Development - \$4 million	Land Purchase - 2019 Development - 2025	2018-28 Long Term Plan	Medium
 Library	Land Purchase - \$1.7 million Development - \$6.1 million	Land Purchase - 2019 Development - 2025	2018-28 Long Term Plan	Medium

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

Tauriko West

Key Stats

Land Area: Approx. **388ha**

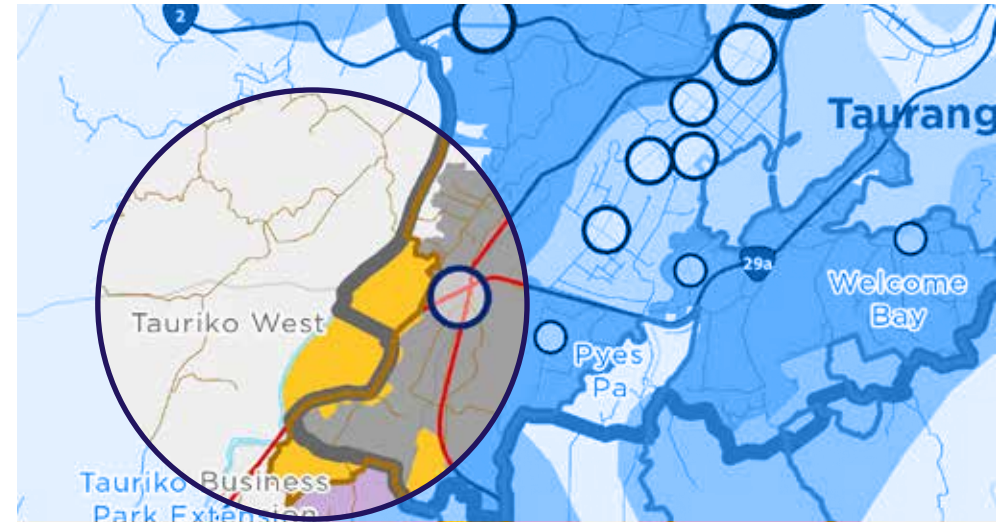
Developable Area: Approx. **220ha**

Estimated Dwelling Yield: **3,000+**

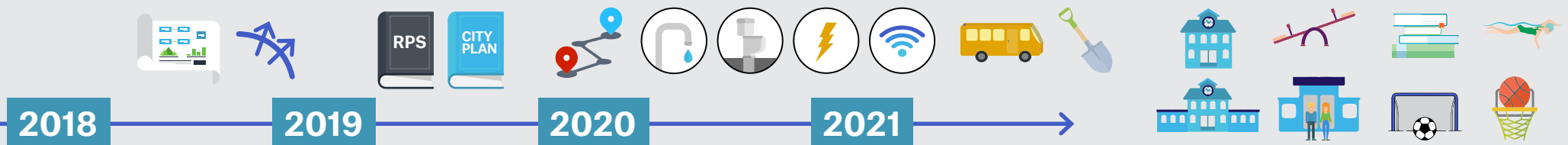
Estimated Net Density of Dwellings: Overall **17-20** dwellings per hectare

Estimated Business Land to be zoned: **15ha**

Development Ready: **2021**



Summary Timeline of Critical Infrastructure



Highlights

- The vision for Tauriko West is to create a thriving community for locals to live, learn and play within. With amenities that include schooling, parks, reserves, neighbourhood shopping and connections to the Wairoa River through a recreated river edge.
- The Tauriko West growth area is currently located partly within Tauranga City and partly within Western Bay of Plenty District. In order for the area to be served by Tauranga City network infrastructure, a territorial boundary adjustment is required to bring the growth area fully within Tauranga City Council;
- The Tauriko West area requires coordinating transport network improvements to provide multi-modal access, including an interim access solution to State Highway 29 prior to a comprehensive upgrade of the corridor;
- The critical risk factor for this growth area is that the timing of the necessary planning and investment in State Highway 29;
- Community infrastructure supporting the growth area will in some cases be required within the growth area itself, e.g. primary school, and in some cases may be within the wider western corridor catchment, e.g. indoor sports facility.

Timeline Planning Process				
2018	2018-19	2018-19	2018-19	2019 -2021
Plan Change to Bay of Plenty Regional Policy Statement The Tauriko West area is not within the existing urban limits of the Regional Policy Statement. A plan change is required to bring the area within the urban limits in accordance with Schedule 1 of the Resource Management Act.	Territorial Boundary Adjustment As the areas will be served by Tauranga City infrastructure networks the area will be brought into the Tauranga City Council by way of territorial boundary adjustment through a process under the Local Government Act.	Designation for State Highway 29 Corridor Upgrade The Transport Agency and Tauranga City Council are collaboratively completing the detailed business case for the corridor and will then designate land required for long term improvements.	Development of Structure Plan This work has been underway since 2017 and will be completed in 2018. This will determine the broad layout for land use in the growth area and required connections to wider infrastructure networks, including infrastructure corridors, funding of infrastructure (including social infrastructure).	Plan Change to Tauranga City Plan A plan change to change the zoning from Future Urban to appropriate zoning to allow urban development to occur. Delivery of infrastructure (roading and 3 waters) to the boundary of the growth area. Internal growth area civil works (developer led)

Council Infrastructure - Growth Area				
Infrastructure Element	Estimated Cost	Year of Delivery	Funding Source	Risk Profile
 Water infrastructure to growth area boundary	\$2.4 million	2021 onwards	N/A	Low
 Wastewater infrastructure to growth area boundary	\$2.7 million	2021 onwards	2018-28 Long Term Plan	Low
 Transport system infrastructure in the growth area	\$3.5 million	2021 onwards	2018-28 Long Term Plan	Low
 Stormwater infrastructure required in the growth area	Developer provided	2021 onwards	2018-28 Long Term Plan	Low

Council Infrastructure - Growth Area				
Infrastructure Element	Estimated Cost	Year of Delivery	Funding Source	Risk Profile
Reserve Development	\$9.1 million	2027-2029	2018-28 Long Term Plan	Low
 State Highway 29 Interchanges	\$73 million	2021-2030	2018-28 Long Term Plan	High
 Water infrastructure upgrades	\$12 million	2030-2033	2018-28 Long Term Plan	Low
 Wastewater infrastructure upgrades	\$7 million	2029-30	2018-28 Long Term Plan	Low
 Destination Playground	\$1 million	2026	2018-28 Long Term Plan	Low
 Wairoa Active Reserve	\$12 million	2027-2029	2018-28 Long Term Plan	Medium
 Indoor Sports Facility	\$16 million	2025	2018-28 Long Term Plan	Medium
 Aquatic Centre	\$14 million	2025-2026	2018-28 Long Term Plan	Medium
 Library	\$7.1 million	2027	2018-28 Long Term Plan	Medium
 Community Centre	\$4 million	2024-2025	2018-28 Long Term Plan	Medium

Other Providers - Growth Area				
Infrastructure Element		Year of Delivery	Provider	Risk Profile
	Interim access from State Highway 29	2021	NZTA	Medium
	Primary School	TBC	Ministry of Education	Medium
	Electricity (to growth area boundary)	2021 onwards	Powerco	Medium
	Telecommunications	2021 onwards	Telecommunications Providers	Low
	Internal Development Infrastructure (Local roads, water, wastewater and stormwater, local reserves/playgrounds).	2021 onwards	Developer	Low
Other Providers - Corridor Level				
	State Highway 29 corridor upgrade	2021 onwards	NZTA	High
	Secondary School	TBC	Ministry of Education	Medium

Omokoroa

Key Stats

Land Area: Approx. **250ha**

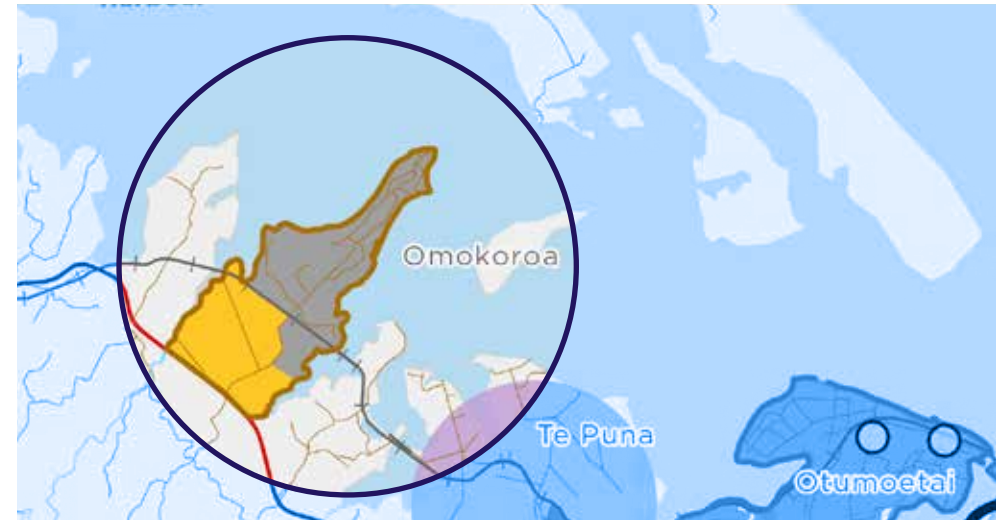
Developable Area: Approx. **170ha**

Estimated Dwelling Yield: **2,400**

Estimated Net Density of Dwellings: **15** dwellings per hectare

Estimated Business Land to be zoned: **32ha**

Development Ready: **2021**

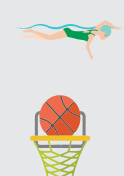


Summary Timeline of Critical Infrastructure

2018



2021








Highlights

- Omokoroa was identified as an urban growth area in the original SmartGrowth Settlement Pattern in 2004. The current area being planned is the final stage and will allow for a total population on the peninsula of 12,000. It will provide for a town centre, primary and secondary schools, large active reserve, employment land and community facilities.

- The original planning for Omokoroa was predicated on the State Highway 2 designations being in place at that time for four-laning from Tauranga to Omokoroa, and traffic modelling showing construction required by 2015. Through changes in Government priorities this has not happened and the high number of deaths and serious injuries and congestion on this section of State Highway 2 is considered to be a restriction on growth.

Timeline Planning Process		
2017-18	2019	2021
Prepare Structure Plan for Stage 3 In parallel with this process is the review of the District Plan Residential Zone including looking at urban design and endeavoring to facilitate a range of housing typologies.	Plan change – District Plan This includes the structure plan and review of the Residential Zone.	Development commences Timing will be dependent on the timing of the take-up of land in stage 2 and will be brought forward or delayed as necessary.

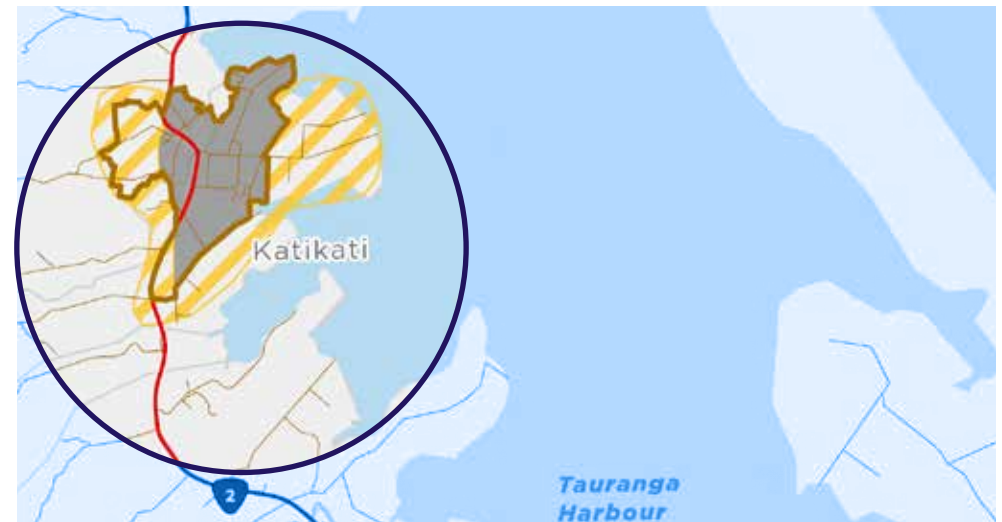
Council Infrastructure - Growth Area				
Infrastructure Element	Estimated Cost	Year of Delivery	Funding Source	Risk Profile
 Water infrastructure to growth area boundary	\$3 million	2019-2025	2018-28 Long Term Plan	Low
 Wastewater infrastructure to growth area boundary	\$5.9 million	2020-2028	2018-28 Long Term Plan	Low
 Transport system infrastructure required in the growth area	Internal roads \$31.3 million Cycle and walkways \$1.6 million	2019-2028	2018-28 Long Term Plan	Low
 Stormwater infrastructure required in the growth area	\$3.3 million	2019/2020	2018-28 Long Term Plan	Low

Council Infrastructure - Growth Area					
Infrastructure Element		Estimated Cost	Year of Delivery	Funding Source	Risk Profile
	Boat Ramp	\$6.1 million	2028	2018-28 Long Term Plan	Low
	Active Reserve	\$5.8 million	2024-2026	2018-28 Long Term Plan	Medium
	Indoor Sports Facility	TBC	2030+	Unknown-joint venture with MoE and community providers	Medium
	Aquatic Centre	TBC	2030+		Medium
	Library	TBC	2025+		Medium
	Community Centre	TBC	2025+	2018-28 Long Term Plan	Medium
Other Providers - Growth Area					
Infrastructure Element			Year of Delivery	Provider	Risk Profile
	Primary School		TBC	Ministry of Education	Medium
	High School		TBC	Ministry of Education	High
	Electricity (to growth area boundary)		Available now	Powerco	Low
	Telecommunications		Available now	Chorus	Low
	Internal Development Infrastructure (Local roads, water, wastewater and stormwater, local reserves/playgrounds).		2021 onwards	Developer	Low
Other Providers - Corridor Level					
	State Highway 2 corridor upgrade		Urgent	NZTA	High

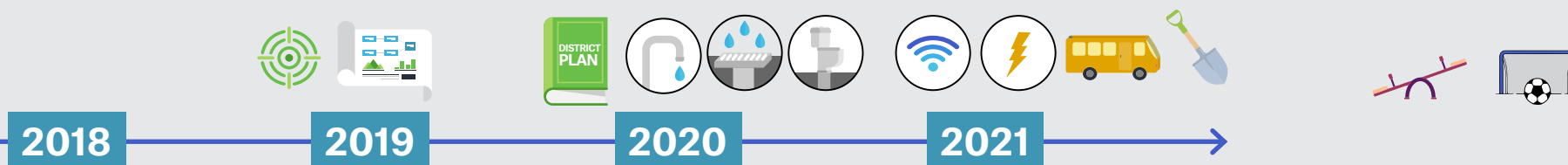
Katikati — New Urban Growth Area

Key Stats

Land Area:	TBC
Developable Area:	TBC
Estimated Dwelling Yield:	500-1000 dwellings
Estimated Net Density of Dwellings:	15 dwellings per ha
Estimated Business Land to be zoned:	N/A
Development Ready:	2021



Summary Timeline of Critical Infrastructure






Highlights

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

Timeline Planning Process		
2017-18	2018-2019	2019
Identify preferred urban growth area Investigation into possible options to provide for the projected growth.	Develop Structure Plan Develop a layout for the urban growth area and how it will be serviced, including the preparation of an infrastructure schedule, costing and funding.	Plan change - District Plan A plan change to change the zoning from Rural to Residential to allow urban development to occur.

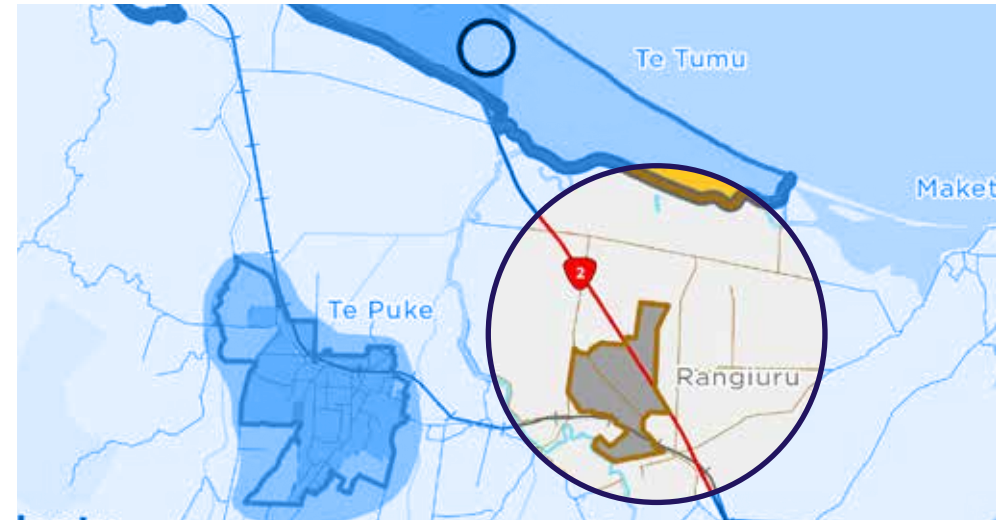
Council Infrastructure - Growth Area					
Infrastructure Element		Estimated Cost	Year of Delivery	Funding Source	Risk Profile
	Water infrastructure to growth area boundary	Varies depending on UGA option	2021	2018-28 Long Term Plan	Low
	Wastewater infrastructure to growth area boundary	Varies depending on UGA option	2021	2018-28 Long Term Plan	Low
	Transport system infrastructure required in the growth area	Varies depending on UGA option	2021	2018-28 Long Term Plan	Low
	Stormwater infrastructure required in the growth area	Varies depending on UGA option	2021	2018-28 Long Term Plan	Low

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

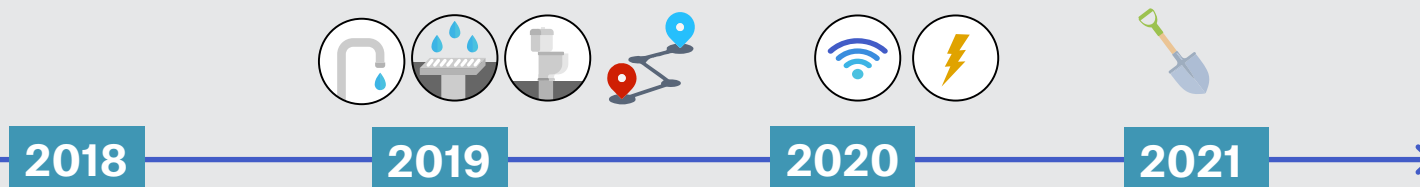
Rangiuru Business Estate

Key Stats

Land Area:	243ha
Developable Area:	149ha
Estimated Dwelling Yield:	N/A
Estimated Net Density of Dwellings:	N/A
Estimated Business Land to be zoned:	149ha
Development Ready:	2021










Summary Timeline of Critical Infrastructure



Highlights

- Rangiuru is mostly owned by Quayside Holdings Ltd, which is the investment arm of the Bay of Plenty Regional Council.
- The area is already fully zoned for development and therefore there are no further planning processes required in order for the area to be progressed.
- Key enabling infrastructure, as required by the structure plan, will be provided by the developer – including a new interchange to the Tauranga Eastern Link delivered in partnership with the NZ Transport Agency.

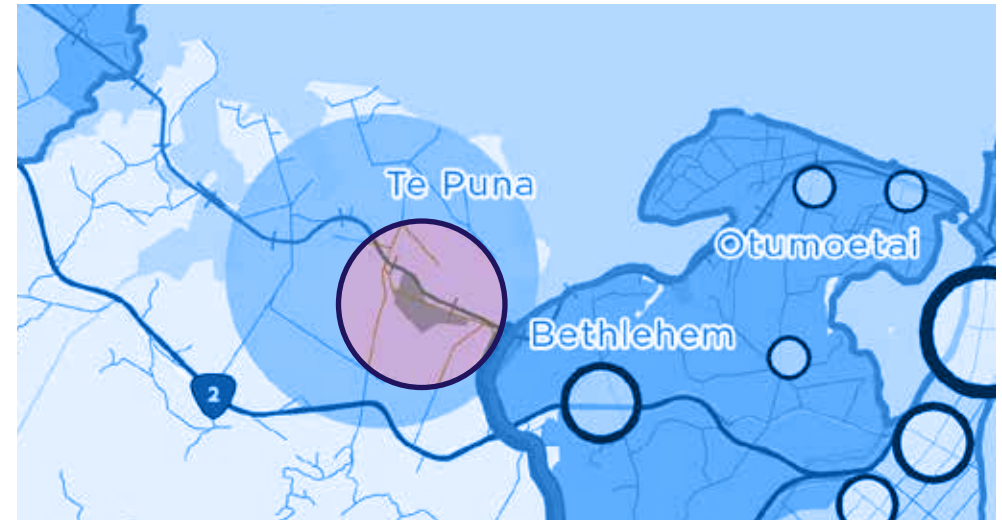
Council Infrastructure - Growth Area				
Infrastructure Element	Estimated Cost	Year of Delivery	Funding Source	Risk Profile
 Transport system infrastructure required in the growth area	Developer lead	2021	Developer	Low
 Water Supply	Developer lead	2021	Developer	Low
 Wastewater	Developer lead	2021	Developer	Low
 Stormwater infrastructure required in the growth area	Developer lead	2021	Developer	Low

Council Infrastructure - Growth Area				
Infrastructure Element		Year of Delivery	Provider	Risk Profile
	Tauranga Eastern Link – Rangioru Interchange	2021	Developer	Low
	Electricity (to growth area boundary)	2021	Powerco	Low
	Telecommunications	2021	Chorus	Low

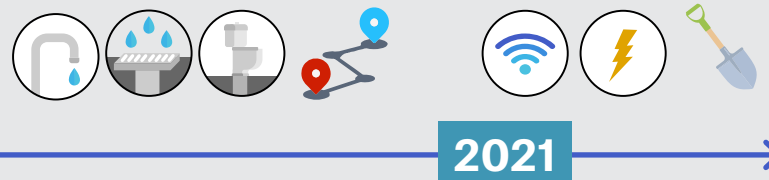
Te Puna Business Park

Key Stats

Land Area:	35ha
Developable Area:	30ha
Estimated Dwelling Yield:	N/A
Estimated Net Density of Dwellings:	N/A
Estimated Business Land to be zoned:	21ha
Development Ready:	2021



Summary Timeline of Critical Infrastructure



Highlights

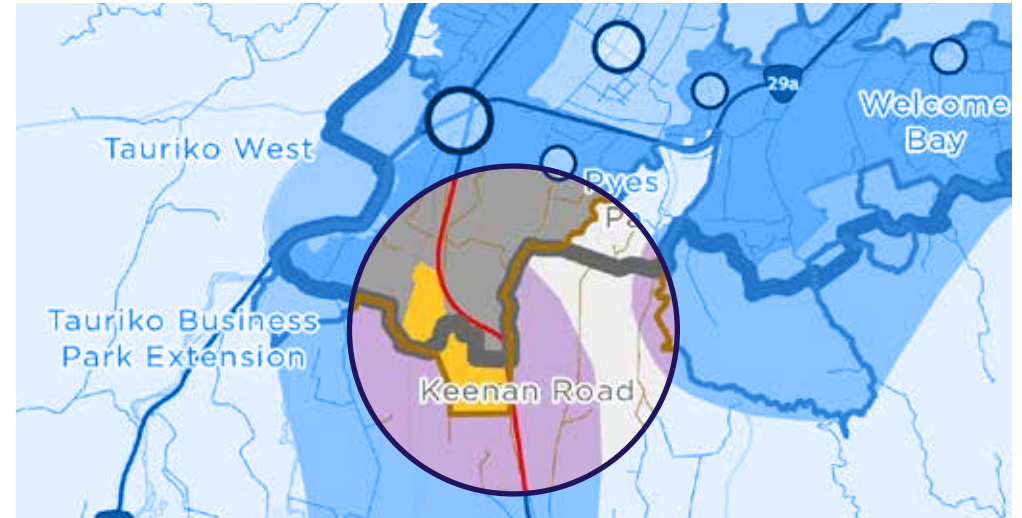
- The Te Puna Business Park is proposed to have a rural service focus.
- The area is already fully zoned for development and therefore there are no further planning processes required in order for the area to be progressed.
- Key enabling infrastructure will be provided by the developer. There is an outstanding requirement in the structure plan for improvements to the intersection of State Highway 2 and Te Puna Station Road. This work will be led by the NZ Transport Agency.

Council Infrastructure - Growth Area					
Infrastructure Element		Estimated Cost	Year of Delivery	Funding Source	Risk Profile
	Roading	Developer lead	2021	Developer	Low
	Water Supply	Developer lead	2021	Developer	Low
	Wastewater	Developer lead	2021	Developer	Medium
	Stormwater infrastructure required in the growth area	Developer lead	2021	Developer	Low
Council Infrastructure - Growth Area					
Infrastructure Element			Year of Delivery	Provider	Risk Profile
	State Highway 2 intersection improvements		2021	NZTA/Developer	Medium
	Electricity (to growth area boundary)		2021	Powerco	Low
	Telecommunications		2021	Chorus	Low

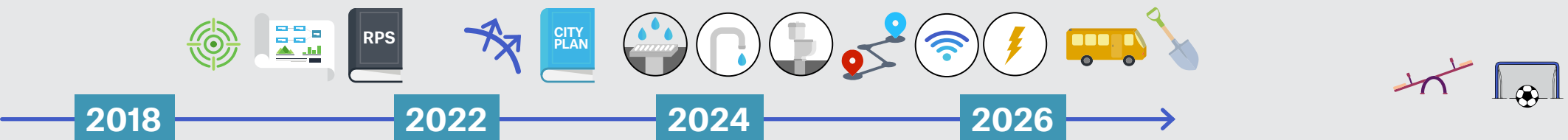
Keenan Road

Key Stats

Land Area:	TBC
Developable Area:	TBC
Estimated Dwelling Yield:	Approx 2,000 dwellings
Estimated Net Density of Dwellings:	15 dwellings per ha
Estimated Business Land to be zoned:	N/A
Development Ready:	2026



Summary Timeline of Critical Infrastructure



Highlights

- The Keenan Road area adjoins The Lakes Development and connects both the that local road network (via underpass of State Highway 36) and also directly to State Highway 36.
- The topography of the area is very similar to that of The Lakes prior to the large-scale earthworks undertaken to develop that area.
- The area is currently predominantly held in lifestyle or small orchard holdings, with one larger orchard near the northern escarpment. The land ownership is significantly more fragmented than the first tranche of areas being rezoned in the medium term –Te Tumu, Tauriko West and Omokoroa.
- The ACG private school, offering all levels, has recently been established in the Keenan Road area.

Timeline Planning Process - Timeline for Planning Process (an indicative timeframe is set out below subject to further discussion and confirmation)

2019-20	2021-22	2023	2024
Strategic Study Strategic study of corridor to determine extent and interrelationships of new growth areas and any significant planning constraints.	Develop Structure Plan Develop a layout for the UGA and how it will be serviced, including the preparation of an infrastructure schedule, costing and funding.	Territorial Boundary Adjustment and Potential Change to Regional Policy Statement Boundary adjustment required as will be serviced from Tauranga City – also may require Regional Policy Statement urban limits change depending on outcome of strategic study and structure plan.	Plan Change - City Plan A plan change to change the zoning from Rural to Residential to allow urban development to occur.

Council Infrastructure - Growth Area

Infrastructure Element	Estimated Cost	Year of Delivery	Funding Source	Risk Profile
 Water Supply	TBC	TBC	TBC	Medium
 Wastewater	TBC	TBC	TBC	Medium
 Transport system infrastructure required in the growth area	TBC	TBC	TBC	Medium
 Stormwater infrastructure required in the growth area	TBC	TBC	TBC	Medium

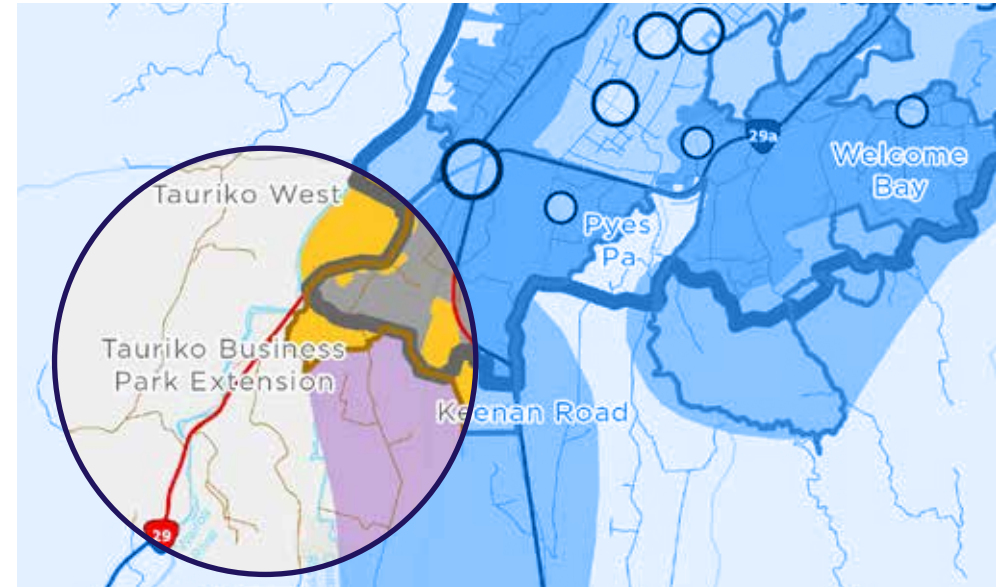
Council Infrastructure - Growth Area

Infrastructure Element	Year of Delivery	Provider	Risk Profile
 Electricity (to growth area boundary)	TBC	Powerco	Medium
 Telecommunications	TBC	Chorus	Medium

Tauriko Business Estate Extension

Key Stats

Land Area:	TBC (likely 50-100ha)
Developable Area:	TBC (likely 50-100ha)
Estimated Dwelling Yield:	N/A
Estimated Net Density of Dwellings:	N/A
Estimated Business Land to be zoned:	35-70ha
Development Ready:	2026







Summary Timeline of Critical Infrastructure






Highlights

- This extension will continue to provide employment land in the largest, and fastest growing, industrial estate in the Region.
- The planning for this new area needs to be integrated with the Tauriko for Tomorrow transport programme which is proposed roll out over the next decade.
- The extension of the area beyond Belk Road was included in the urban limits after the review of the SmartGrowth Strategy in 2013.
- The exact extent of the extension will be determined through a corridor level strategic land use study and subsequent structure planning before any boundary adjustment and rezoning takes place.

Timeline Planning Process			
2018-20	2021-22	2023	2024
Strategic Study Strategic study of corridor to determine extent and interrelationships of new growth areas and any significant planning constraints.	Develop Structure Plan Develop a layout for the urban growth area and how it will be serviced, including the preparation of an infrastructure schedule, costing and funding.	Territorial Boundary Adjustment and Potential Change to Regional Policy Statement Boundary adjustment required as will be serviced from Tauranga City – also may require Regional Policy Statement urban limits change depending on outcome of strategic study and structure plan.	Plan Change - City Plan A plan change to change the zoning from Rural to Residential to allow urban development to occur.

Council Infrastructure - Growth Area				
Infrastructure Element	Estimated Cost	Year of Delivery	Funding Source	Risk Profile
 Water Supply	Developer lead	TBC	Developer	Medium
 Wastewater	Developer lead	TBC	Developer	Medium
 Transport system infrastructure required in the growth area	Developer lead	TBC	Developer	Medium
 Stormwater	Developer lead	TBC	Developer	Medium

Council Infrastructure - Growth Area			
Infrastructure Element	Year of Delivery	Provider	Risk Profile
 Upgrade to State Highway 29 corridor, including intersection of State Highway 29 and Belk Road	TBC	TBC	High
 Electricity (to growth area boundary)	TBC	Powerco	Medium
 Telecommunications	TBC	Chorus	Medium

Appendix 3

Scope of Investigation of Possible Urban Growth Areas



Scope for Assessment of Long Term Urban Growth Areas

Introduction and context

The SmartGrowth Future Development Strategy (FDS) indicates that sufficient development capacity into the long term is not currently confirmed by the SmartGrowth settlement pattern. It is proposed to resolve this issue by 2021 through a full review of the SmartGrowth settlement pattern and FDS. To achieve this goal, there needs to be a comprehensive assessment of all potential long term growth areas identified in the FDS sufficient to allow the preferred long term areas to be confirmed in 2021.

The FDS indicates several areas for potential urbanisation in the long term. These are broadly shown in purple on the urban growth areas map overleaf. This report outlines the broad scope of how these areas will be assessed – working towards updating the FDS alongside a full review of the SmartGrowth settlement pattern in 2021.

What is our current situation?

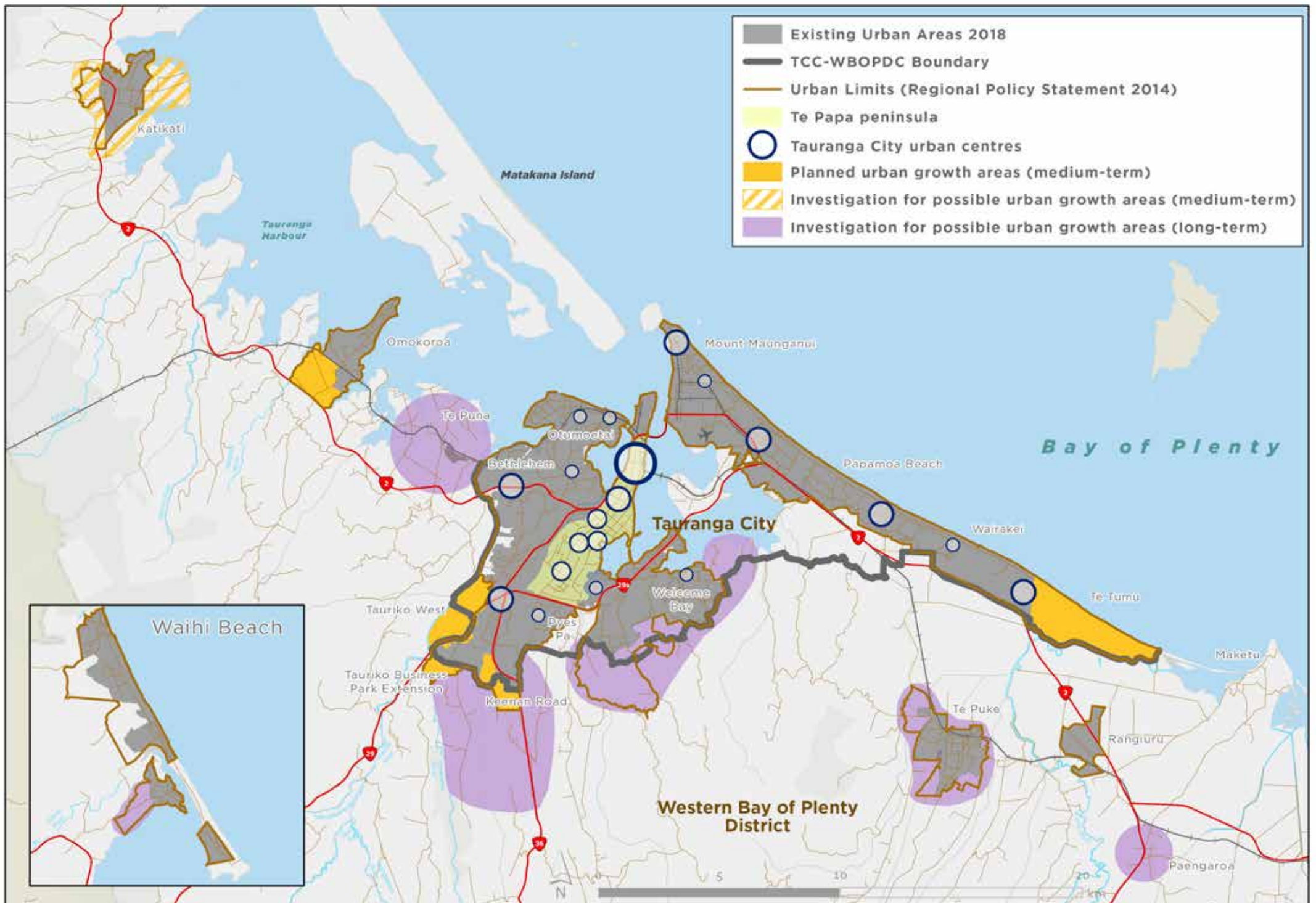
The analysis that underpins the Housing and Business Capacity Assessment and the Future Development Strategy indicates that there are effectively only a few years of development capacity left in the western Bay of Plenty. This holds true for development capacity in all the growth corridors to the north, east, south and west of Tauranga. The proposed work programme outlined in the Future Development Strategy – which will release new urban growth areas north, east and west of Tauranga – will provide for sufficient capacity beyond the 10-year medium term, however, it will not be sufficient to meet demand projections out to the full 30-year long term and beyond.

How early do we need to commence preparing the next generation of urban growth areas?

The NPS-UDC effectively requires 10 years capacity be available at any one time, along with a 20% margin of additional capacity. In effect, this represents 12 years of capacity being required at any one time as a minimum. With a lead-in period of anywhere from seven to ten years+ for undertaking the required statutory planning processes and building the necessary infrastructure, it is clear that we need to know where the next areas of growth will be some 20 years in advance. This provides the impetus for doing the work now to determine the preferred options for long term growth areas. This will allow for the western Bay of Plenty settlement pattern to be updated in 2021.

Will the Tauranga Urban Strategy remove the need for more greenfield urban growth areas in the long term?

The short answer is no. Even if the annual rate of homes being built within the Tauranga urban area were to quadruple from the current rate, there would still be a need to investigate additional greenfield areas required for the long term 2028-48. Whilst successful implementation of the Tauranga Urban Strategy will delay the timing of new urban growth areas being developed, there is still a need to identify the preferred long term growth areas by 2021.





How did we decide on the new urban growth areas we are releasing in the medium term?

The SmartGrowth Strategy was updated in 2013. That strategy refreshed the settlement pattern and also indicated several areas for investigation that would inform a full settlement pattern review. Some of the work signalled by the 2013 Strategy was undertaken to inform a partial review of the settlement pattern in August 2016. That work was required to confirm the areas for which lead-in work would start immediately to ensure that development capacity kept pace with demand. The SmartGrowth partnership agreed to urban growth areas at Te Tumu, Tauriko West, Omokoroa and Katikati being progressed immediately alongside a comprehensive work programme to provide for higher rates of growth within the existing Tauranga urban area. The review also agreed to the Keenan Road area following Tauriko West, as well as an extension to the Tauriko Business Estate when required. All these areas are required to fulfil our medium term demand projections.

What decisions have we already made about long term growth areas?

Three of the areas outlined above – Tauriko West, Keenan Road and extension of the Tauriko Business Estate – are located within the western growth corridor. The decisions to confirm these areas for future growth were informed by a

strategic study of the western corridor undertaken by the SmartGrowth partners. This corridor level study reflected actions contained in the SmartGrowth Strategy 2013 relevant to the long term settlement pattern. As part of this study, more areas were considered than just those required for the medium term. A long term view was taken to inform decisions around what urban form context the new neighbourhoods and communities we create now may sit within in the future. This is necessary to ensure that communities can meet their day to day needs well, and also to ensure that significant infrastructure investments are future proofed where appropriate to provide for further growth.

What work is left to do to confirm the preferred long term growth areas?

Other actions in the 2013 Strategy relevant to the long term were not undertaken in 2016. This includes strategic investigation of other areas, including, Paengaroa and Te Puna. Further, the review in 2016 effectively removed two potential urban growth areas in the southern corridor from the medium term work programme – Pukemapu and Neewood – leaving them as potential candidates for the long term. Consideration of all these areas, along with a refresh of the western corridor strategic study, is necessary in order for all the options for long term growth to be understood. Importantly, this evidence base needs to be complete in order for the costs and benefits of all

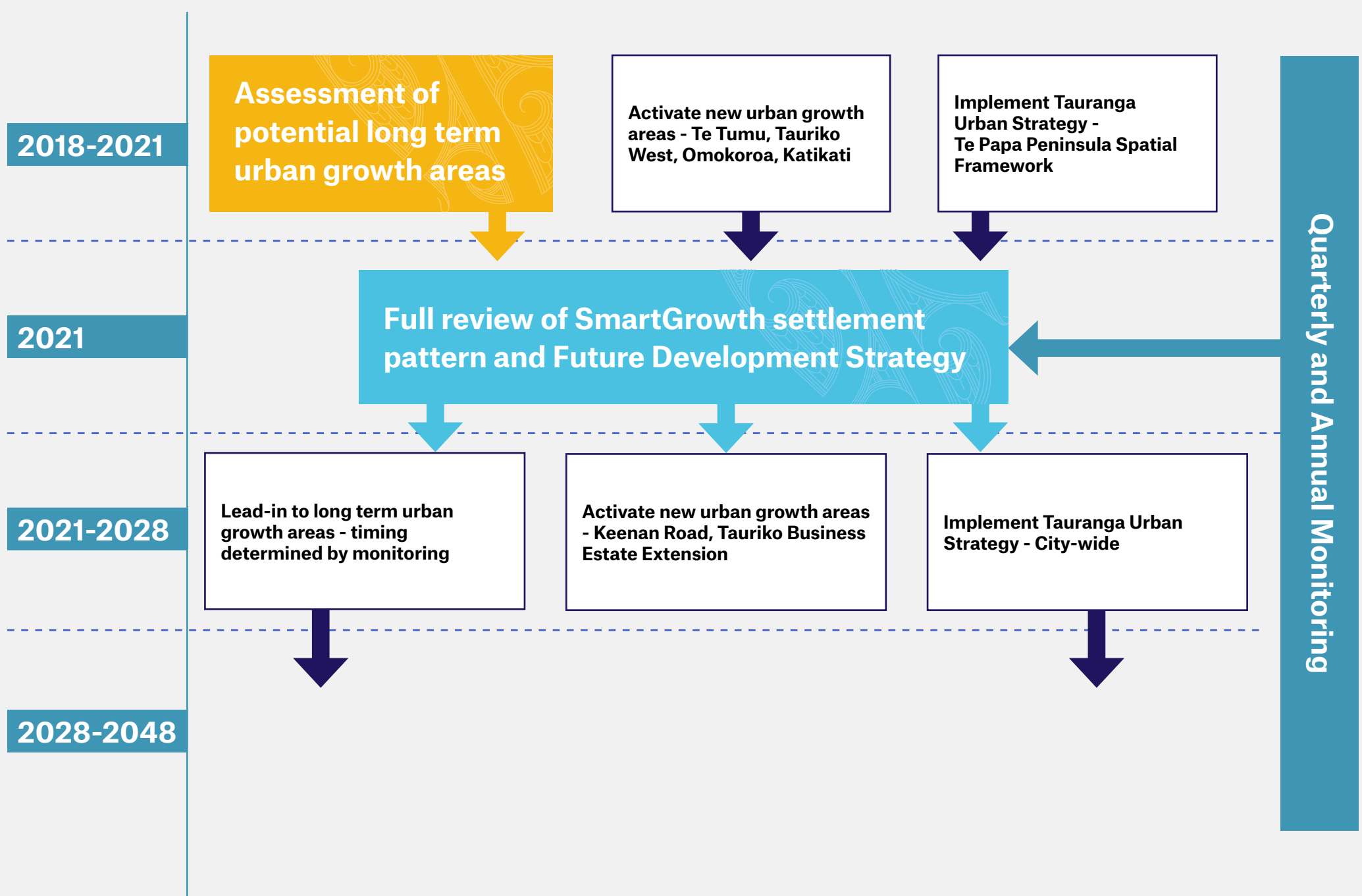
options to be properly understood in relation to each other, and to fully appreciate the dynamic of growth at the City and sub-regional level. This is a substantial piece of work that was unable to be completed within the timeframe of preparing this FDS

This appendix provides a broad outline of this work which will happen over the next few years in order to confirm the preferred long term growth areas in the western Bay of Plenty. This will then input into a full review of the SmartGrowth settlement pattern and FDS by 2021. This will provide the full picture of how the long term growth areas will be planned for – alongside those urban growth areas already under development and implementation of the Tauranga Urban Strategy.

What happens once the SmartGrowth settlement pattern review has been completed?

The settlement pattern, and the technical work undertaken over the next few years to inform its review, will form the foundation for statutory planning processes that will eventually be required in order to make new growth areas available. When these processes actually need to begin will be determined by monitoring the rate of growth over time to ensure sufficient lead-in time. As noted above, this lead-in time can be as much as 20 years ahead of when new homes actually get built in new growth areas.

Relationship of long term urban growth areas
assessment to Future Development Strategy



What work is involved in assessing long term growth areas?

The SmartGrowth partners have undertaken this kind of work before through the original conception - and several iterations of - the SmartGrowth settlement pattern and previous structure planning for new urban growth areas. The decisions over time that have amended the settlement pattern demonstrate that the evidence base is continually being refreshed and improved by the SmartGrowth partners.

Several technical disciplines are critical to completing the review, with much of this expertise held by staff across the SmartGrowth councils, tangata whenua and the implementation partners -the NZ Transport Agency and District Health Board and Ministry of Education. The table below shows a list of the key factors relevant to assessing potential areas for urbanisation.

The areas identified for consideration all need to be comprehensively and systematically assessed in such a way that the full costs and benefits can be understood and – critically – the relative costs and benefits compared between potential areas.

Area Specific	Factors	Components
	Geophysical	Topography Cut/fill requirements Versatile soils
	Land ownership	Multiply-owned Māori land Land fragmentation Land owner sentiment
	Cultural and historical	Significant Māori areas Archaeological sites Historical trees Historical sites Iwi/hapu management plans
	Hazards	Geotechnical Flooding Sea level rise/groundwater Tsunami Seismic Liquefaction Contaminated land
	Landscape and amenity	Outstanding natural features Cultural landscapes Important amenity landscape areas
	Ecology	Special ecological areas
	Recreation	Reserves Specific activities
	Development infrastructure	Transport Three waters
	Community infrastructure	Schools Health Council facilities and amenities
	Water quality	Stormwater management Erosion and sediment control
	Development economics	Feasibility and deliverability Timing

City/Sub-Regional Dynamics

Urban areas at the sub-regional scale are highly complex in how form relates to function. How people live, learn, work and play, and how efficiently the urban environment provides for these needs can vary greatly depending on the location and form of urban development.

Transport

Transport is an obvious example for which the location for growth will have significant implications on how the transport system functions at a sub-regional scale. Will people need to travel longer distances to meet their needs? What mode of transport will they choose to use? The challenge of integrating land use planning and transport planning has long been a principal focus of the SmartGrowth partnership. This is a complex and ongoing exercise.

Productivity

The location of growth will have a strong influence on the economic success of the western Bay of Plenty. The ability to access jobs, and also use land for its best and highest use, will be impacted by where urbanisation occurs. A key consideration will be how urbanisation impacts on the productive use of versatile/high class soils. Much of the rural land that could be converted to urban uses is currently in productive use, often for relatively high-value horticultural activities.

Quality of Life/Equity

Access to amenities and essential services for all residents needs to be considered. Where growth occurs could impact on the ability of residents being able to enjoy the qualities of living in the western Bay of Plenty that we most value.

Resilience

The ability to manage and adapt to the challenges of climate change, and also to withstand temporary effects on the sub-region from natural disaster events is an important consideration. The choices we make as to where growth occurs will have significant implications for how resilient communities are into the long term – and how much it will cost to maintain that resilience.

National Context and Direction

The FDS, and the Housing and Business Development Capacity Assessment that supports it, are requirements on councils in high growth areas through the NPS-UDC. The NPS-UDC is only one of a suite of tools and directives from government, with more emerging on the horizon. Chief among these is the Urban Growth Agenda with current stated priorities as below:

- Innovative infrastructure funding and financing
- A planning system that supports growth, development both 'up and out'
- Pricing mechanisms to capture the full costs of transport and investment in demand management
- Improved planning with a focus on spatial plans agreed between central and local government and communities
- Legislative coherence - linking the Resource Management Act, Local Government Act and Land Transport Management Act



How do we balance all these factors?

Balancing all these factors will occur through the full review of the SmartGrowth settlement pattern and FDS in 2021. This process will bring the long term areas assessment alongside all other streams of work relevant to the settlement pattern. This includes the monitoring data being collected quarterly to understand what development trends are emerging and the market conditions affecting development. Through this holistic lens, the SmartGrowth partnership will determine the criteria by which decisions will be made around the preferred long term areas for future growth. This will involve having regard to the technical conclusions of the long term areas assessment but will also be subject to judgement being made as to how to manage trade-offs across outcomes.

How will the community be involved?

The full review of the settlement pattern and Future Development Strategy will be subject to a process of public consultation through the Local

Government Act Special Consultative Procedure. This will provide an opportunity for anyone in the community to be involved. This process will occur in 2021 following technical work by the SmartGrowth partners to prepare a complete evidence base.

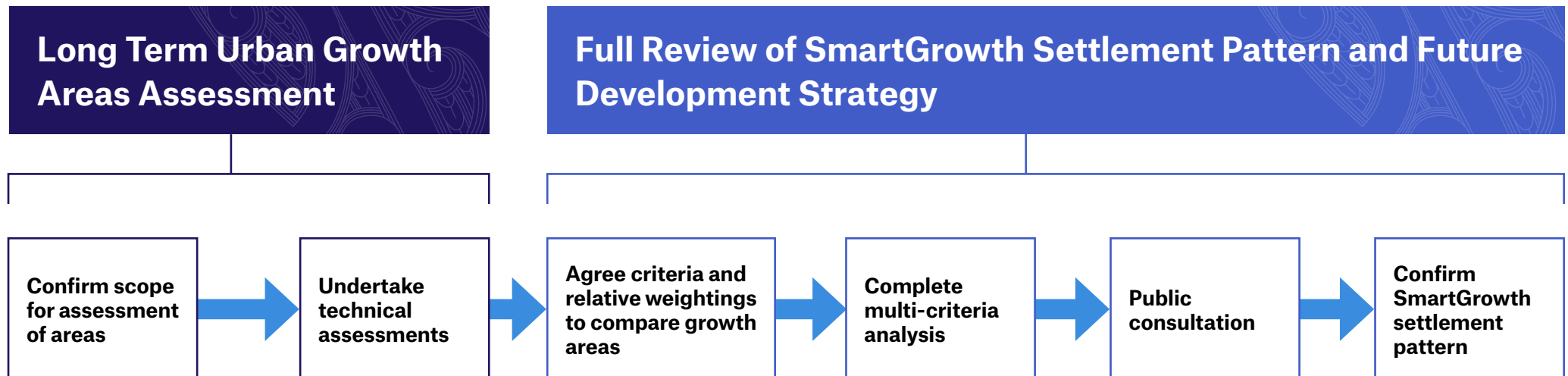
Throughout the phase of undertaking technical analyses, there will be engagement with communities and stakeholders as required to develop a proposed revision to the settlement pattern and Future Development Strategy.

In particular, tangata whenua will be a partner from the beginning as the work is scoped and undertaken. The dynamic with tangata whenua will be one of collaboration throughout the project rather than a community that is consulted at various stages of the work. They will have interests from two perspectives: as landowners, and through their wider kaitiaki resource management interests. Nonetheless, there will be the need to engage directly with iwi and hapu as specific areas and issues are addressed. This work will be

facilitated by the SmartGrowth Tu Pakari advisor and guided by the SmartGrowth tangata whenua representatives. All the councils have in-house tangata whenua liaison units and this resource will also be available throughout the process.

The seven SmartGrowth forums will also be critical partners. The forums provide access to the perspectives and skills of a wide membership and will be invaluable through all stages of the work. Engagement with the fora will be facilitated by SmartGrowth.

Throughout the work, it will be critical that information is accessible and understandable for any engagement. This will be particularly important during the public consultation phase. Communications and engagement resource will be essential, as will substantial GIS and graphics support to ensure the information is presented effectively.



What areas will be considered?

The table lists the areas by corridor that will be included in the assessment. Note the 'Central Corridor' refers to the Tauranga City area exclusive of the greenfield growth areas currently being developed or planned.

What happens if other areas are identified that are relevant to the scope of the settlement pattern review?

The settlement pattern review seeks to determine the best form and function of the western Bay of Plenty's urban areas into the long term. This is a very complex and broad scope of work. It is inevitable that the scope of areas considered relevant to corridor level investigations will need to include consideration of areas beyond just those shown in the table. The table is only identifying those areas that will definitely be comprehensively considered. The western corridor strategic study which informed the 2016 review of the settlement pattern is a good example of work where the extent of investigation was determined by the investigation itself in response to connections, opportunities and challenges that became apparent through the scoping and undertaking of the work

Corridor	Areas for Investigation
Northern	Te Puna Waihi Beach
Eastern	Te Puke Paengaroa
Southern	Ohauti Welcome Bay Waikite Road Pukemapu Neewood
Western	Merrick Road Upper Joyce Road Upper Belk Road
Central	Existing urban area and rural land within Tauranga City

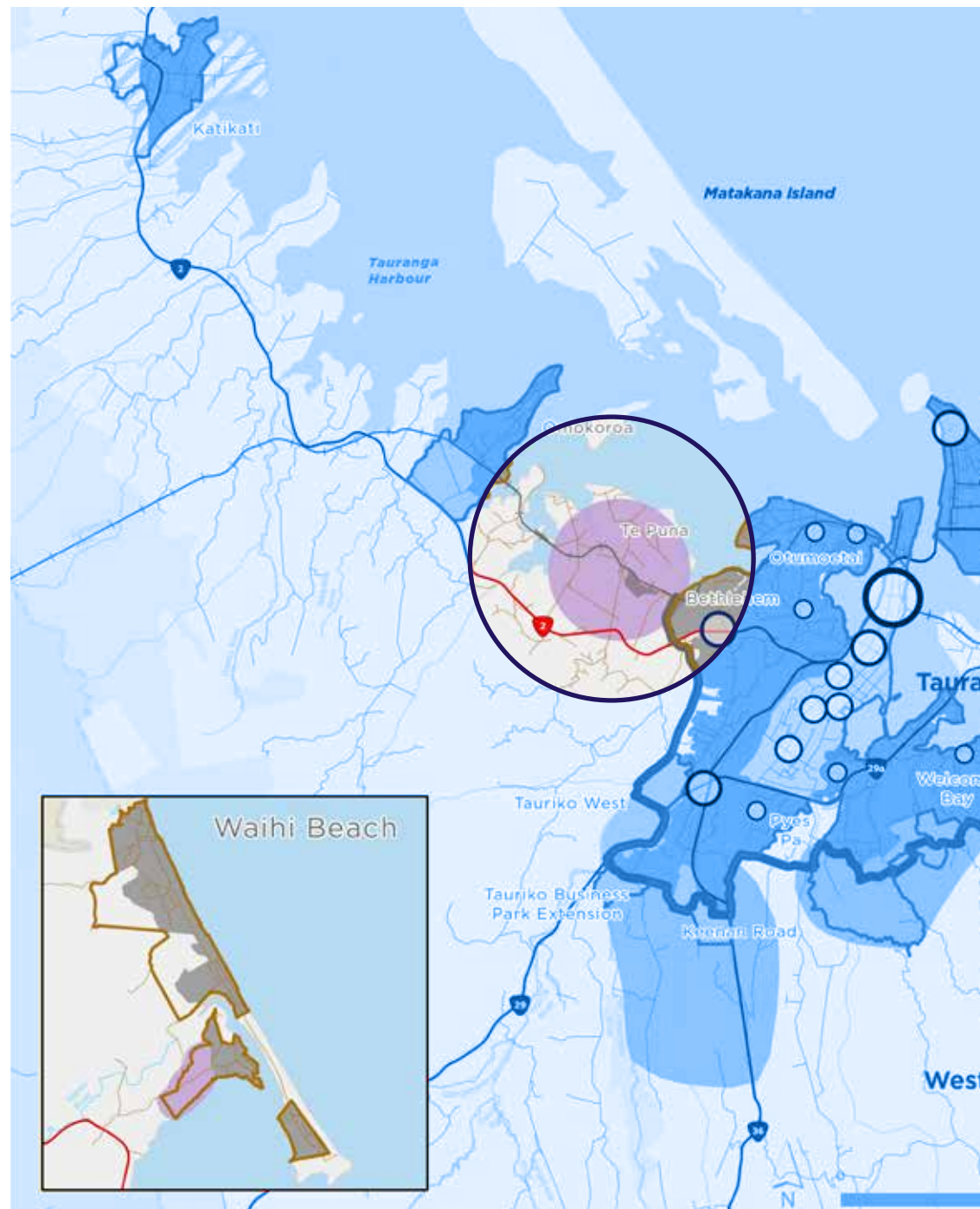
Northern Corridor

Context - The northern corridor extends from the Wairoa River boundary of Tauranga north to Waihi Beach. The corridor has seen significant growth over the last decade in terms of homes on rural and lifestyle blocks as well as in the towns of Omokoroa, Katikati and Waihi Beach. There has been limited growth in the smaller settlements. Transport pressure on the State Highway 2 corridor has become very prominent in terms of safety, capacity and reliability of the network. Several programmes of work to improve the corridor are included in the National Land Transport Programme. The Tauranga Northern Link project is currently going through a re-evaluation process by the NZ Transport Agency to confirm alignment with the current Government Policy Statement on Land Transport.

Areas for Investigation

Te Puna – Te Puna is the first peninsula landform north of Tauranga and adjoins the current State Highway corridor. There is a small service area at the State Highway 2 intersection with Te Puna Road. There is a residential enclave at the north-western head of the peninsula. The peninsula is otherwise predominantly lifestyle blocks and orchards (e.g. kiwifruit and avocado). The Te Puna community released the Te Puna Community Plan in December 2017 which provides a 10-year guide to the future direction of the Te Puna community. The Te Puna Business Park is zoned for around 21 hectares of employment land in the eastern central area of Te Puna, the site surrounded by rural land. There is a significant proportion of land held in multiple Māori ownership.

Waihi Beach – This area includes the settlements of Waihi Beach, Athenree and Bowentown. The area is forecast to have limited capacity left by 2030. The current urban limits indicate several areas that could be considered for additional capacity. Further, at first glance it would appear that there was significant infill potential (i.e. developing partially vacant areas of existing low density sites). However, there is limited potential capacity in either regard due to the need to account for managing the risk of stormwater and flooding into the future, particularly given the impacts of climate change. Therefore only an area to the south-west of the Athenree township is indicated for assessment.



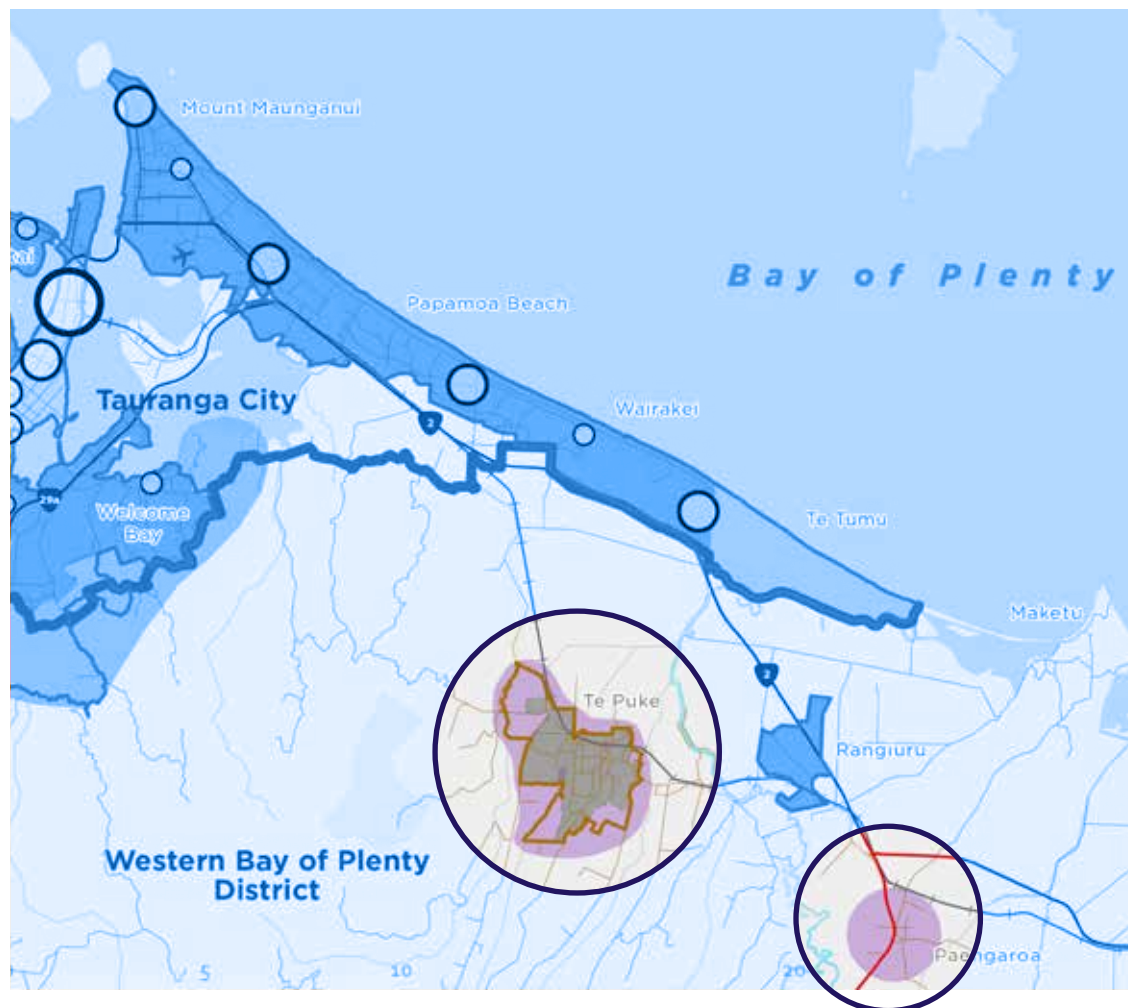
Eastern Corridor

Context - With the development of Te Tumu, the eastern corridor is set to feature urban development along the entire coastal strip from Mount Maunganui to the Kaituna River. Alongside this the Tauranga Eastern Link (TEL) now provides expressway connection through to Paengaroa. There is a significant trend of conversion of rural land to intensive horticultural use for kiwifruit in the wider eastern corridor context. This will provide more primary sector employment in the eastern corridor that may further promote housing demand. The Rangioru Business Park is also fully zoned and subject to some staging requirements being met (e.g. interchange to the TEL) will provide for a significant amount of additional employment land centrally within the corridor.

Areas for Investigation

Te Puke – Te Puke is a well established rural service town with established industries within the town and in the rural surrounds. Additional development capacity has been released over time, most recently in the western side of the town. The town currently has sufficient capacity to meet demand into the long term. Two recent dynamics affecting Te Puke are the increasing issue of affordable housing in Tauranga – potentially driving further housing demand in Te Puke, and also the TEL bypassing the town. The TEL has both the effect of increasing capacity on the road network within Te Puke and also reducing the travel time into Tauranga.

Paengaroa – Paengaroa is a small rural service community located approximately 2 kilometres from the intersection of the TEL, SH2 to Whakatane, the old SH2 (access to Te Puke) and SH33 to Rotorua. It is therefore very centrally located to the three main urban areas in the wider Bay of Plenty Region. There are some established industries in the settlement, the largest being Comvita.



Southern Corridor

Context - The southern corridor is largely comprised of the suburbs of Welcome Bay and Ohauiti. Both suburbs are relatively recent, being developed mostly in the 1990s through to current development still occurring. Neither area was comprehensively structure planned from the outset and as a result there is a noticeable lack of community facilities and amenities, particularly schools and commercial offerings. The boundary of Tauranga closely aligns to the extent of the current urban zoning with the rural land of Western Bay of Plenty District beyond.

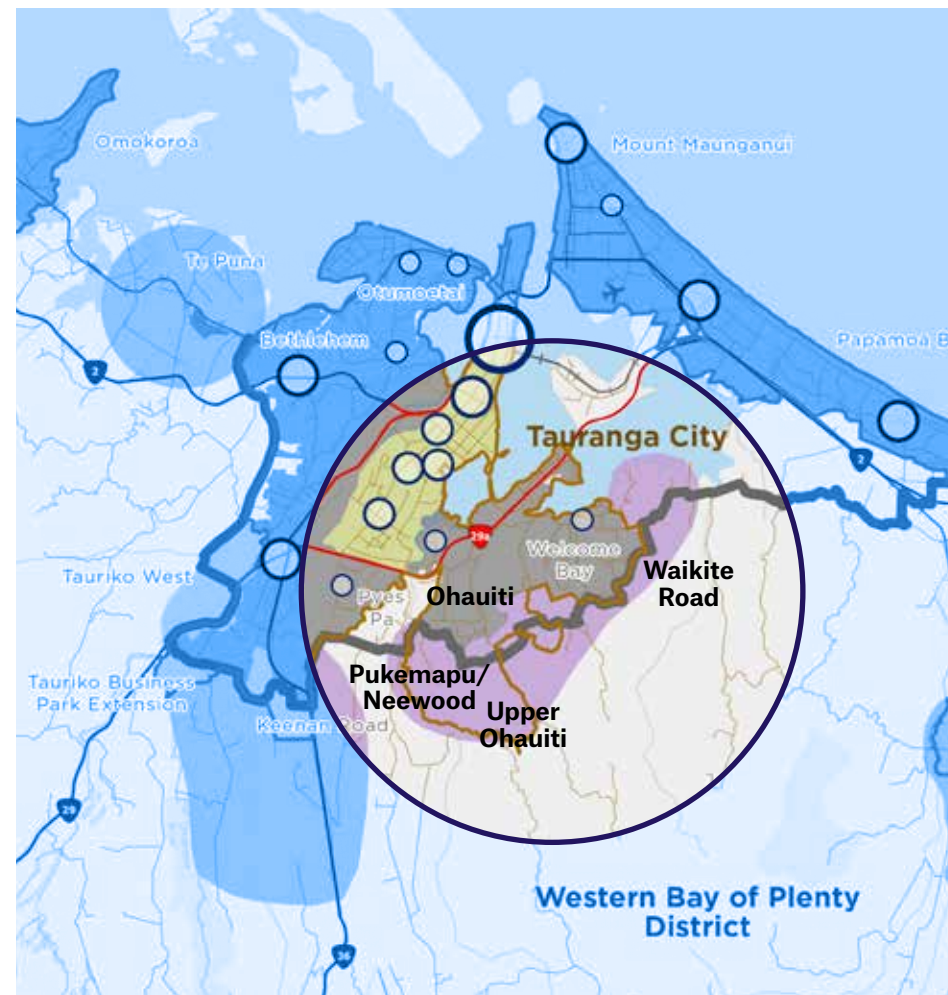
Areas for Investigation

Welcome Bay/Ohauiti - Both these areas are subject to a planning study currently underway to determine whether there are further opportunities for development capacity in the medium-long term. This is driven in part by the lack of services commensurate to the size of the residential catchment. This study is looking at several potential areas of opportunity, including areas of multiply-owned Māori land at the northern end of Welcome Bay. The outcomes of this work will be incorporated into this assessment.

Upper Ohauiti - This area is currently within the Tauranga City territorial area and Regional Policy Statement urban limits. Work to date indicates that this area could be feasible for new development capacity for around 1,500 homes.

Pukemapu/Neewood - Both these areas were tagged to meet the medium term development capacity demand in the previous version of the SmartGrowth settlement pattern. Reassessment of the development conditions affecting these areas revealed that they may not be immediately feasible for urban development - principal among the concerns being the extent of cut/fill earthworks required due to the topography. The areas were effectively superseded by Tauriko West and Keenan Road being confirmed for the medium term in the 2016 review of the settlement pattern.

Waikite Road - This is an area within the Western Bay of Plenty District with similar characteristics to the urban zoned land within Tauranga City that are also served by Waikite Road. Opportunities have been explored for developing this area for a Special Housing Area, potentially with servicing from Tauranga City.



Western Corridor

Context - The western corridor was subject to two major private plan changes in the mid-2000s. First was rezoning to provide for 3,000 homes in the area known as The Lakes. This rezoning led to a realignment of State Highway 36. The Lakes plan change was followed by a private plan change to create the Tauriko Business Estate. This includes a large estate of employment land as well as zoning for a sub-regional commercial centre of over 60,000m² GFA. The area of Tauriko West was introduced to the SmartGrowth settlement pattern through the 2016 review and structure planning/rezoning preparation work is well underway. Keenan Road was already identified in the settlement and is still tagged to follow Tauriko West for rezoning. Both Tauriko West and Keenan Road will require an adjustment to the territorial boundary between the councils, as happened for both The Lakes and Tauriko Business Estate developments. A further extension to the Tauriko Business Estate will also occur in the medium term.

The State Highway 29 corridor carries a high volume of freight through to the Port of Tauranga from the upper North Island and is nationally significant. A transformational corridor programme for State Highway 29 is proposed with a high degree of integration with the long term settlement pattern. As noted earlier, the outcomes of the Western Corridor Strategic Study have informed the planning for the State Highway 29 transformation programme. The programme is currently going through a re-evaluation process to confirm alignment with the current Government Policy Statement on Land Transport.

A key challenge for this corridor is the tension between urban development and the loss of versatile soils and horticultural production.

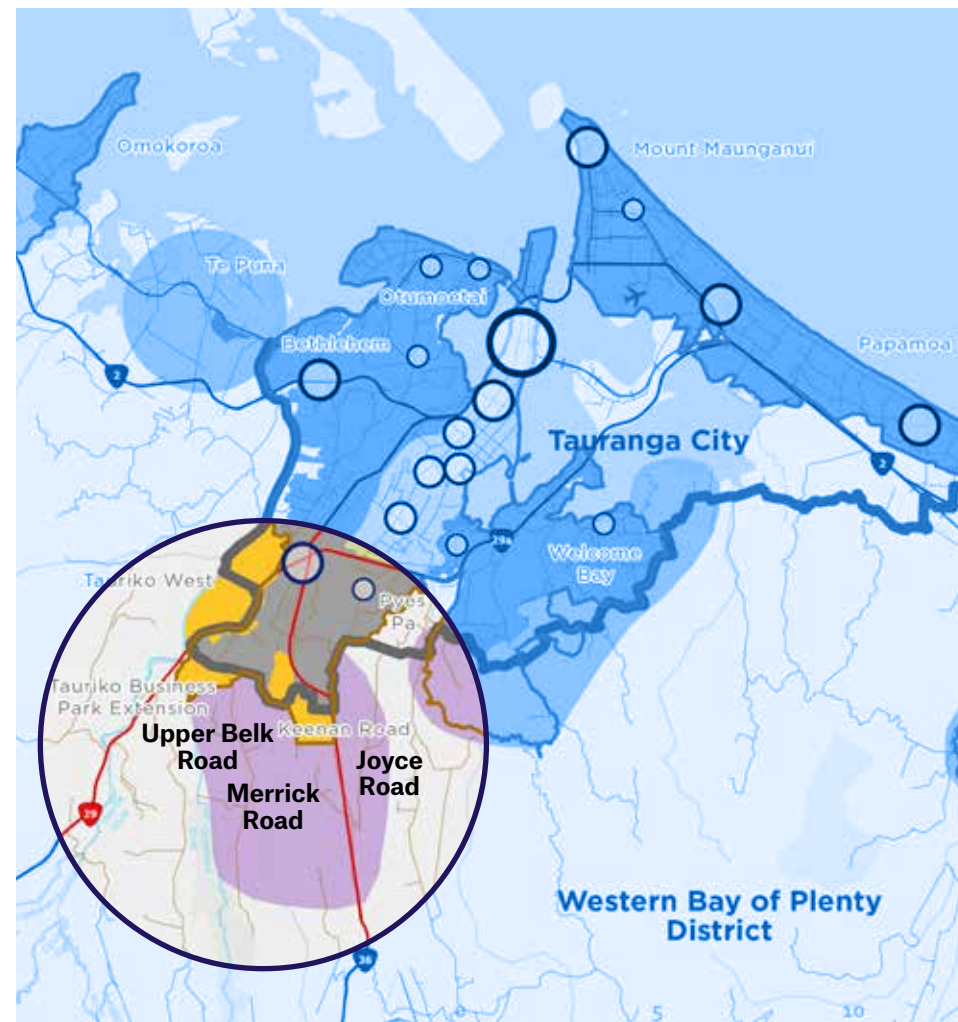
Areas for Investigation*

Merrick Road – The Merrick Road area is connected both to the Keenan Road area and also directly to State Highway 36. The topography and current land uses are similar to the Keenan Road area, being predominantly lifestyle blocks and orchards.

Upper Joyce – There is a relatively small flat plateau area that could accommodate urban density on Upper Joyce Road. The area is on the other side of State Highway 36 from all other current and future planned urban areas in this corridor.

Upper Belk Road – This area includes a very large plateau that could potentially yield several thousand homes. The area is relatively isolated by 50 metre+ escarpments with limited opportunities for access roads other than at the northern tip connecting to the Tauriko Business Estate.

* Note all areas for investigation were previously subject to assessment through Western Corridor Strategic Study in 2016 to inform settlement pattern review. Work still needs to be undertaken to refresh the assessment and ensure consistent and comparable analysis with other areas in this assessment.



Central Corridor

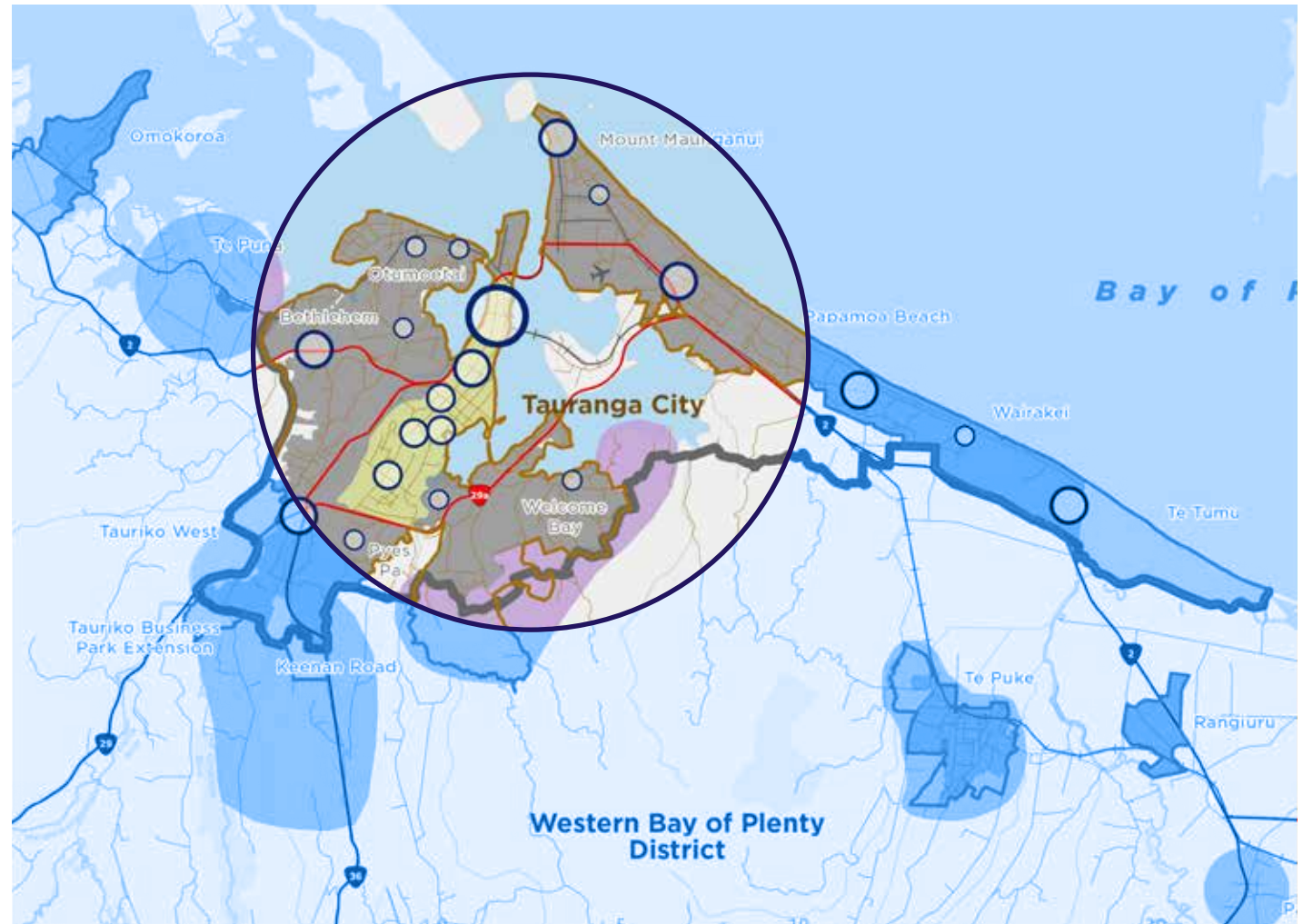
Context - The central corridor refers to the existing urban area of Tauranga as at present day. This area is the principal focus of the Tauranga Urban Strategy which seeks to provide for more homes in Tauranga. There are also pockets of rural land remaining in Tauranga. These areas are largely held in multiple Māori ownership.

Areas for Investigation

Tauranga Urban Strategy – Development of a Te Papa Spatial Framework (area shown yellow) will be progressed in parallel with this assessment. In later years other opportunities across the city will also be pursued. All such opportunities within the existing urban area are the domain of the Tauranga Urban Strategy and are not within the scope of this assessment. The two work streams will nonetheless become closely integrated through the review of the settlement pattern and FDS as the success of the Tauranga Urban Strategy will influence the timing in which new long term growth areas will be required.

Tauranga City Rural Capacity Study –

This study is already underway looking at opportunities for development capacity in these rural areas. The outcomes of this work will be incorporated into this assessment.





Conclusion

How will the final decisions be made?

The final decisions on the review of the FDS and SmartGrowth settlement pattern will confirm the preferred future growth areas and will be made by elected members across the SmartGrowth partnership. The decisions will be based on both the technical assessments outlined in this scope and the other streams of work relevant to the review. Alongside the technical inputs, the decisions will also be based on the values and judgements of the decision-makers and inputs from the public through the consultation phase – such is the art of managing the growth of cities and regions.

Critically, the decisions will inevitably have to balance trade-offs across a range of outcomes. This will be an exercise in balancing outcomes across the four wellbeings that underpin the New Zealand integrated planning framework – environmental, economic, social and cultural. There will be the need to respond both to local and national priorities, and to work within the realm of the possible. The principal objective of the assessment of long term growth areas is to provide the best platform to make decisions against these sometimes conflicting outcomes and strategic priorities.

Where to in the future?

Costs and benefits of the respective areas will need to be understood sufficiently to support rezoning these areas in the future. This assessment will provide the foundation for that work, although inevitably more fine-grain assessments of respective growth areas will occur through the process of structure planning and preparing for statutory rezoning processes.

Ongoing monitoring by the councils of development rates, price efficiency indicators, and the performance of infrastructure networks will inform the future timing of new urban growth areas being released for development. This work will also inform future revisions of the SmartGrowth settlement pattern and FDS beyond 2021. In the past the settlement pattern has seen significant revisions in response to the ever-growing evidence base and changes to the myriad conditions that affect urban development. Whilst we make our best efforts to plan for the future it needs to be noted that there will always remain the potential for further revisions of the settlement pattern.

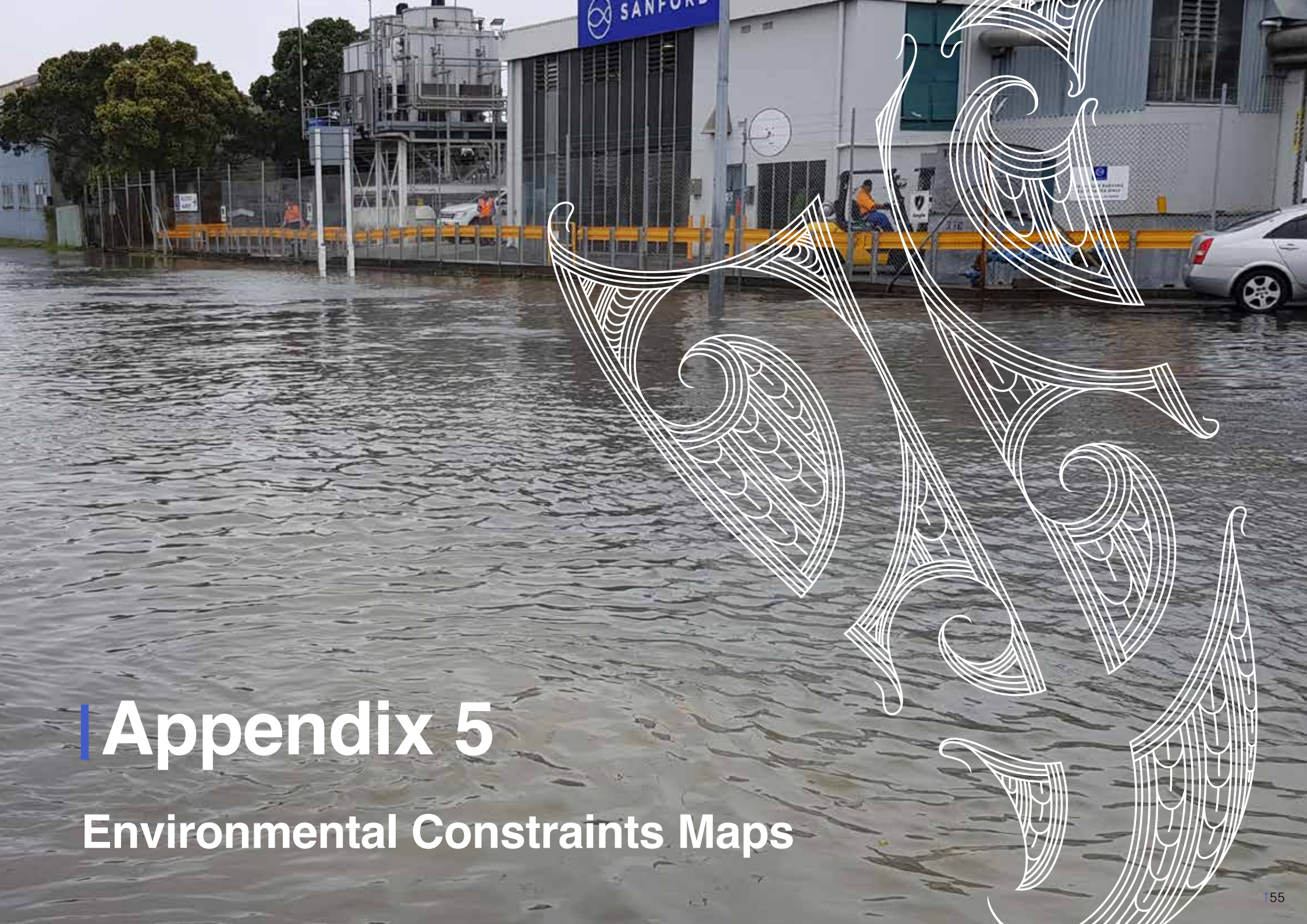
Appendix 4

Summary of Engagement



Targeted stakeholder engagement completed during the preparation of the Proposed Future Development Strategy

Date (2018)	Event/Group	Notes/Outcome
11 April	SmartGrowth Combined Tangata Whenua Forum	Shad Rolleston and Adam Fort presented PowerPoint and took questions from the forum members during discussion.
10 May	Tauranga City Council Tangata Whenua Collective	Shad Rolleston presented PowerPoint presentation. Ana Hancock from the project team also in attendance. Staff took questions from the Collective members during discussion.
22 May	InStep Young Leaders Forum	Organised by Priority One and staff from the partner councils. Attended by staff and elected members from the three SmartGrowth partner councils. 30 Western Bay secondary students provided SmartGrowth partners with their feedback on the kind of city they want to live in by 2048. Discussed were their preferences on housing intensification and typology. Activities were drawn from the SmartGrowth education resource developed by the partner organisations. The key focus is SmartGrowth and the western Bay of Plenty sub-region as a case study for managing growth. Global growth-related concepts and national growth related trends were also explored.
29 May	SmartGrowth Combined Forums Hui	46 people attended the combined Hui, including 31 forum members and 15 partner council/SmartGrowth staff. Five individual groups were formed to discuss the five areas of the draft FDS. Groups then presented their discussion and feedback to the Hui providing the opportunity for wider dialogue. This Hui was a significant event in terms of numbers and amount of feedback received.
5 June	Western Bay of Plenty District Council Tangata Whenua Partnership Forum	Shad Rolleston presented PowerPoint presentation and took questions from the forum members during discussion. Approximately 40 representatives in attendance
1 August	SmartGrowth Combined Tangata Whenua Forum Hui	Shad Rolleston provided a brief update the CTWF on FDS development, including timeframes for SLG, notification and on-going engagement. Approximately 20 people in attendance.



| Appendix 5

Environmental Constraints Maps

Environmental Constraints Maps Legend

 Ecological or Landscape Character Areas

 Culturally Significant Areas

 Flood Hazard

Coastal Erosion Area

 Primary

 Secondary

 Coastal Protection Area

 Current Erosion Risk Zone (CERZ)

 50 year (2060) Erosion risk Zone (50 year ERZ)

 100 year (2100) Erosion Risk Zone (100 year ERZ)

Stability

 General

 Landslip

Liquefaction Susceptibility (information not available for all areas)

 Very High

 High

 Medium

 Low

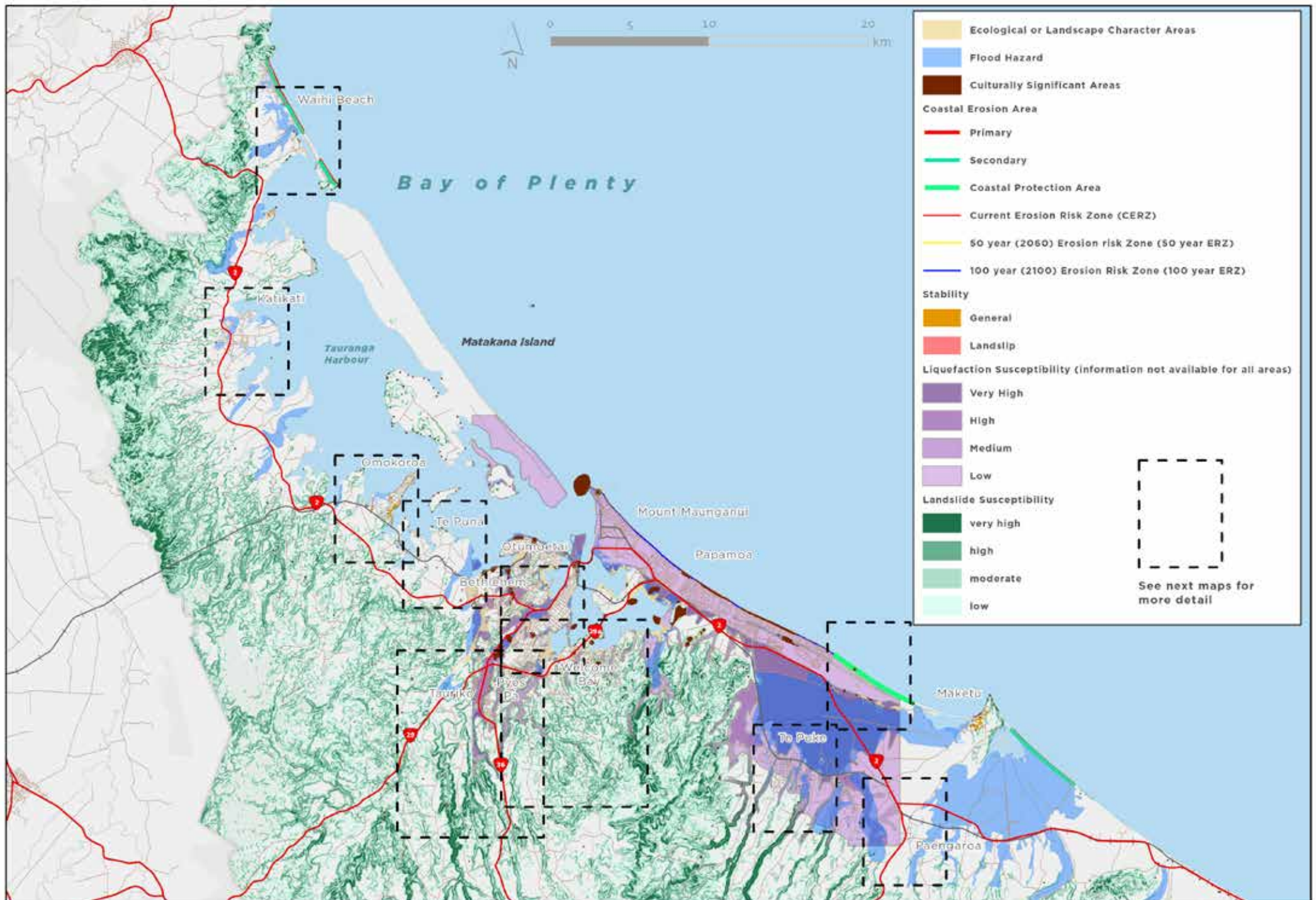
Landslide Susceptibility

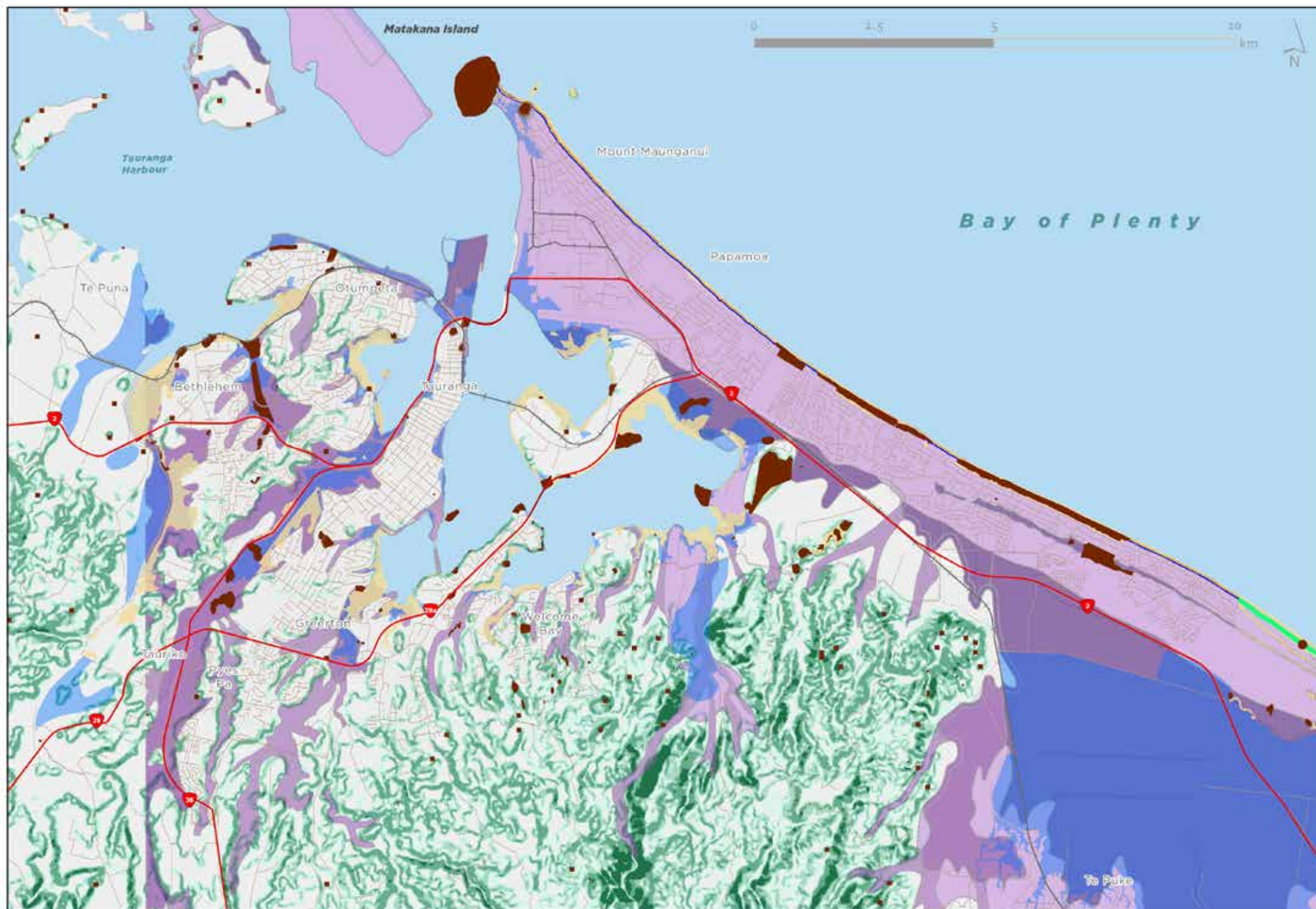
 very high

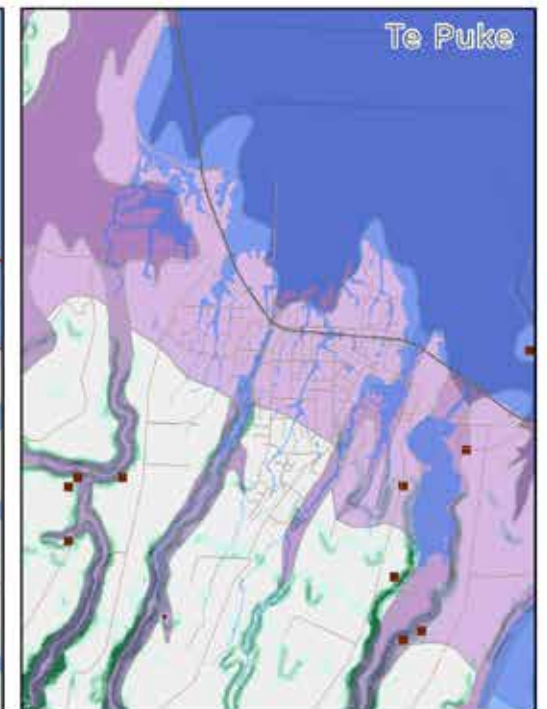
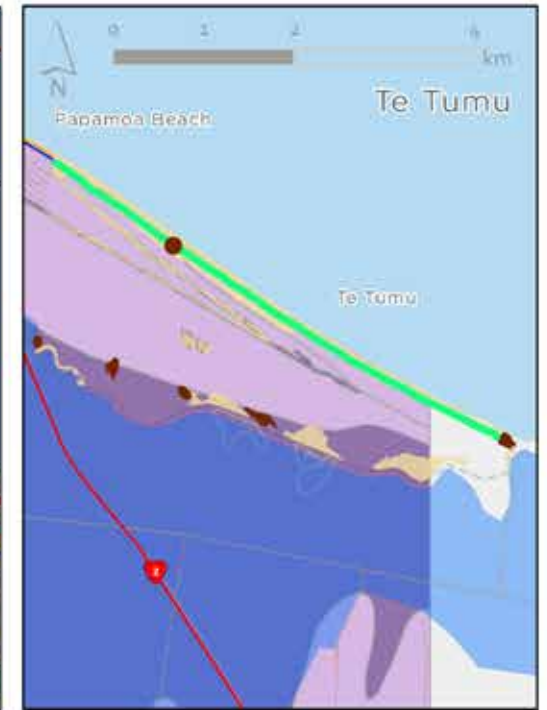
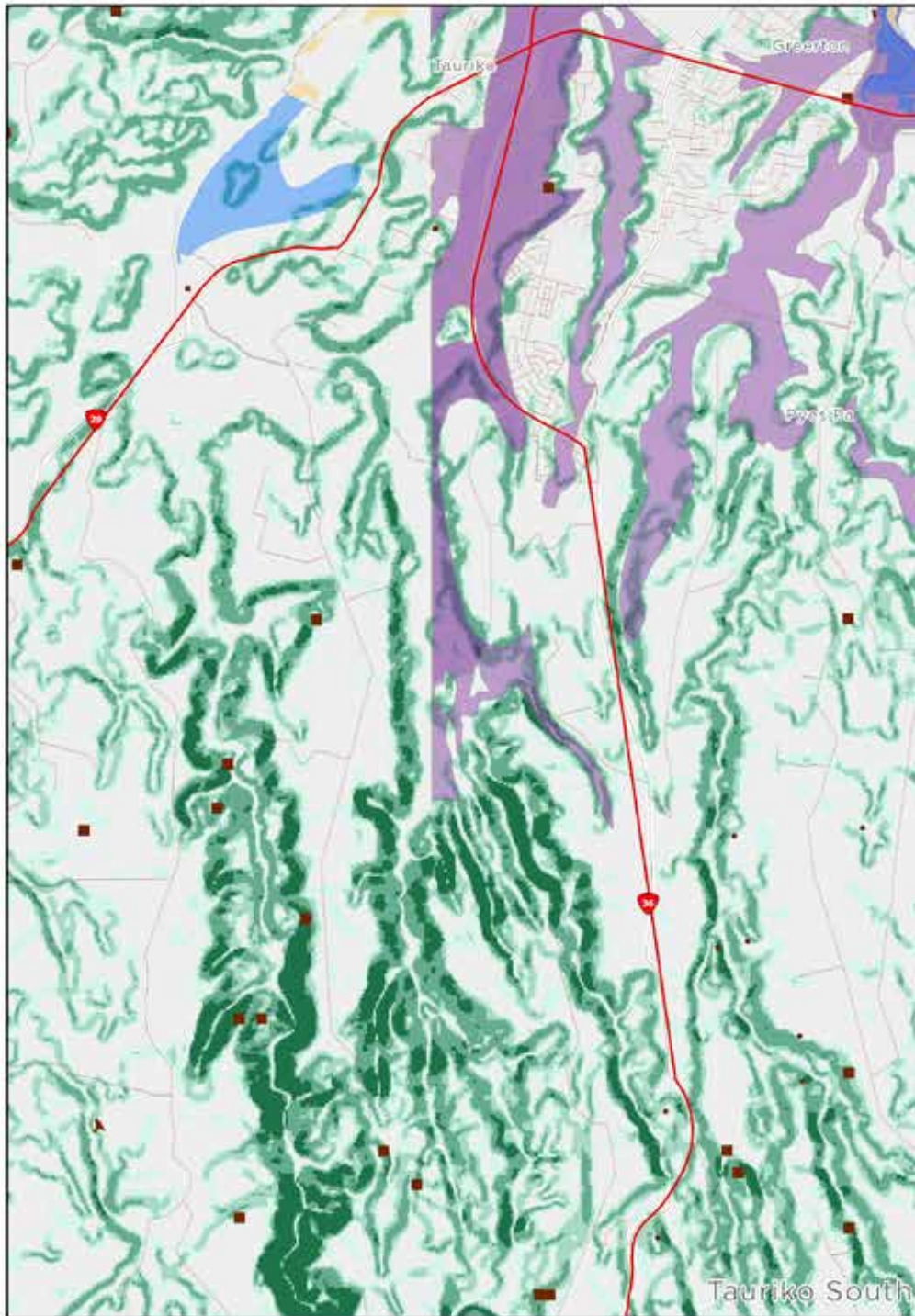
 high

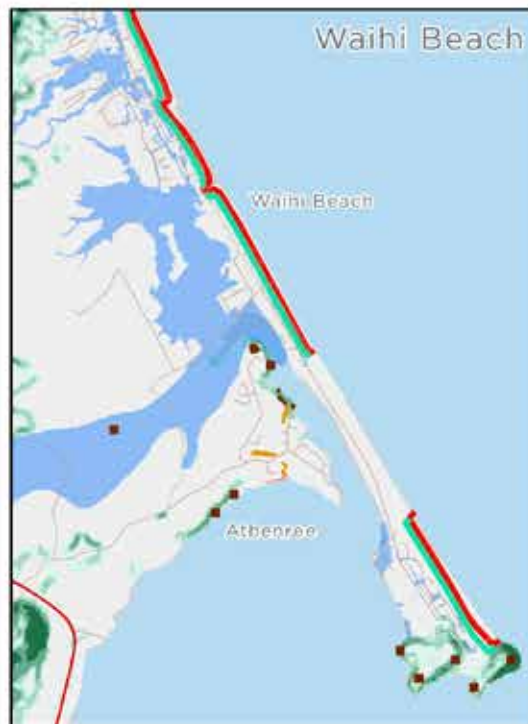
 moderate

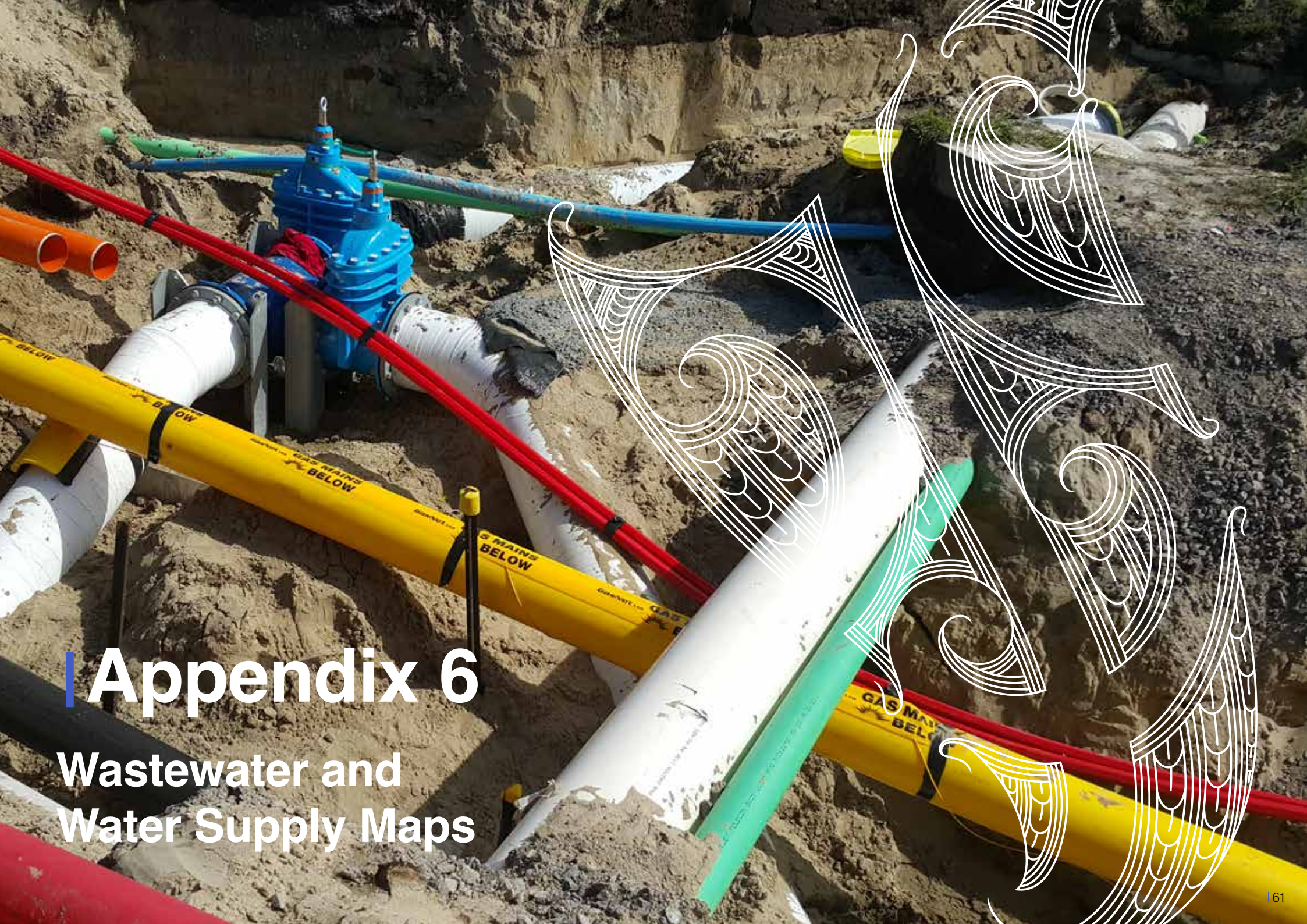
 low







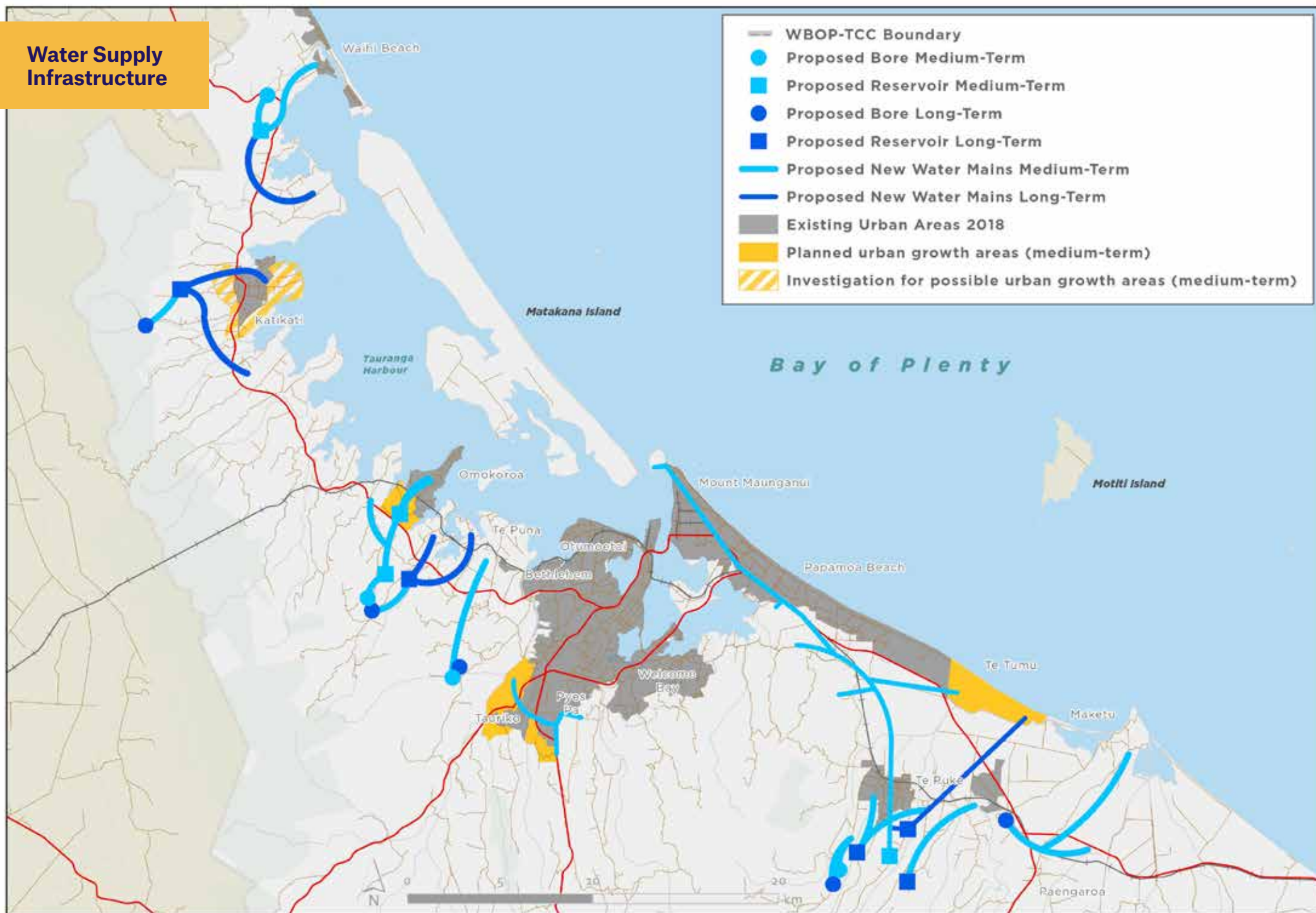




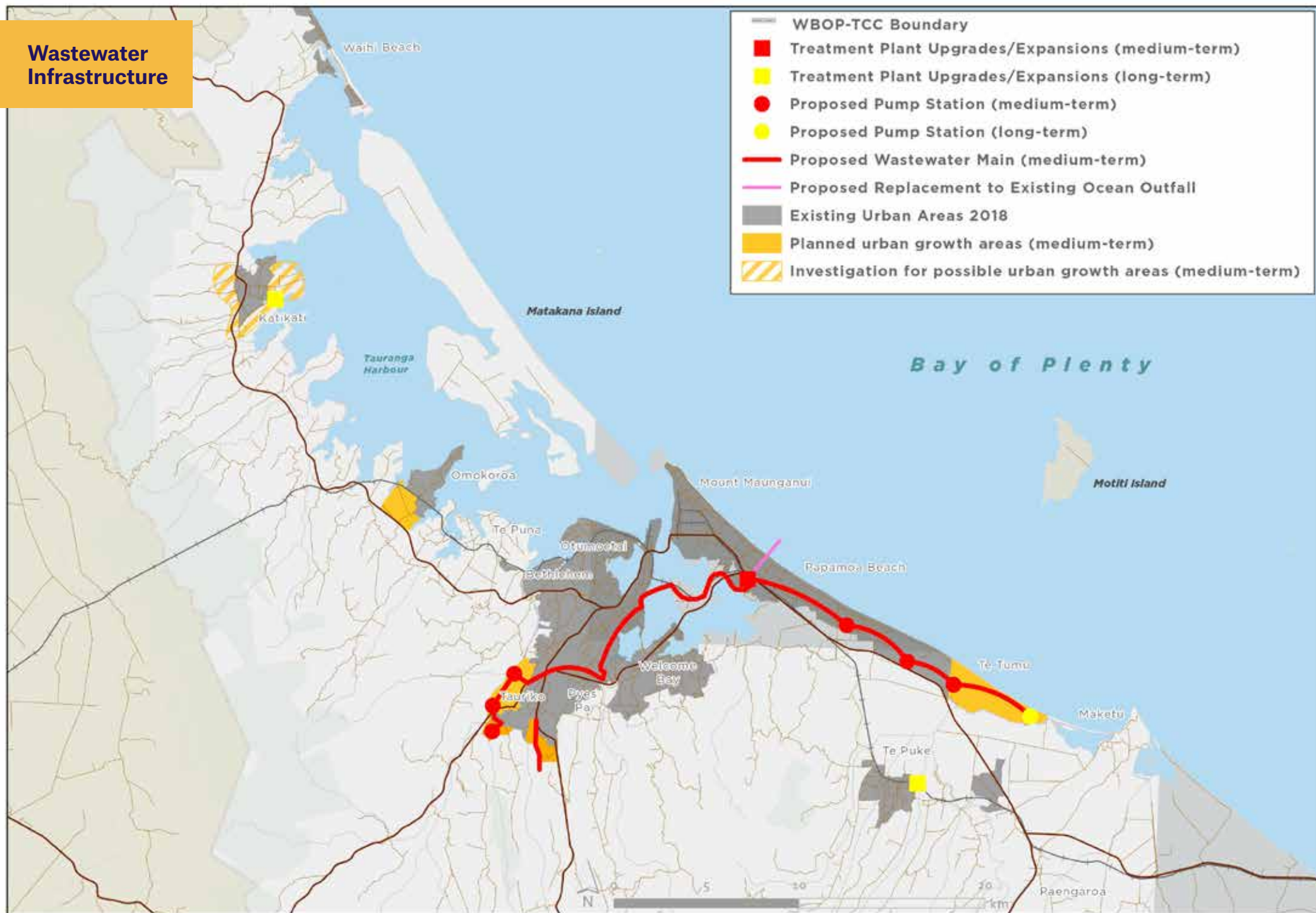
Appendix 6

Wastewater and Water Supply Maps

Water Supply Infrastructure



Wastewater Infrastructure

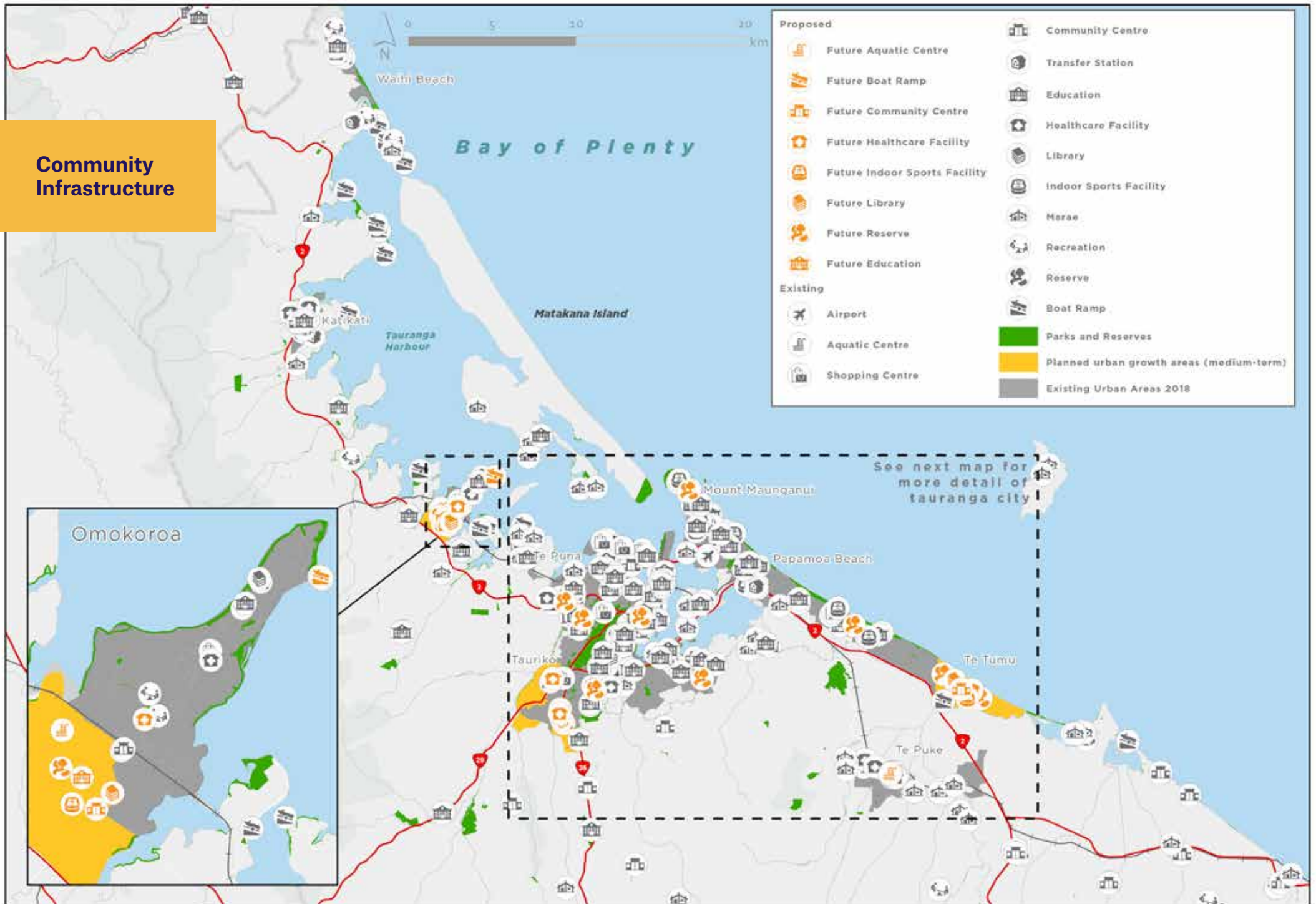


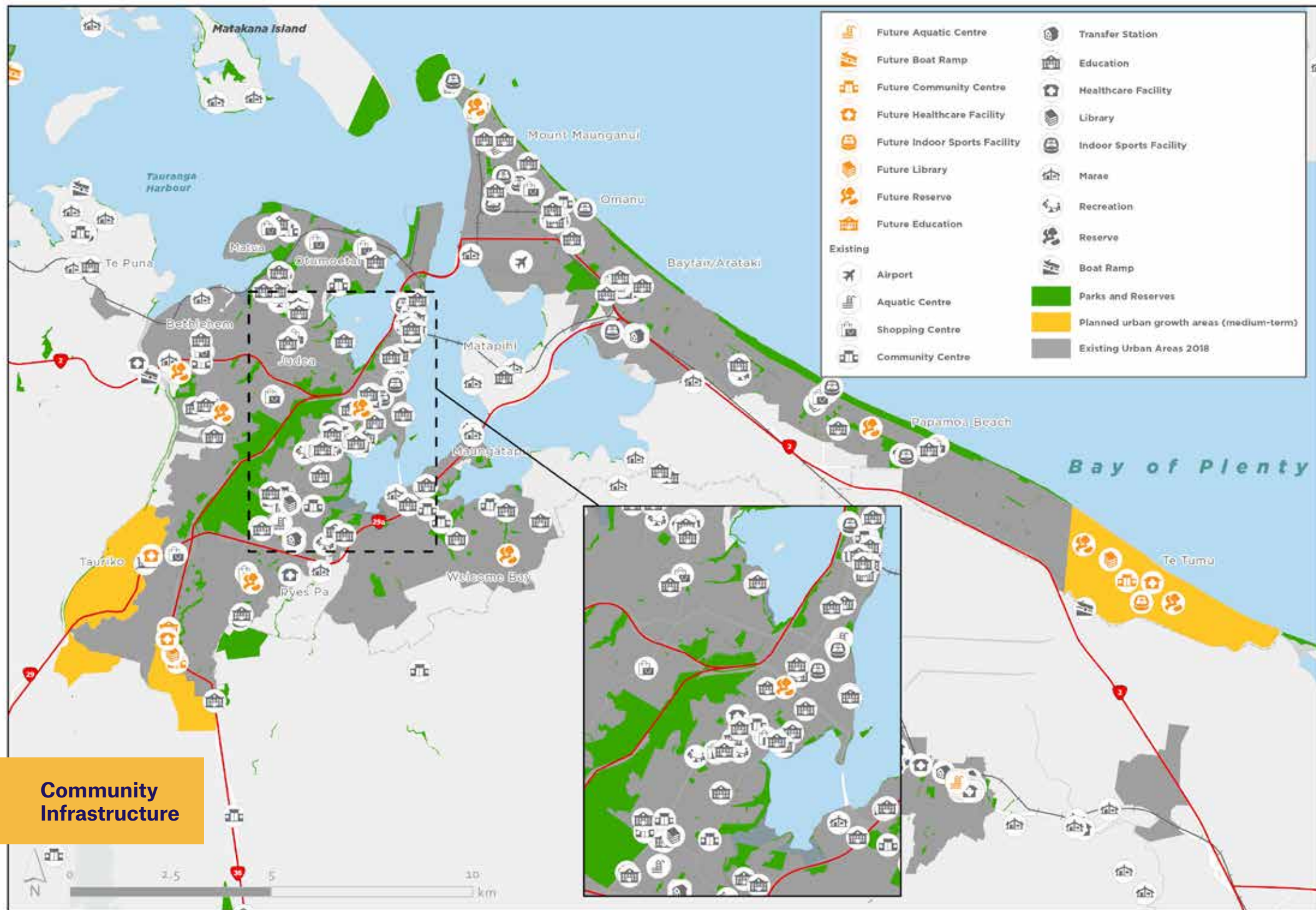
Appendix 7


Community Infrastructure Maps



Community Infrastructure







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

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