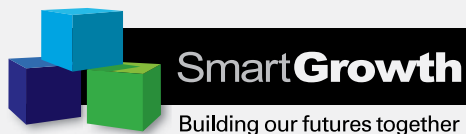


Proposed SmartGrowth **Future Development Strategy**



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



Tohu

The shape of the tohu (motif) is the rae puta (whale tooth), which reflects our marine coastal environment. The four koru represent the SmartGrowth partnership. The remainder of the illustration references the moana and people with a nod to the geography - mai Nga Kuri a Whare ki Otamarakau from Waihi Beach to Otamarakau.

Mihi

Tūngia te ururua
Kia tupu whakaritorito
Te tupu o te harakeke

He hōnore, he korōria ki te Atua
He maungārongo ki te whenua
He whakaaro pai ki ngā tāngata katoa
Korōria ki tou ingoa tapu
Ki ngā tini mate, haere ki te huinga o te kahurangi
Okioki, tau ai.

Korihi ake ngā manu
Tākiri mai i te ata
Ka ao, ka ao, ka awatea
Ti hei mauri ora

E nga maunga, e nga awa,
E nga rāngai
Mai ngā Kuri ā Whare ki Otamarakau
Tena koutou, tena koutou, tena koutou katoa

Clear away the undergrowth
So that the new shoots of the flax will grow

Honor and glory to God in the highest
Peace on earth, and good will toward men
May your name be glorified
We acknowledge those who have passed
Joining our loved ones, be at rest

Birds sing at the morning dawn
And the light has broken into a new day
Behold there is life

To every mountain, river
And every relationship represented
From Waihi Beach to Otamarakau
We greet and acknowledge you

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SmartGrowth Strategy Vision: **Western Bay - A great place to live, learn, work and play.**

**Ki te kahore he whakakitenga,
ka ngaro te iwi**

Without foresight or vision the
people will be lost

SmartGrowth desired outcomes



Strengthen Visionary Leadership and Collaboration

We have visionary, collaborative leadership, a strong partnership and provide effective advocacy



Grow a sustainable economy

Our economy is thriving, growing, diverse and sustainable.



Integrated Planning and the Settlement Pattern

We all work from the same long term planning blueprint which incorporates planning for land use, transport and other infrastructure in an efficient and affordable way.



Build the community

We work proactively and in partnership with the community to make western Bay active, vibrant, connected, caring, healthy and safe.



Sustain and improve the environment

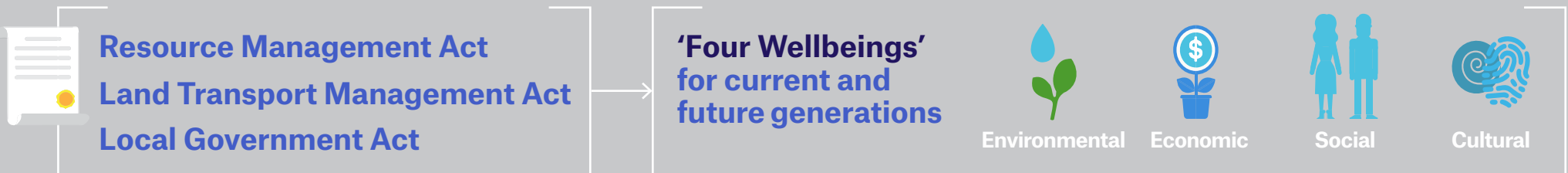
We work together to protect and enhance our distinctive natural environment.



Recognise cultural identity and change

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

New Zealand's Integrated Planning Framework



Foreword

Kupu Whakataki

We're growing fast and we need to work together to plan and manage it.

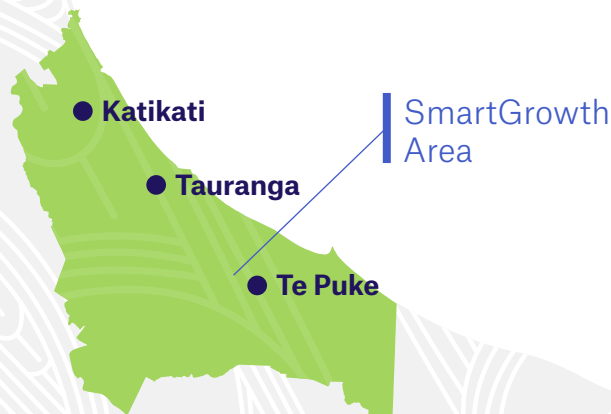
Tauranga City, Western Bay of Plenty District and Bay of Plenty Regional Councils and tangata whenua, together with implementation partners have been working together under the SmartGrowth umbrella since around 2000 helping make the western Bay of Plenty a great place to live, learn, work and play.

While this Future Development Strategy is required by the Government, it's also a continuation of the work we've been doing since the launch of the first SmartGrowth Strategy in 2004. Population growth is predicted to continue here and we believe that we can best meet the needs of the people and communities if we continue to work in this partnership approach. Yes, it's councils and tangata whenua at the heart of this work but we also work with agencies such as the New Zealand Transport

Agency and the Bay of Plenty District Health Board. The SmartGrowth Forum members are critical parts of the partnership too and they have continued to contribute strongly to the development of settlement pattern work over the years.

We're faced with some major challenges in this work – delivering good transport infrastructure, providing affordable housing in a range of styles, protecting productive rural land, caring for the environment, preparing for climate change and natural hazards, providing better opportunities for tangata whenua and ensuring robust utilities such as wastewater, stormwater and drinking water and associated social infrastructure.

It is imperative that the SmartGrowth partners and government agencies work collaboratively to a strategically aligned and consistent set of objectives



Bill Wasley
SmartGrowth
Independent Chair



Mayor Greg Brownless
Tauranga City Council



Mayor Garry Webber
Western Bay of Plenty
District Council



Chairman Doug Leeder
Bay of Plenty Regional
Council



Buddy Mikaere
Combined Tangata
Whenua Forum Chair

and investment programmes. Alignment between this Future Development Strategy and the following key policy instruments is critical to deliver integrated land use and infrastructure:

- National Policy Statement on Urban Development Capacity 2016
- Government Policy Statement on Land Transport 2018
- the Government Cabinet Paper on the Urban Growth Agenda released 6 August 2018
- the SmartGrowth sub-regional settlement pattern, and
- the activities and priorities in the Bay of Plenty Regional Land Transport Plan 2018.

We do not have good alignment between the growth that is occurring in our sub-region and transport investment. We are committed to presenting a unified voice in identifying key transport issues and working together with the New Zealand Transport Agency and Central Government to find workable solutions for the sub-region. The recent Government announcements around the Urban Growth Agenda provides a good opportunity for us to address these issues. A key focus going forward will be on getting a much better alignment and improved land use and transport integration.



We are in a transition phase between previous policy frameworks and moving forward on an emerging direction. There is a need to find a way which addresses current gaps in providing an integrated land use and transport approach and providing for future growth. This places at significant risk provision for future housing and realising the economic potential of the sub-region. The recently completed capacity assessment has indicated that there are housing land constraints which need to be addressed to avoid potential impacts on house prices in the future.

It is essential that investment in an integrated transport approach is undertaken that provides for a sustainable, safe and efficient transport network. However, if transport investment decisions do

not support and assist with implementation of this Proposed Strategy then the partners will review it before progressing it further. There is more detailed transport planning work continuing in parallel with consultation on this Proposed Future Development Strategy. This work will be incorporated into the final version. The partners wish to be quite upfront that there are transport investment challenges that cannot be put to one side, which are integral to successful strategy implementation.

This proposed document sets out all of these challenges and opportunities and we welcome your feedback on whether you think we're on the right track.

Executive Summary

Whakarāpopototanga

Purpose of the Strategy

Tauranga City and the surrounding Western Bay of Plenty District is anticipated to grow significantly over the next 30 years. To ensure we meet the needs and demands of our growing community we need to plan for this growth. This proposed strategy outlines how we will work to ensure we provide sufficient development capacity for new homes and businesses to meet the needs of our communities. We also need to meet the National Policy Statement on Urban Development Capacity (NPS-UDC), which requires councils in high growth areas to provide sufficient development capacity.

Our Growth Challenge

In the next 30 years we expect to reach a population of nearly 250,000. This means we will need around 43,000 more homes with around 80% of that growth being within Tauranga city. Our new homes will need to meet the needs of an ageing population and also address the increasing challenge of our people being able to afford adequate housing. Demand for temporary accommodation is also expected to increase

due to tourism growth and influxes of seasonal workers required for the horticulture industry.

In order to provide capacity for new homes, rural land will be converted to new urban areas (referred to as 'greenfield' development). New development will also occur within the existing urban area of Tauranga.

Making sure this is a great place to live as we grow is very challenging for the SmartGrowth

partners and places a continual strain on infrastructure as councils try to keep pace with the demands of growth.

Transport

Coordinated delivery of necessary transport infrastructure is needed to support growth in the right place at the right time. Transport

infrastructure is particularly challenging as it is expensive to implement and there is also a highly dynamic two-way relationship between the way the sub-region grows and the transport system that supports it. How well we integrate transport and land use will have the biggest influence on the sustainability and affordability of continued

Ki te kahore he
whakakitenga, ka ngaro
te iwi

Without foresight or vision
the people will be lost

growth. The effects of growth are already being acutely felt by residents as the transport system reaches capacity, despite significant recent investment in transport infrastructure.

Compact City

To meet the growth challenge, it is essential that new growth delivers a high quality compact urban form. This will improve the quality of life for residents and reduce the environmental footprint of growth and also best support a sustainable and effective transport system.

To best support our goal for a sustainable and quality place to live, we need to think differently about where houses are built. Currently, fewer than 20% of new housing development occurs within the existing Tauranga urban area. Yet we need to see more of this is the form of development if we are to sustainably manage growth. Creating a compact city is a major focus for SmartGrowth and will be led by the Tauranga City Council through the draft Tauranga Urban Strategy that is also open for submissions. The Tauranga Urban Strategy aims to see more homes built in and around our current town centres, while ensuring our town centres are easy and



attractive places to live. The first area of focus will be the central Te Papa peninsula extending from downtown Tauranga to Greerton. Any proposed changes to existing neighbourhoods will involve extensive engagement with the affected communities.

Medium Term Growth Areas

New greenfield growth areas will provide for the majority of growth for at least the next ten years and will need to deliver more homes at higher densities. Greater population density supports more frequent public transport services, which reduces congestion on the road network and creates a more efficient transport network overall. The greenfield areas will also provide for a mix of supporting facilities, services, schools and employment.

The proposed large greenfield areas of Te Tumu, Tauriko West and Omokoroa will provide capacity for most new homes for at least the next 10-15 years. These areas must be rezoned and enabled for development as soon as possible because development capacity is running out. All three areas face significant risks that may compromise their timing and delivery. No alternative greenfield areas are available in the medium term that are sufficient to meet the projected scale of demand. To meet the NPS-UDC, these three medium term greenfield areas need to be rezoned for development by mid 2021.

Mitigating the Key Risks

As we grow it is critical we work with our key partners including the NZ Transport Agency and tangata whenua to mitigate the risks outlined below and ensure we can enable the required

Critical Medium Term Growth Area	Target Year for Delivery	Potential Yield	Key Risk
Te Tumu	2021	7,700 homes	Access through multiply-owned Māori land
Tauriko West	2021	3,000 homes	Transformational transport programme – SH29
Omokoroa	2021	2,400 homes	Transformational transport programme – SH2

development capacity on time. In particular, transformational corridor-level transport projects are urgently required in both the western and northern corridors. It is essential that there is commitment and priority given to these projects through the National Land Transport Programme so that delivery can be accelerated, particularly given the long lead-in time for projects of this scale. If these projects are not delivered, development capacity in the sub-region will fall well short of projected demand beyond 2021.

Tangata Whenua

Throughout the development of this strategy tangata whenua have highlighted the importance of ensuring opportunities for housing and business activity on Māori ancestral land in a way that allows for ownership to be retained. More broadly, there is a need to address issues with housing and employment that disproportionately affect Māori. Future Treaty settlements may affect

The proposed work programme includes specific consideration of Māori rural land and urban marae locations, as well as ongoing engagement with tangata whenua.

the local economy as iwi look to invest.

The proposed work programme includes specific consideration of Māori rural land and urban marae locations, as well as ongoing engagement with tangata whenua.

Long Term Growth Areas

Beyond the next ten years, a range of options can provide further capacity for new homes. The next generation of growth areas will then be confirmed through a full review of the SmartGrowth Strategy and the Future Development Strategy in 2021.

Monitoring will be undertaken regularly as required by the NPS-UDC to track how the housing and business development market is functioning. The economics that affect redevelopment within the existing Tauranga urban area will be closely monitored. This will allow the councils to both observe and anticipate the rate of redevelopment. Councils can then respond at the right time with the delivery of further development capacity in intensification areas and greenfields.



Engagement and Partnerships

As change happens throughout the western bay, ongoing community engagement will ensure that the best qualities of our sub-region are retained and enhanced as we grow. All residents have a responsibility to engage and shape our future urban areas.

There will be opportunities for partnerships across councils, Central Government, tangata whenua, social housing providers and the private development sector to achieve the aspirations contained in this strategy.

Auckland

Auckland Region
Population
1,657,000

50.4%
of NZ's population
lives in the combined
Auckland, Waikato and
Bay of Plenty Regions.

41%
of NZ's exports go through
the Port of Tauranga

Hamilton

Tauranga

Rotorua

Waikato Region
Population
460,000

Bay of Plenty Region
Population
300,000

High-Growth
Urban Area

Medium-Growth
Urban Area



| Introduction

The western Bay of Plenty sub-region is one of the fastest growing areas in New Zealand.

High rates of population and economic growth create constant changes to our urban environment to reflect the evolving needs of our communities. When we plan for growth and change we must provide for our communities social, economic, environmental and cultural wellbeing. Existing and future residents need access to a choice of homes and a range of employment opportunities, with good connections between them. Communities need access to high quality physical and social infrastructure, and spaces that enable people to meet, play and connect to our beautiful natural environment.

What is the SmartGrowth Partnership?

SmartGrowth is a partnership of the Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council and local tangata whenua. The New Zealand Transport Agency and Bay of Plenty District Health Board are also implementation partners. SmartGrowth

sets the strategic vision and direction for managing growth in the western Bay of Plenty sub-region. The partnership is underpinned by Treaty of Waitangi principles.

The purpose of the Future Development Strategy is to set out how the SmartGrowth Partnership will manage growth over the next 30 years to provide for our communities environmental, social, economic and cultural wellbeing which will ensure this is a great place to live.

Why are we preparing this Strategy?

In December 2016 the Government introduced the National Policy Statement on Urban Development Capacity (NPS-UDC). This piece of legislation requires councils in high growth areas to assess capacity needs for housing and business over the next 30 years and to prepare a 'Future Development Strategy' outlining how that capacity will be provided for. The Future Development Strategy must be reviewed every three years.

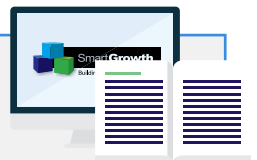
Refining the current Settlement Pattern

The SmartGrowth partnership created the first settlement pattern as part of the SmartGrowth Strategy in 2004. The settlement pattern has been progressively reviewed and updated since then, with recent updates in 2013 and 2016. This proposed strategy reflects the latest settlement pattern and updates it to meet the requirements of the NPS-UDC.

How this Strategy was developed

This Strategy has been prepared by staff across the SmartGrowth councils. Engagement with tangata whenua, key stakeholders and the seven SmartGrowth forums has occurred throughout its development.

See Appendix 4 for more detail on the early engagement process. The Strategy builds on the SmartGrowth Housing and Business Development Capacity Assessment available at smartgrowth.bop.org.nz.



| National Context

New Zealand is undergoing a number of changes.

Its population is becoming older and more ethnically diverse, while the nature of employment is changing and the country's population is growing very unevenly geographically. New Zealand also faces a number of challenges relevant to growth management, including housing quality and affordability, water allocation and quality, rising infrastructure and servicing costs, increasing disparity of wealth and reconciling the needs of the current population with the needs of future generations.

Central government is strengthening its approach to urban development along with initiatives to support regional economic growth. It is also reviewing infrastructure funding and financing for local government. This is in recognition of the constraints that are preventing local authorities from effectively funding their obligations and from financing community expectations. For the growth councils around the country there are significant challenges arising from the need to invest heavily in infrastructure to accommodate growth. This is further complicated by economic cycles which affect rates of development.

The Urban Growth Agenda is a key priority for the Government. It is focused on five key priorities initially:

- Innovative infrastructure funding and financing,
- A planning system that supports growth and 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, and
- Legislative coherence - linking the Resource Management Act, Local Government Act and Land Transport Management Act.

As part of implementing the Urban Growth Agenda, the Government has recently announced the creation of a new Ministry of Housing and Urban Development. There are also other specific initiatives that are part of the Urban Growth Agenda and housing policy in general such as establishing a new national Urban Development Authority, the KiwiBuild programme to deliver 100,000 affordable homes over the next 10 years,

expanded public/social housing, the Housing First initiative (increasing the supply of emergency and transitional housing for homeless people) and changes to the Residential Tenancies Act to provide better homes and more security for people renting.

Spatial planning has become a strong focus for the Government as it provides a means of better integrating land use, infrastructure and funding as well as the opportunities for stronger partnerships between local and central government, iwi and the wider community. There are also a number of other existing and proposed National Policy Statements that will influence this Strategy. There is a new Government Policy Statement on Land Transport (GPS) now in place. The GPS provides a step change in land transport funding priorities.

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, and
- integrating land use and transport planning and delivery.

Well-functioning urban areas are vital to improving the well-being and living standards of all New Zealanders, including reducing homelessness and child poverty.

(source: MBIE Cabinet Paper on Urban Growth Agenda, released 6 August 2018)

Climate change is also a priority for the Government. It is currently consulting on the Zero Carbon Bill which aims to achieve net zero carbon emissions (as a minimum) by 2050. Achieving this goal will require significant increases in forest planting, significant reductions in transport and energy related emissions, and changes in how we use our land. The Zero Carbon Bill anticipates that every person, business and local government authority has a role to play.

There are other national level changes underway which will also have an effect on local government and how we manage growth. These include significant three waters management reform and investigations into local government costs and its revenue base.





| Sub-Regional Issues

The western Bay of Plenty sub-region is currently facing a number of challenges relating to its future development.

Aligned Growth and Infrastructure

Significant growth over a relatively short time frame has put pressure on infrastructure, especially the transport network. The settlement pattern has been designed to have a strong relationship with infrastructure and services. Successful implementation of the SmartGrowth settlement pattern, new urban growth projects and other strategies now in development are heavily reliant on infrastructure improvements, particularly to the transport system. Given the rate at which growth is occurring, we do not have good alignment between development and transport investment. Achieving better alignment and stronger integration between land use and transport will be a key focus area for the SmartGrowth partners. A critical element of this is having agreed transport investment decisions and commitments to support the existing and proposed settlement pattern.

Dealing with uncertainty

There are inherent difficulties in knowing in advance what development uptake rates will be, how feasible particular developments are and understanding the true costs. Development is a staged process which takes some time to implement. At present there is only around 6-7 years supply of residential zoned land available in Tauranga and new zoned and serviced capacity is at least three years away. There may be a period of constrained supply. Long-term greenfield areas have been identified in this strategy for further investigation. This will allow the SmartGrowth partners to be better prepared and fully understand the implications of developing any of these areas in the longer term. There is a commitment to achieving a more compact urban form through the Tauranga Urban Strategy. However, successful implementation will be challenging. In order to manage all of these uncertainties the SmartGrowth partners will



continue to monitor demand and supply and make sure we have sufficient capacity and that we achieve the right balance between intensification and greenfields.

Growth Funding

There are significant infrastructure costs associated with servicing new development, however there are limited funds and funding tools available to councils and the New Zealand Transport Agency for large-scale projects.

Tauranga City Council in particular faces substantial costs given the infrastructure required to meet growth needs. Like other high-growth councils they are also limited in terms of how much they can borrow. Central Government is investigating new tools for local government to fund and finance infrastructure, however some of these may take time to implement. A fundamental change is required in the way urban growth is funded and the solutions are needed as a matter of priority.

The Impacts of Growth

Along with growth and development come a number of impacts, particularly environmental but also cultural and social. Growth can have an adverse effect on water quality and quantity,

landscapes, cultural sites, biodiversity, productive land, and it can exacerbate the impacts of natural hazards and climate change. Finding the balance between supporting growth and development while ensuring the environment stays healthy will be a major and ongoing challenge.

Housing Affordability

Housing affordability is a major issue for the western Bay of Plenty. The role of this strategy is to ensure that there is sufficient development capacity to enable the delivery of housing in the most cost-effective manner, by the private sector, Central Government through KiwiBuild, iwi, social housing providers and not-for-profit sector. This strategy also aims to encourage a range of housing types.

The SmartGrowth Leadership Group has endorsed the new Smart Housing Action Framework, which provides a new focus for its housing work in addition to the development capacity emphasis.

Changing Demographics

On top of growth projections, emphasis must be placed on the demographic changes that are unfolding. In particular, the ageing population means a declining rate of home ownership and

more single person households. By contrast, we gain a demographic dividend if increasing numbers of Maori youth can support a shrinking labour force in the long term. These are all factors that have been considered while preparing this proposed strategy and monitoring of these trends will continue.

Development Trade-Offs

The existing SmartGrowth Strategy 2013 and this Future Development Strategy aim to promote the social, economic, environmental, and cultural well-being of communities. Inevitably there are potential trade-offs that have to be made across these well-beings in order to successfully implement our strategies. High level trade-offs have already been made in identifying the planned growth areas. For example the emerging tensions between urban development and enhancing water quality, and similarly between urban intensification and increased stormwater runoff. These are matters that cannot be resolved now but will be the subject of further investigation as structure plans are prepared and sustainable development capacities calculated.

Our Development History

Mai Ngā Kuri ā Whare i ki Otamarakau – from Waihi Beach to Otamarakau. Tangata whenua across the western Bay of Plenty sub-region descend from three main waka groupings, Te Arawa, Mataatua, and Takitimu.

The traditional settlement pattern, mana-whenua and mana-moana of the sub-region was highly contested historically, but maintained currently through close relationships based on inter-marriage and whakapapa. Samuel Marsden was the first European to visit the area in 1820, followed by missionaries, traders and then settlers.

The western Bay of Plenty sub region is characterised by a handful of small coastal

settlements, rural towns and productive rural land surrounding Tauranga City. Prior to European arrival, Tauranga Moana had a number of prosperous kainga (villages). The combination of land purchases and confiscations have contributed to the creation, form and location of the urban areas as we know them now.

Tauranga City is a relatively new city in comparison with the other major cities in New Zealand. In the 1940's it was a small town of approximately 4,000 residents. Rapid growth since that time has seen the conversion of rural land on the outskirts of the city into new suburbs. The increase in private vehicle ownership since the 1950s has meant that the city has developed around car based transport. Investment in roading

infrastructure to ensure efficient access to New Zealand's biggest export port has supported this pattern of growth.

Tauranga is now the fifth biggest city in New Zealand, with the fourth smallest geographical area. Housing demand at the fringe of the city has required continued adjustment to the territorial boundary between Tauranga City and the Western Bay of Plenty District, so that new urban growth areas could be serviced by Tauranga City's infrastructure.

In the western Bay of Plenty District, growth has been accommodated on the edges of the various towns, complemented by high levels of growth in rural- residential lifestyle blocks. Omokoroa is an exception as it has recently grown from a small

1300

Early Polynesian waka migrants arrive.

1700

1769

Captain Cook and Endeavour pass Motiti Island.

1800

1820

Nga Puhi invade Tauranga with muskets.
Samuel Marsden is the first European since Cook to visit Tauranga.

1840

Signatures to the Treaty of Waitangi collected from Tauranga chiefs.



1864

War breaks out in the district - Gate Pa and Te Ranga.
250,000 acres confiscated from Māori.

1871

Tauranga wharf developed on the Strand.

1900

1911-15

Tauranga Harbour Board formed, first Tauranga hospital opened.

1924

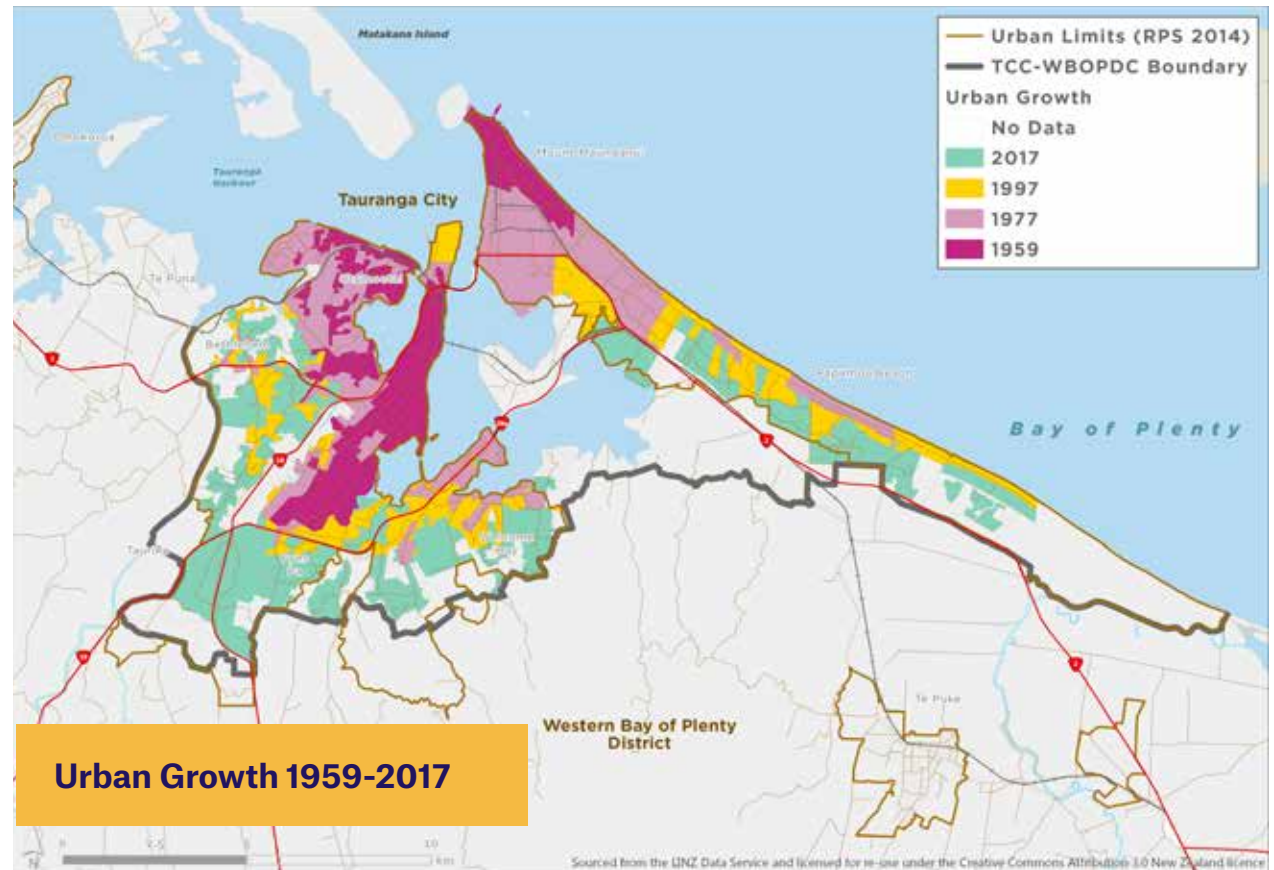
Matapihi railway bridge completed.

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

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

harbourside holiday village and is now quickly
expanding to become a substantial size town.

Traditional Māori communities of Whareroa,
Maungatapu, Hairini, Judea and Bethlehem
have become urbanised as Tauranga City has
grown over time. Otawhiwhi at Bowentown
and Rereatukahia in Katikati are on the urban
boundaries of their communities, and the
Maketu community is predominantly Māori.



1939

Airport officially
opened at
Mt Maunganui.

1964

New Tauranga
hospital block
opens.

1989

Local Government
amalgamation creates
Tauranga City and Western
Bay of Plenty Districts.

2004

First
SmartGrowth
Strategy
approved.

2015

Tauranga
Eastern Link
opens.

2000

1953

Mt Maunganui
wharf construction
begins.

1978

Kaimai
rail tunnel
opened.

2011-14

Crown settles
a number of
Treaty claims
within the
sub-region.

2018

Tauranga
is the fifth
biggest
city in New
Zealand.

The Growth Challenge

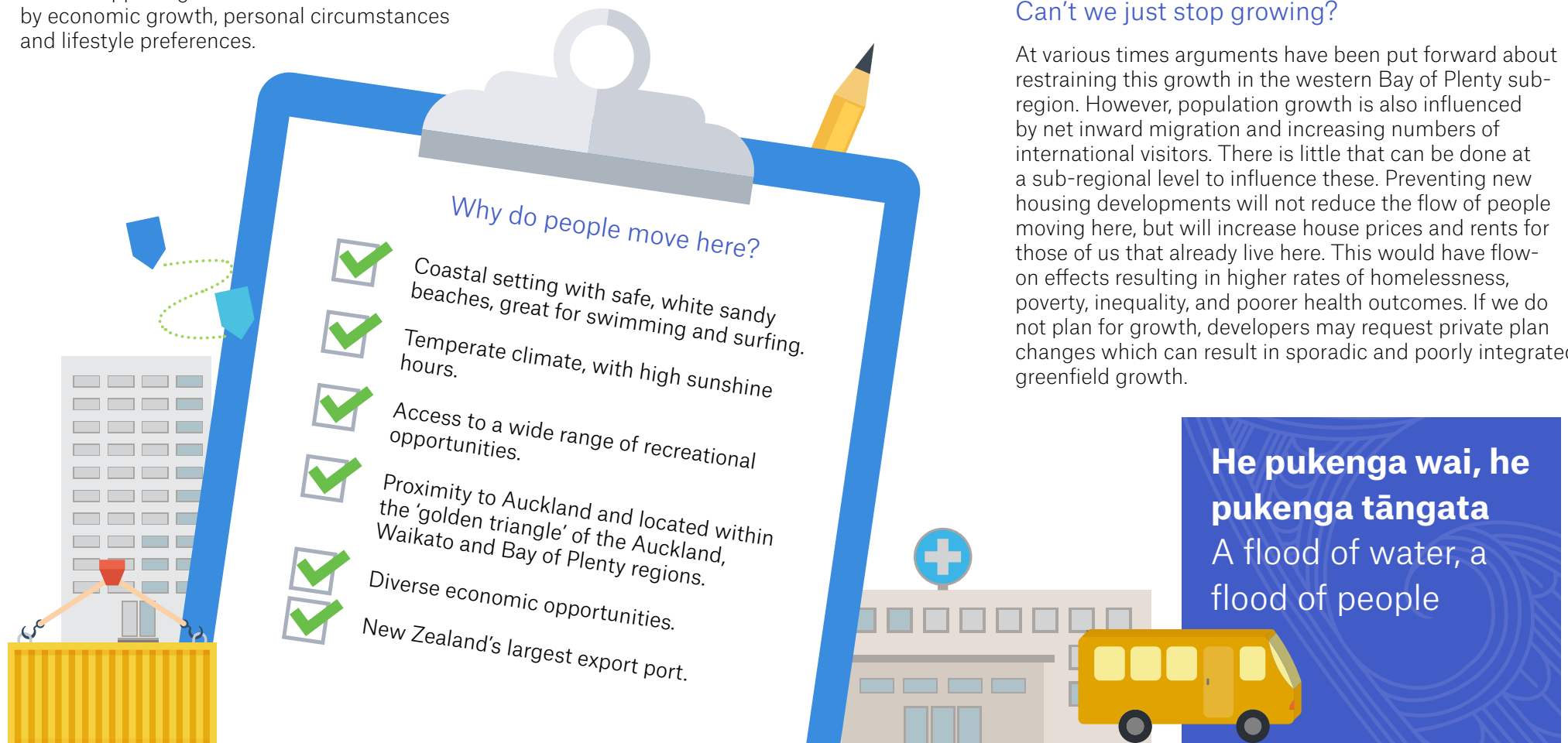
The western Bay of Plenty sub-region, with Tauranga City at its heart is one of the fastest growing areas in New Zealand.

Of New Zealand's six largest cities, Tauranga City recorded the highest rate in population growth between the 2006 and 2013 Census at 10.5%. This is a long-established trend with Tauranga being the fastest growing area in New Zealand over the last 80 years. The key driver of population growth has been, and will continue to be, people moving from other parts of New Zealand and overseas. This is happening for a number of reasons driven by economic growth, personal circumstances and lifestyle preferences.







Population growth comes with a number of challenges, but also a number of benefits. Key challenges include increased traffic congestion; ensuring infrastructure keeps up with growth; and maintaining housing affordability in the face of increased demand. Benefits include economic growth and development and more opportunities for education, employment, and civic amenities. To ensure that we can gain the benefits, we need to plan carefully for the future.

Can't we just stop growing?

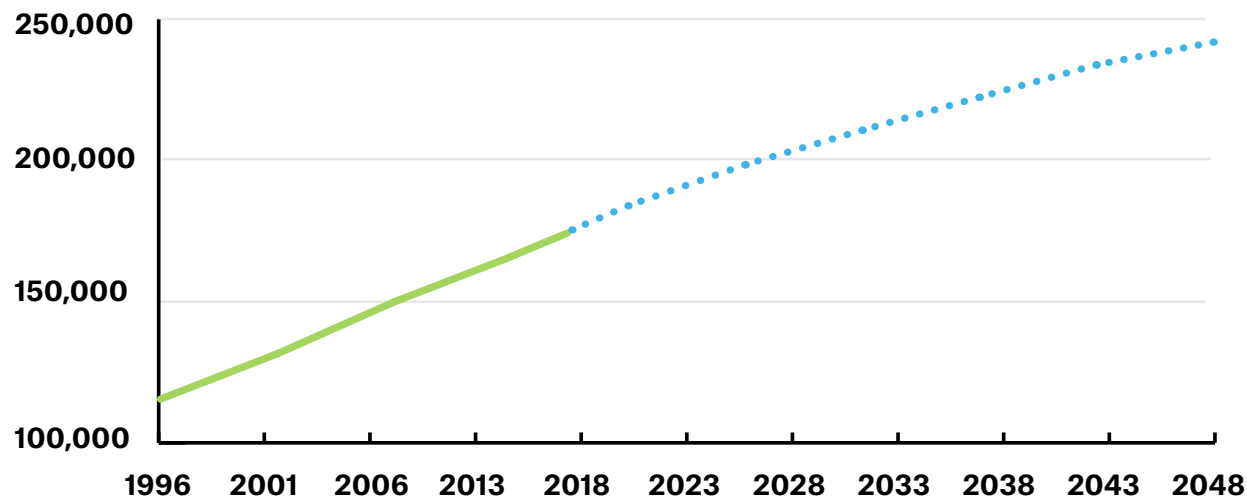
At various times arguments have been put forward about restraining this growth in the western Bay of Plenty sub-region. However, population growth is also influenced by net inward migration and increasing numbers of international visitors. There is little that can be done at a sub-regional level to influence these. Preventing new housing developments will not reduce the flow of people moving here, but will increase house prices and rents for those of us that already live here. This would have flow-on effects resulting in higher rates of homelessness, poverty, inequality, and poorer health outcomes. If we do not plan for growth, developers may request private plan changes which can result in sporadic and poorly integrated greenfield growth.



184,000 people and **80,000** dwellings in Western Bay of Plenty Sub-Region in 2018

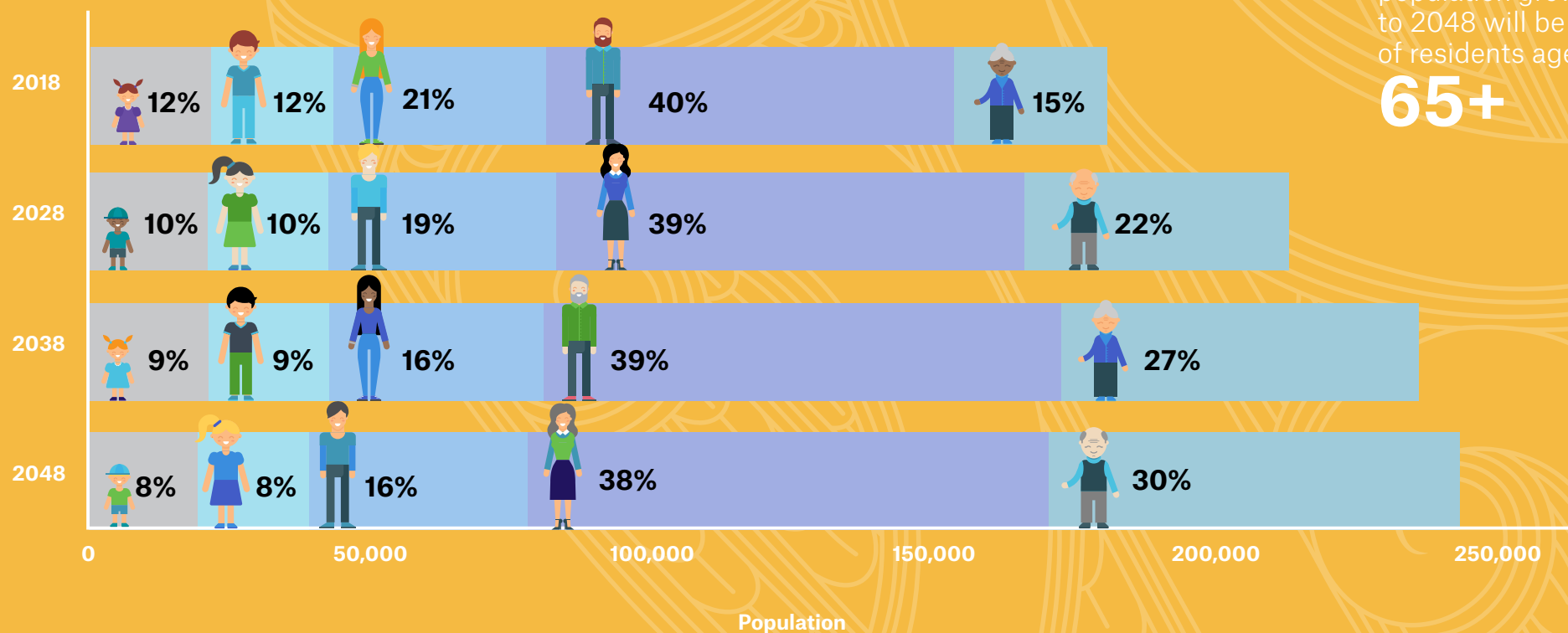
2018-2028	2028-2038	2038-2048
210,800 (+26,800 people)  96,400 (+16,400 houses) 	234,000 (+23,200 people)  112,100 (+15,700 houses) 	248,400 (+14,400 people)  121,600 (+9,500 houses) 

Total sub-regional population increase past and future



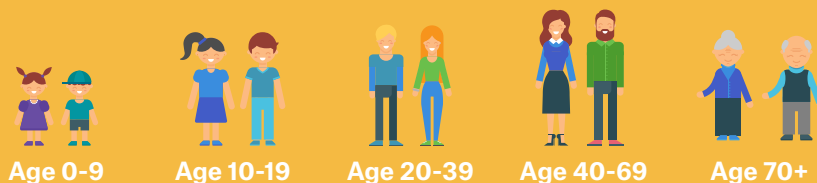
The rapid growth of the last 20 years will slow only gradually over the next 30 years

Projected demographic change in our sub-region 2018-2048



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

Key



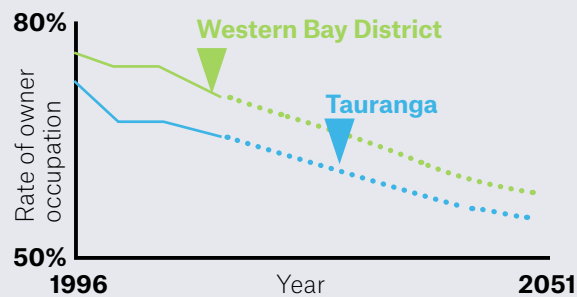
Demographic change highlights the need for affordable and diverse housing linked by public transport, walking and cycling infrastructure.

In 2048 ...



Less people will own the home they live in

Projected change in home ownership between 2017 and 2048

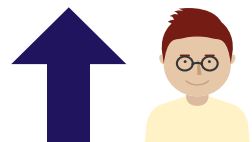


100% growth in couple-only and one-person renter households



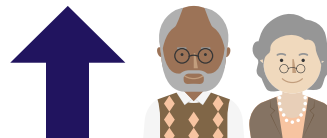
Couples without children projected to increase

Tauranga - 70% (11,800)
Western Bay District - 35% (3,000)



One-person households projected to increase

Tauranga - 83% (11,000)
Western Bay District - 64% (3,200)



More renter-occupied dwellings with people over 65

up 222%
in Tauranga (6,830)

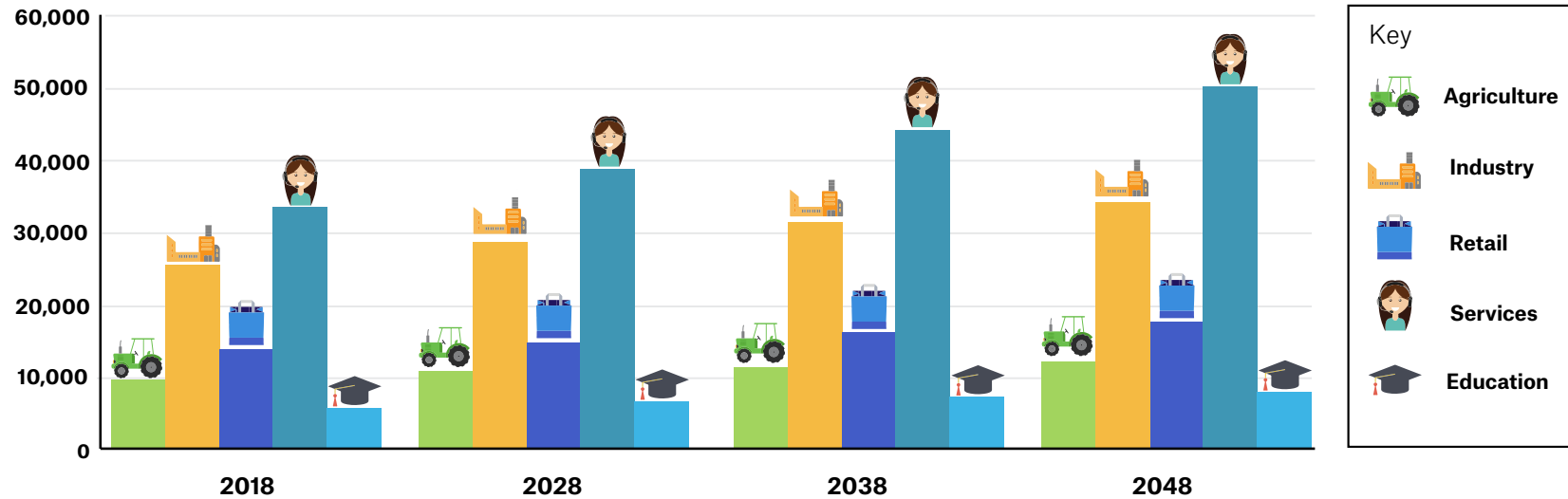
up 182%
in Western Bay District (1,970)

More households in general of 65+ years

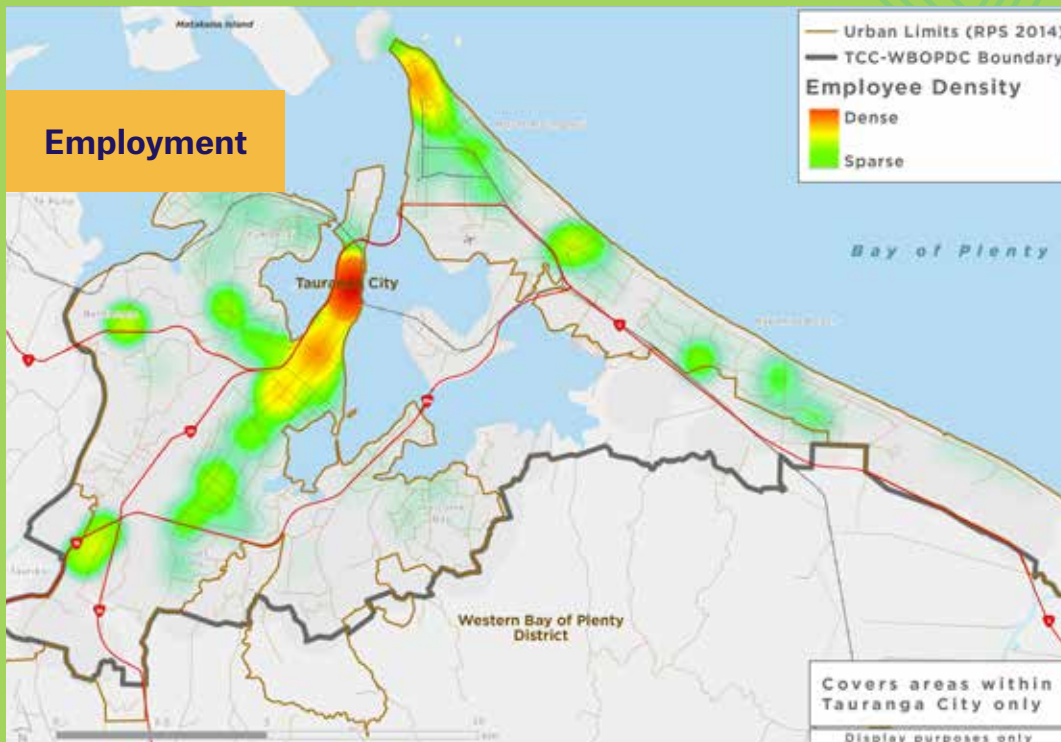
From 32% in 2017 to 43% in 2048

Employment

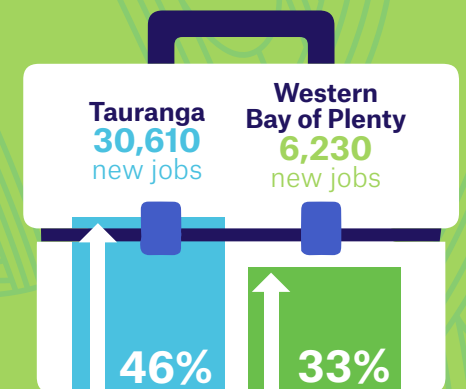
Employment Projections by Sector (permanent full time equivalent positions)



Employment



By 2048
employment
in...



More than half of job growth is expected from services.

Rural Economy

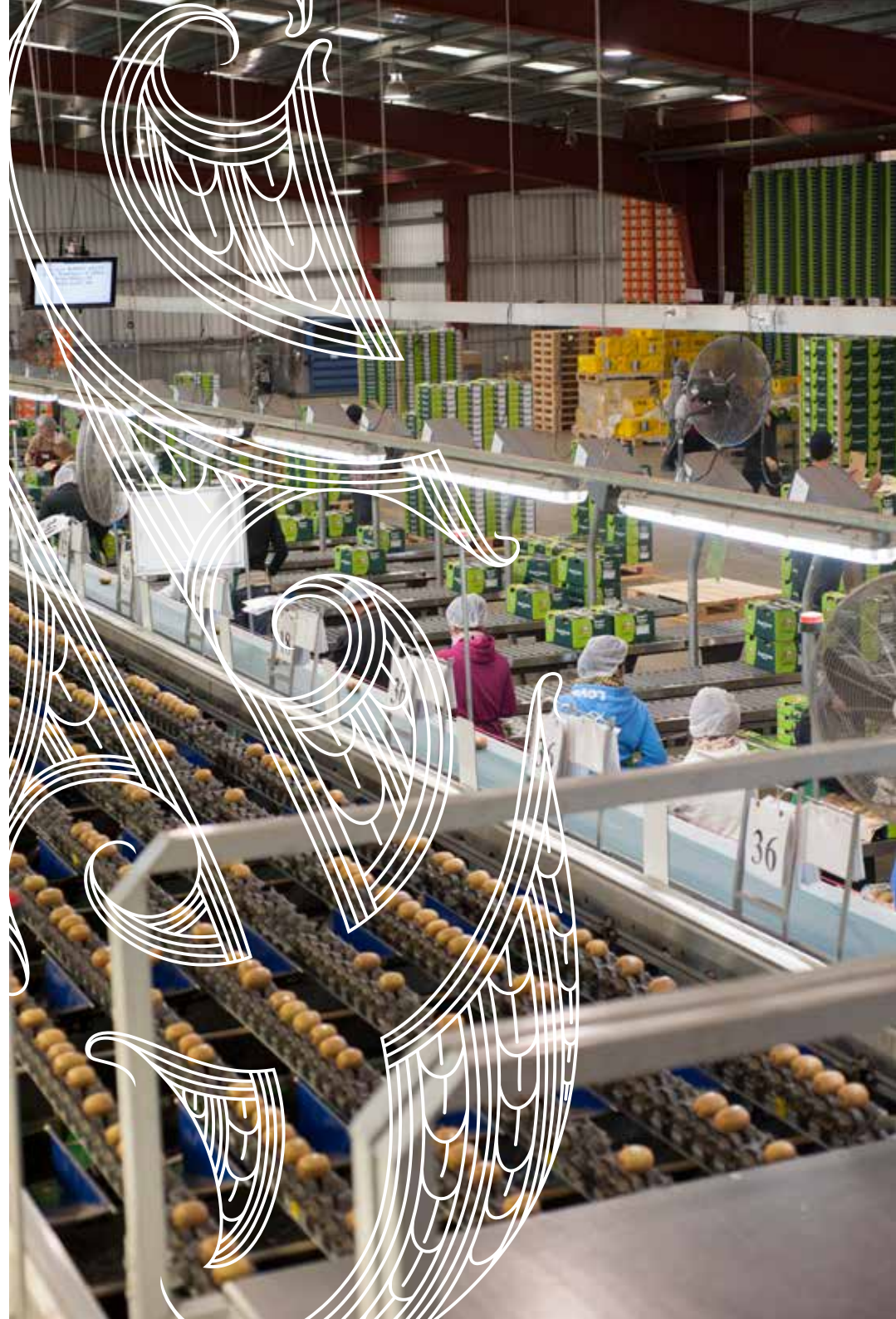
The sub-region's productive rural land resource is a major contributor to the economy.

Agriculture, forestry and fishing is the largest individual sector in the Western Bay of Plenty District economy, accounting for 20% of GDP (2017). The kiwifruit industry makes up the largest share of that, contributing \$867 million to the wider Bay of Plenty regional economy. Around half of all kiwifruit grown in New Zealand comes from the Western Bay of Plenty District, with the majority of the district's crop being from the Te Puke area.

The kiwifruit industry is a significant employer in the sub-region, providing permanent full-time equivalent (FTE) positions for about 6,000 people. There are a similar number of seasonal staff. While some of the seasonal workforce live within the sub-region, the majority are sourced from other regions of New Zealand or internationally.

The kiwifruit industry is projected to grow significantly over the next decade, both in increased hectares and in revenue. The current 140 million trays of kiwifruit is expected to reach 190 million in 10 years, and GDP is expected to increase to \$2.04 billion by 2030. In addition to the existing workers, a further 12,000 workers will be required to service the industry by 2030, most of which will be seasonal workers. This has implications in terms of the facilities required to process the fruit, and accommodation for seasonal workers. Growth in the industry has been factored into our capacity assessment, but the situation will need to be regularly monitored to ensure there is enough housing and business land to meet needs. While the kiwifruit industry has the highest level of projected growth, there is also rapid growth in avocados and other emerging horticulture crops such as blueberries.

A high proportion of the kiwifruit produced in the sub-region is by Māori owned business entities. It is estimated that Māori have investments in the industry totalling more than \$300 million, and there are at least 2,400 FTE of Māori employed in the industry. Revenue for Māori enterprises are estimated to increase from \$118m to \$278 million by 2030, with total wages and salaries for Māori projected to increase from \$22 million to \$52 million.



Tangata Whenua Perspectives and Opportunities

Tangata whenua have a special relationship to their ancestral land. Areas with marae, papakāinga and a concentration of Māori land typically have high proportions of Māori living there.

Māori land title is very different from general title as it has a unique set of restrictions and protections, which are intended to ensure that the land won't be alienated, and makes development very difficult.

There are approximately 22,000 hectares of multiply-owned Māori land within the sub-region or 11% of the total land area. While much of the Māori land is rural (96%), there are small pockets of Māori land within urban areas which are often associated with an urban marae and papakāinga. There are also significant areas of Māori land that are on the edges of Tauranga City and some of the towns. These areas present both challenges and opportunities for the land owners to provide housing for their whānau and economic development for their community. In the case of papakāinga, hapū have the challenge of increasing the scale of development. This is hampered by access to finance, multiple ownership and

infrastructure provision. Within existing urban areas, the expansion of papakāinga to provide for the growing hapū is severely constrained by the surrounding neighbourhood. Urban Māori communities such as Whareroa, Maungatapu, Hairini, Judea, Bethlehem and Wairoa are severely constrained by land supply for papakāinga development. These types of constraints present unique opportunities to engage in conversations regarding higher density redevelopment as a potential solution.

In addition to Māori land, there has also been, and will continue to be, transfers of land back to iwi/hapū through Treaty settlements. Treaty settlements can provide further opportunities for economic development, where settlement land is located in urban areas and development aligns with the aspirations of iwi/hapū. Some Māori Land Trusts are now investigating alternative development models and solutions to suit their particular circumstances or objectives. These solutions may

require partnership arrangements with other Land Trusts, iwi, government or the private sector. An example of advance planning and innovation is the Ngā Pōtiki "Manawa" development estate in Wairakei. This is a 240 lot sub-division that sets aside 30% of the lots for Ngā Pōtiki beneficiaries. The development provides a range of housing typologies to cater for the market as well as the Ngā Pōtiki beneficiaries.

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

While there are aspirations for land development, tangata whenua are mindful of the need to balance their kaitiaki responsibilities to their culture, environment, and their communities. The protection and acknowledgement of the relationship of tangata whenua to their ancestral lands,

waters, sites, waahi tapu and other taonga is a basic cultural tenant. This includes managing development aspirations and potential adverse effects on sites of cultural significance, cultural heritage, cultural landscape values, culturally sensitive ecology, as well as important waterways and marine environments.

Minimum Targets

The NPS-UDC requires councils to set minimum targets for sufficient, feasible development capacity for housing.

These targets must include an additional margin of feasible development capacity above projected demand of at least:

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

The SmartGrowth Housing and Business Development Capacity Assessment identifies that housing demand over the next 30 years is projected to be around 43,000 dwellings. The minimum targets, including the additional margins required by the NPS-UDC are shown in the table right:

	Medium Term July 2018 – June 2028 <small>Medium term targets include an additional margin of 20%</small>	Long Term July 2028 – June 2048 <small>Long term targets include an additional margin of 15%</small>	30 Year Total July 2018 – June 2048
Total for sub-region To be incorporated into the Bay of Plenty Regional Policy Statement	Minimum Target 21,500 Projected actual demand 17,500	Minimum target 30,500 Projected actual demand 26,500	Minimum target 52,000 Projected actual demand 43,000
Tauranga City To be incorporated into the Tauranga City Plan	Minimum Target 16,500 Projected actual demand 13,500	Minimum Target 25,500 Projected actual demand 22,500	Minimum target 42,000 Projected actual demand 36,000
Western Bay of Plenty District To be incorporated into the Western Bay of Plenty District Plan	Minimum Target 5,000 Projected actual demand 4,000	Minimum Target 5,000 Projected actual demand 4,500	Minimum target 10,000 Projected actual demand 8,500

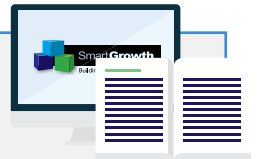
- The medium term shown in the above table includes both the short and medium term time periods as defined in the NPS-UDC (3 years and 10 years respectively).
- The numerical targets represent the equivalent number of new dwellings for which development capacity is provided.
- For the medium term targets, the appropriate provision of development capacity requires that it is feasible, zoned and either:
 - serviced with development infrastructure, or
 - the funding for required development infrastructure is identified in a council Long Term Plan.
- For the long term targets, the appropriate provision of development capacity must be feasible and identified in plans and strategies. The development

infrastructure to service that capacity is identified in a council Infrastructure Strategy.

- Figures are rounded up to the nearest 500 then aggregated to provide the sub-regional target. For more detail on specific projections of demand refer to the table on page 43 of the SmartGrowth Housing and Business Development Capacity Assessment 2017 – noting those figures are from 2017-2047.
- Urban expansion of Tauranga City will extend into the current Western Bay of Plenty District territorial area. Where this occurs and is reflected by a territorial boundary adjustment the new capacity will be considered to contribute to the Tauranga City target.

This Strategy builds on the SmartGrowth Housing and Business Development

Capacity Assessment available at smartgrowthbop.org.nz.



Our Future Development Strategy **Te Wāheke**





Into the future, the sub-region will provide for urban growth in two ways:

Compact City

New development will happen within the existing urban area of Tauranga City to support higher densities of housing and employment, predominantly within and around town centres. This approach is outlined in the Draft Tauranga Urban Strategy and is recognised as essential to provide for a sustainable transport network; equitable access to housing, employment and services; and support sustainable environmental outcomes.

New Growth Areas

Despite a renewed effort to incentivise intensification, rural land will still need to be converted to new urban areas in specific locations as shown in the map on the next page. These planned greenfield urban growth areas will be required in the medium and long term.

The current SmartGrowth settlement pattern has already ‘locked in’ areas to provide for at least the next ten years of growth. It is projected that growth will occur mainly in the greenfield areas for at least the next ten years, however at the same time implementation of the Tauranga Urban Strategy will shift the balance of growth to redevelopment and infill, starting with the Te Papa peninsula from the CBD to Greerton.

Alongside the planned new greenfield areas over the next ten years, we also need to decide where the longer term growth areas will be. This strategy also outlines the programme of work that will identify future growth areas into the long term. This work will form part of a review of the SmartGrowth settlement pattern through to 2021. The majority of the areas shown for investigation for possible long-term greenfield development were highlighted for consideration in the SmartGrowth Strategy 2013.

The map on the next page illustrates the settlement pattern that forms the basis of this Proposed Future Development Strategy. Appendices 2 and 3 provide a complete summary of the proposed work programme to give effect to this settlement pattern in terms of new greenfield growth areas.

The Bay of Plenty Regional Policy Statement and Regionals Plans set the region-wide framework for environmental protection under the Resource Management Act 1991. Consideration of environmental constraints will be an important first step in the investigation process.

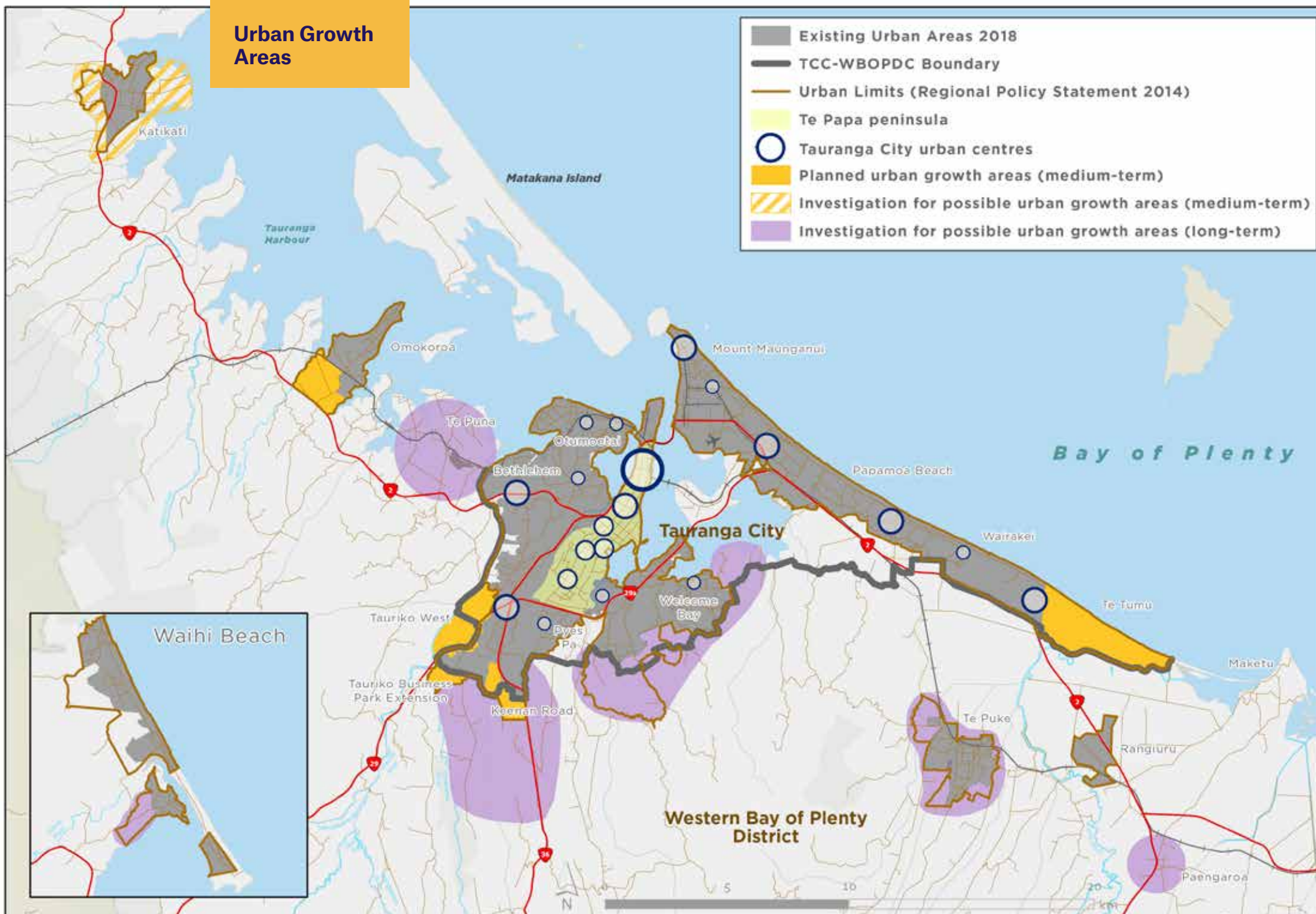
**Ko te pae tawhiti whāia
kia tata, ko te pae tata
whakamaia kia tina**
Seek out distant horizons,
and cherish those you
attain



**Refer to Appendix 5 for
Environmental Constraints
Maps. The Draft Tauranga Urban
Strategy is available at
www.smartgrowthbop.org.nz**



Urban Growth Areas



Compact City – Tauranga Urban Strategy

Successful implementation of the Tauranga Urban Strategy will require collaboration with the community and investment in centres to provide high levels of amenity and vibrancy.

The SmartGrowth Strategy 2013 identified that we need to move towards a compact urban form within Tauranga City.

Tauranga City Council has recently prepared an urban strategy which sets out the principles for enabling a greater proportion of Tauranga City's growth to occur within the existing urban area. The Draft Tauranga Urban Strategy proposes a centres-based urban form which will include areas of residential intensification in and around town centres. This will enable more people to live within easy walking distance to efficient public transport, shops, community facilities, employment, and public amenity. Tangata whenua see their marae and hapū communities, and the associated socio-cultural services (kohanga-rego, hauora, papakainga, kaumatua housing, kura, sports clubs etc) linking into the wider Tauranga Urban Strategy.

Successful implementation of the Tauranga Urban Strategy will require collaboration with the community and investment in centres to provide high levels of amenity and vibrancy. Areas with high amenity such as Mount Maunganui and the City Centre have had, and will continue to have faster rates of change compared to other centres. These two areas are already enabled for higher density development, although the City Living Zone surrounding the City Centre has had slower uptake of development opportunities than expected.

Initially, the Tauranga City Plan will be changed to provide broad policy support for new development

opportunities around key centres. A review of the City Living Zone provisions will also be undertaken to ensure there are no unintended barriers to development in the areas surrounding the CBD. The Draft Tauranga Urban Strategy is firstly proposing to investigate potential new opportunities along the Te Papa peninsula – essentially the central part of the city from the CBD through to Greerton.

Why Te Papa?

- Significant employment hubs are located along this corridor around the CBD, 11th Ave, Tauranga Hospital/Gate Pa and Greerton
- Frequent bus services run along this corridor and these will become more frequent with implementation of the new Public Transport network in early 2019
- Planning is underway for the delivery of infrastructure for bus lanes and bus priority along Cameron Road as well as safe off road cycle paths.
- A number of primary, intermediate and secondary schools as well as tertiary education facilities are located along the corridor
- Significant areas of concentrated social housing stock exist in common ownership, with redevelopment interest expressed

- No significant infrastructure constraints are evident in the short to medium term
- The area is largely resilient from natural hazard risk, especially risk associated with sea level rise, groundwater, storm surge and tsunamis.

Into the long term, Council intends to find further opportunities to improve amenity and support higher levels of housing development around centres. Other centres will be investigated following on from the initial focus on the Te Papa peninsula. There will be ongoing and significant engagement with communities where any new opportunities are considered under the Tauranga Urban Strategy. The table on page 31 summarises the proposed work programme.

There are also potential opportunities for redevelopment around urban marae. Where there is further demand for housing in these locations, there may be opportunities for tangata whenua to create more homes through new housing development at higher densities to replace existing homes. The Tauranga City Council will work in partnership with local tangata whenua to explore these opportunities.

The Draft Tauranga Urban Strategy is available at www.smartgrowthbop.org.nz



Providing housing choices at a wide range of price points, typologies, and locations is necessary to meet the needs of an increasingly diverse population.

(source: MBIE Cabinet Paper on Urban Growth Agenda, released 6 August 2018)



Compact City Work Programme – Tauranga City Council		Key Components/Description
Short t Term 2018 -2021	City Plan - Objectives and Policies plan change	Greater policy support for developments that allow for more homes within the existing urban area in support of the Tauranga Urban Strategy.
	City Plan - City Living Zone plan change	Review current City Living Zone to ensure no unintended barriers to medium-density housing developments in the areas surrounding the CBD.
	Water-based hazards management plan change	Ensure resilience to the increasing pressures of water-based hazards management across the city, taking account of the impacts of climate change. This work will lead to changes to the City Plan and infrastructure investment.
	Te Papa Peninsula Spatial Framework	Identify opportunities to build on and improve the live/learn/work/play opportunities in this part of the city and find opportunities to enable more homes supported by amenity and infrastructure improvements.
	Area-based master planning and plan changes – Areas to be confirmed	Focused master planning work with communities in priority areas identified through Te Papa Peninsula Spatial Framework. This will support development of more homes through changes to the City Plan and investment to create vibrant and connected neighbourhoods and centres.
Medium-Long Term 2021-2048	City-wide implementation of Tauranga Urban Strategy	This repeats the process for the Te Papa Peninsula as outlined above but in relation to other parts of the City.
	Full review of City Plan – notification by 2024	The City Plan will undergo a full review with notification by 2024. Work will commence on preparing for this review in 2019. The review will provide a significant opportunity to implement the Tauranga Urban Strategy across the wider city.

New Growth Areas - Greenfields

Councils prepare for new greenfield areas through planning where infrastructure, housing and business activity will be located. The process of planning for new development areas in this way is referred to as 'structure planning'.

This includes managing or avoiding any constraints that apply to the land. Connecting new communities to health, education, recreation and other community services also needs to be considered. In larger growth areas there is the need to create new town centres including the design of public places and their interaction with private and civic developments. Town centres, provide access to employment, shopping, personal services, community infrastructure and other amenities become the 'heart' for the new communities.

New greenfield areas will become urban environments that provide a mix of activity and amenities. If residents do not have a wide variety of services and amenities readily available in their area, they will likely be less connected with their community and travel longer distances to access services and amenities. This increases pressure on the transport system and reduces health outcomes for residents. The principal focus of the greenfields work programme is to create well connected, quality urban environments where residents can maximise opportunities to live, learn, work and play. Further, housing densities in greenfield areas are expected to rise in response to the changing demographics and housing preferences. In the future we expect to see a greater variety of housing types in greenfield developments.

What happens when Tauranga City reaches its boundaries?

Tauranga City is already pushing at the territorial boundary shared with the Western Bay of Plenty District. Where further growth is connecting with Tauranga City's urban area and will be serviced by Tauranga City Council, the logical solution is for the territorial boundary to be adjusted. This has happened before with the development of Pyes Pa West (The Lakes) and the Tauriko Business Estate. It is currently proposed to occur again for the Tauriko West growth area. It is inevitable that as Tauranga City grows into the long term that further such boundary adjustments between the councils will be required.

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

See Appendix 2, while the programme for investigation of long-term greenfield areas is in Appendix 3.



					Planning Work Programme				
	Greenfield growth areas Work Programme – SmartGrowth partner councils	Primary Responsibility	Estimated Yield	Estimated Year Development Ready	Strategic Study	Structure Planning	Territorial Boundary Change	Urban Limits	Rezoning
Short t Term 2018 -2021	Te Tumu	Tauranga City Council	7,700 homes & 60ha business land	2021					
	Tauriko West	Tauranga City Council	3,000 homes	2021					
	Omokoroa	Western Bay of Plenty District Council	2,400 homes & 32ha business land	2021					
	Katikati	Western Bay of Plenty District Council	500-1,000 homes	2021					
	Rangiuru Business Park	Western Bay of Plenty District Council	149ha business land	2021	No outstanding planning processes required for these two areas. Resource consents will be required for subdivision and earthworks.				
	Te Puna Business Park	Western Bay of Plenty District Council	30ha business land	2021					
	SmartGrowth settlement pattern review	All SmartGrowth partners	The SmartGrowth settlement pattern review will be completed by 2021 and will confirm the preferred areas for future urban growth in the long term. Refer to Appendix 3 for the scope of this work.						
Medium-Long Term 2021-2048	Keenan Road	Tauranga City Council	2,000 homes	2026					
	Tauriko Business Estate Extension	Tauranga City Council	35-70ha business land	2026					
Long Term 2028 -2048	Timing of the release of new urban areas for development capacity in the long term will be confirmed by ongoing monitoring of development rates and accounting for a ten-year lead in phase for preparatory planning and enabling infrastructure investment.								

Our Infrastructure Challenge

Integrating Planning and Infrastructure

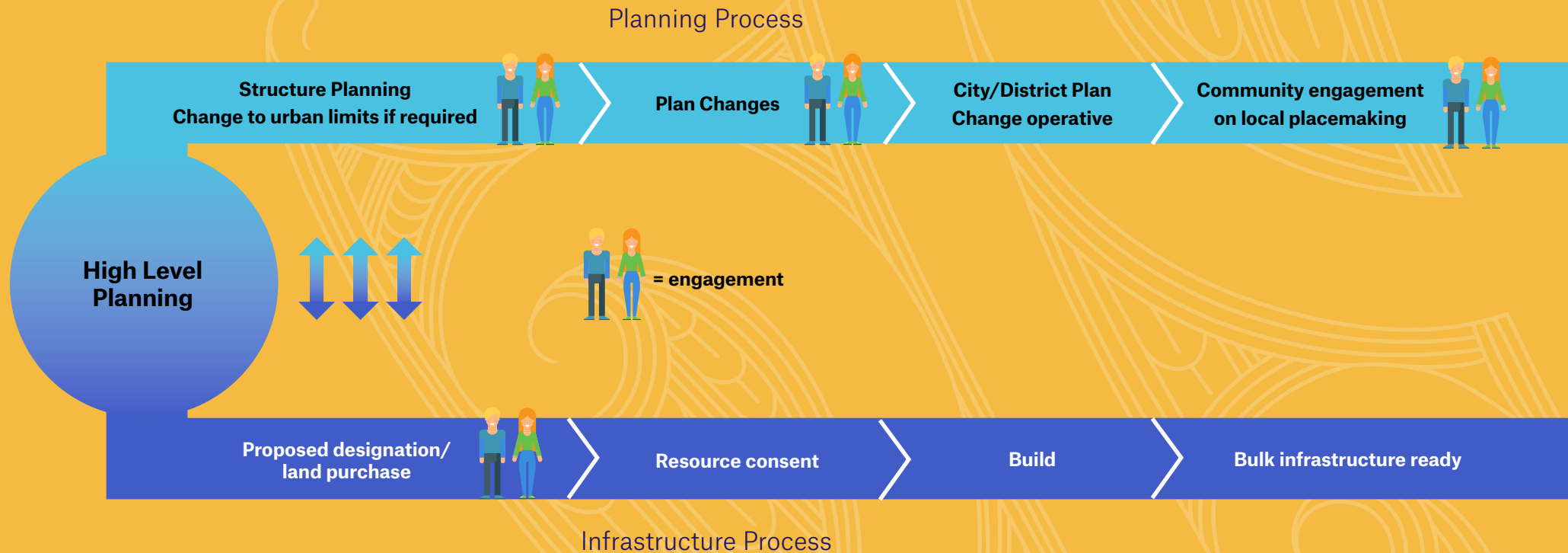
Infrastructure supports most of what we do in our daily lives: the water we drink, the parks that we play in and the way we get to work. As we grow it is vital that infrastructure is available to support and service growth. The quality and capacity of our infrastructure has a strong influence on the quality of our lives. Investment in infrastructure has long-term consequences for our region's future, and will shape how well it functions as we grow. Tangata whenua are mindful of the need to balance their kaitiaki responsibilities with the need to develop, while protecting the environment, cultural heritage, and social wellbeing. We must also acknowledge the contribution tangata whenua have made to infrastructure development including public utilities like roads, rail, Port of Tauranga, Tauranga Airport, Te Maunga wastewater treatment plant and outfall, Katikati and Te Puke wastewater plants, and the Kaituna River re-diversion.

We need to plan for the future carefully, and ensure that we can deliver the right infrastructure, at the right time and in the right location. The infrastructure that is required to service growth includes roads and footpaths, cycleways and public transport facilities, drains and pipes, pumps, wastewater treatment plants, potable water treatment plants, water reservoirs; and stormwater infrastructure such as swales and stormwater ponds. Social infrastructure is also required such as libraries, community centres, playgrounds and reserves, sport and recreation facilities, swimming pools and performance venues, as well as schools and health facilities. Other core infrastructure that supports our daily lives and is required in new growth areas includes telecommunications, electricity and gas networks, as well as rail and the State Highway network.

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



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



However, in the sub-region, the delivery of sufficient infrastructure, both council and Government provided, is in “catch up” mode. The slow down and uncertainty associated with the 2007 Global Financial Crisis, meant that a number of projects were delayed. Rapid population growth in the last few years has placed increased pressure on infrastructure, and infrastructure delivery has struggled to keep up with growth.

Historically the SmartGrowth partnership has aimed for a ‘just in time’ approach to enabling new growth areas due to the significant costs

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

In order to enable development in new greenfield areas, planning needs to be highly integrated to ensure that zoned capacity and infrastructure capacity can be delivered in parallel.



| Transport



Transport is the lifeblood of our cities and communities. It helps us, get to work or school, socialise, and take part in other activities outside the home.

It is also the most complex and challenging infrastructure to integrate with urban growth as it strongly influences urban form and the way we live our lives. The rapid growth of the sub-region is putting some parts of our network under considerable pressure. Transport investment is needed to ensure further growth can be sustained without degrading the quality of life for our current residents and constraining business growth.

Historical transport investment in the city and sub-region has responded to both residential and commercial growth, with a particular emphasis on supporting the nationally significant Port of Tauranga. Freight efficiency to the Port will continue to be important as the Government is conducting a comprehensive Upper North Island logistics and freight review to ensure New Zealand's supply chain is fit for purpose in the longer-term.

Given the focus on access to the Port and greenfield growth areas on the fringe of Tauranga, transport solutions have been road dominated,

reinforcing public preference and expectation for easy private vehicle travel.

As transport investment has been made to provide roading capacity to support growth and freight efficiency, traffic congestion has worsened. Continuing with a road capacity-building approach to solving our transport issues will not help unless there is a significant shift to public transport and active modes such as walking and cycling.

Car dependency creates issues around the liveability of the city. As roads become busier it makes it more difficult and less safe to travel using on foot or by bike, compounding congestion. Recent research also identifies that transport is the single largest source of carbon dioxide emissions in Tauranga. The development and uptake of electric vehicles may partially address this issue, but we also need to encourage more people to use public transport, walking and cycling.

There is a tension between the current settlement pattern, with the heavy reliance on new greenfield growth areas, and the desired long-term outcome of a compact city that provides more sustainable environmental outcomes and affordable transport. There is commitment by the SmartGrowth Partners to the current settlement pattern to meet projected demand for housing and business land for at least the next ten years. This commitment is underpinned by substantive investment in lead infrastructure and recognising that whilst intensification of the existing Tauranga urban area has long been enabled, there has not been substantive uptake.

Tauranga Transport Programme

The Tauranga Transport Programme focuses on the existing urban area of Tauranga City and the future investment programme required to provide for transport needs. It is integrated with transport programmes that focus on growth corridors to the north, west and east and responds

He waka eke noa

A canoe in which we're all
in with no exception



to the projected growth and associated transport investment likely to occur in those corridors. The Tauranga Transport Programme seeks to invest in public and active transport, with investment in road capacity predominantly reserved for priority lanes, supporting a Bus Rapid Transit network in the medium to long term.

This investment supports both greenfield growth and implementation of the Tauranga Urban Strategy. More road-focused investment that predominantly supports car dependency does not support a compact city because denser land use requires transport systems that can deliver more people in the same amount of space such as cycling or public transport. Over time the choices people make around where and how they live and move around the city will be influenced by our efforts and this will ultimately support a more sustainable and compact urban form.

Investment in road capacity is required to support greenfield areas in the growth corridors

at least through the medium term. In particular, transformational corridor-level transport projects are required in both the western and northern corridors.

These projects will address safety, capacity and freight reliability outcomes alongside supporting the growth areas of Omokoroa in the northern corridor and Tauriko West in the western corridor.

Reducing the need for this type of road-based capacity improvement in the future is a primary focus of the Future Development Strategy as the settlement pattern evolves. However, these greenfield areas have been signalled since 2013 and 2016 to support the settlement pattern and there are no viable alternatives in the medium term.

It is critical that the form of urban growth in all greenfield areas effectively supports a successful public transport network through increased housing densities and highly connected and walkable neighbourhoods. This will be a key

consideration in the structure planning process for the creation of these new communities.

The proposed high-level improvements to the transport network over the next 10 years are outlined on the adjacent map. Not all of these projects have committed funding streams. In particular, the critical State Highway 2 and 29 projects in the western and northern corridors that are required to support our planned urban growth areas are being reviewed alongside other projects from around New Zealand. This review is to ensure that these projects align with the new priorities of the new Government Policy Statement on Land Transport 2018. We do not expect confirmation of how these State Highway 2 and 29 projects will be affected until 2019.

A Draft Sub-regional Transport Statement can be found in Appendix 1.



Northern Corridor (Waihi to Tauranga)

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

Providing sufficient transport capacity through this corridor has been considered in the Waihi to Tauranga Business Case. The Business Case identified a range of safety improvements and the construction of the Tauranga Northern Link to provide sufficient capacity for the planned residential growth at Katikati and Ōmokoroa and address existing safety issues.

In addition to the Waihi to Tauranga Business Case additional public transport services are planned for this corridor however this will only have a minimal impact on overall mode share.

Funding for the Tauranga Northern Link is currently under review through the National Land Transport Plan. Until this review is completed it is unclear if the transport system will be able to meet projected growth in freight movements without serious degradation to travel times and safety, let alone enabling the planned urban growth of Ōmokoroa and Katikati.

Eastern Corridor (Papamoa to Rangiuru)

The State Highway 2 Tauranga Eastern Link (TEL) toll road was developed in 2012-2016 as lead infrastructure for development. The TEL was built to provide for economic growth, safe travel, and integrated growth management within the sub-region. New local roads are being created to serve continuing residential growth in the Wairakei development which still has capacity for 2018-2021.

The initial stages of Te Tumu can be served by local arterial roads such as Te Okuroa Drive, however residential and commercial development beyond 2021 will require the creation of the Pāpāmoa East Interchange on the TEL. Funding for that interchange is being sought in part through the Housing Infrastructure Fund.

Current structure planning work for Te Tumu is identifying mechanisms for internalisation of trips including provision of local schools, mixed use development and provision of strong walking and cycling links. Investigations are also underway for the inclusion of public transport priority but this is not currently approved or funded.

Central Corridor (Tauranga - Mount Maunganui)

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

Programme funding has been allocated in the relevant council Long Term Plans 2018-2028 and Infrastructure Strategies 2018-2038, however final approval is still required through NZTA to officially adopt the programme. The exact projects and interventions to be delivered through this programme will be developed through a series of investigations, some of which have already commenced to allow first phase of investments to be made as soon as possible.

The delivery of a multi-modal programme within Tauranga will assist the ambitions of the Tauranga Urban Strategy to deliver intensification at key centres by delivering a much greater transport density within the transport corridors that are available.

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

Western Corridor (Barkes Corner – Tauriko and Pyes Pa)

Transport demand in this growth area for the next 30 years has been planned through the Tauriko Programme Business Case by the SmartGrowth partner organisations. A proposed set of transport investments protects State Highway 29 strategic role as national freight route whilst supporting the planned development of the corridor.

The programme anticipates that 50% of transport demand from development within the corridor can be internalised through delivering local schools and commercial centres with strong transport links within the corridor for walking, cycling and public transport. Public transport will also play a significant role in meeting passenger transport demands to areas outside the corridor.

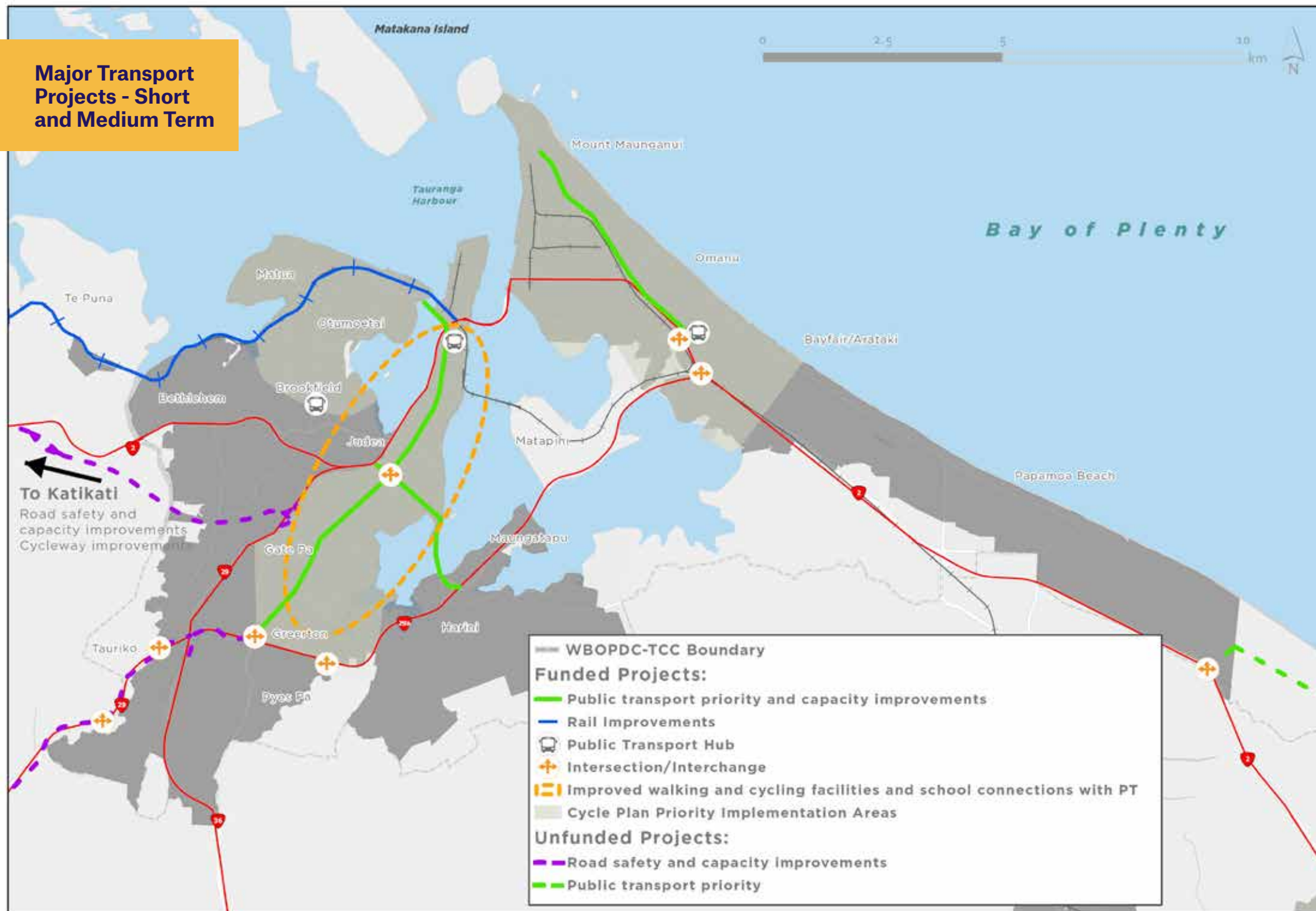
The proposal is currently under review through the National Land Transport Plan.

At a minimum, investments on State Highway 29 are required by 2021 to provide access for the planned greenfield growth of Tauriko West. Small-scale investment for subdivision access will not address existing safety and severance issues in this corridor or allow for planned growth beyond 2026.

Funding for local road improvements has been included with the Tauranga City Council Long Term Plan and 30-year Infrastructure Strategy.

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

Major Transport Projects - Short and Medium Term



| Three Waters

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

The infrastructure needed to deliver these services is complex, expensive, and largely located underground, which makes it challenging to provide and maintain. Councils need to provide infrastructure for the 'three waters' to serve development capacity, however the operating environment for three waters is becoming more challenging due to:

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

Water supply and wastewater in particular require significant infrastructure that operates at the city/sub-regional scale in order to provide capacity to existing and new developments. The maps in Appendix 6 show some of the major trunk infrastructure upgrades required.

He wai Māori, he wai ora:
Freshwater is life





Water Supply

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



Wastewater

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



Stormwater

Managing stormwater is a critical factor – especially given the increasing frequency and intensity of storm events and rising sea/ground water levels as a result of climate change. This is a critical consideration for planning both new growth areas and in providing opportunities for new development within the existing urban area. Controls under the City Plan will be introduced in the short term to better manage stormwater and flooding risk and ensure sufficient infrastructure is put in place that is resilient into the long term.

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

Specific provision for three waters infrastructure is also required for individual growth areas – both in terms of greenfields growth and new development within the existing urban area.

Tauranga City is currently undertaking an infrastructure resilience project which will provide an understanding of the areas of improvements needed to increase the resilience of the three waters networks.



Water Supply and Wastewater Infrastructure maps for the sub region can be found in Appendix 6.

Community Infrastructure

Access to community infrastructure such as playgrounds, community centres, libraries, schools, sport and recreation facilities and healthcare supports and encourages wellbeing.

As the sub-region grows, upgrades to existing community infrastructure will be required in existing urban areas, and new community infrastructure will be required in greenfield areas. Community facilities such as reserves, playgrounds, public toilets, and community centres are mainly funded by councils through the collection of development contributions.

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

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

In Tauranga City, budget has been set aside for new parks, and upgrades to existing parks to support improving amenity and new housing development around centres.

Omokoroa, Te Tumu and Tauriko West, the sub-region's largest new greenfield urban growth areas, will require a host of community facilities to support health and wellbeing in those communities. For Te Tumu and Tauriko West, land purchases and the construction of facilities is estimated to cost \$136 million. For the smaller Katikati urban growth area, the existing Katikati township offers a well-established range of community infrastructure.

Schooling in the sub-region

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





Key Risks to Delivering Sufficient Development Capacity

The risk table below illustrates the key risks affecting development capacity in the medium term.

It highlights that there are significant risks facing the three largest greenfield growth areas that could compromise the delivery and timing of these areas.

For Tauriko West and Omokoroa, these areas are potentially constrained by the timing of key transformational corridor-level transport projects. Delivery of these projects is principally the responsibility of the NZ Transport Agency. Their priority is determined collaboratively through the Regional Land Transport Plan, but delivery

is ultimately determined through Government funding decisions.

For Te Tumu, there is a timing risk associated with essential infrastructure for roading and services needing to pass through multiply-owned Māori land. This is subject to a process through the Māori Land Court involving the land owners and Council.

The combination of Te Tumu (7,700 dwellings), Tauriko West (3,000 dwellings) and Omokoroa (2,400 dwellings) represents a total of approximately 13,000 dwellings potentially at significant risk. This is equivalent to the entire development capacity target beyond the next 3 years out to the 10-year medium term horizon. If

any one of these major greenfield areas were to be compromised, the partnership could fail to meet the medium term requirements of the NPS-UDC.

The risk table also highlights that there is a relatively higher risk associated with market feasibility for development associated with the Tauranga Urban Strategy. This stems from the more complex and challenging development economics involved in delivering medium or high density housing through redevelopment.

For full detail of the risks for delivering each growth area refer to Appendix 2.



Summary Table – Medium Term Development Capacity

Risk Profile									
	Compact City	Te Tumu	Te Puna Business Park	Rangiuru Business Park	Tauriko West	Omokoroa	Tauriko Business Estate - Belk Road	Katikati	Keenan Road
	High	Medium	Low	Low	Low	Low	Low	Low	Low
	Low	Low	Low	Low	Low	Low	Low	Low	Low
Transport	Low	Medium	Low	Low	High	High	High	High	Medium
Water Supply	Low	Medium	Low	Low	Low	Low	Medium	Low	Medium
Wastewater	Low	Medium	Medium	Low	Low	Low	Medium	Low	Medium
Stormwater	Medium	Low	Low	Low	Low	Low	Medium	Low	Medium
Community Infrastructure	Medium	Medium	Low	Low	Medium	Low	Low	Low	Medium
Zoned for Development	Medium	Medium	Low	Low	Medium	Medium	Medium	Medium	Medium
Market Feasibility	High	Low	Low	Low	Low	Low	Medium	Medium	Medium

Can we meet demand?

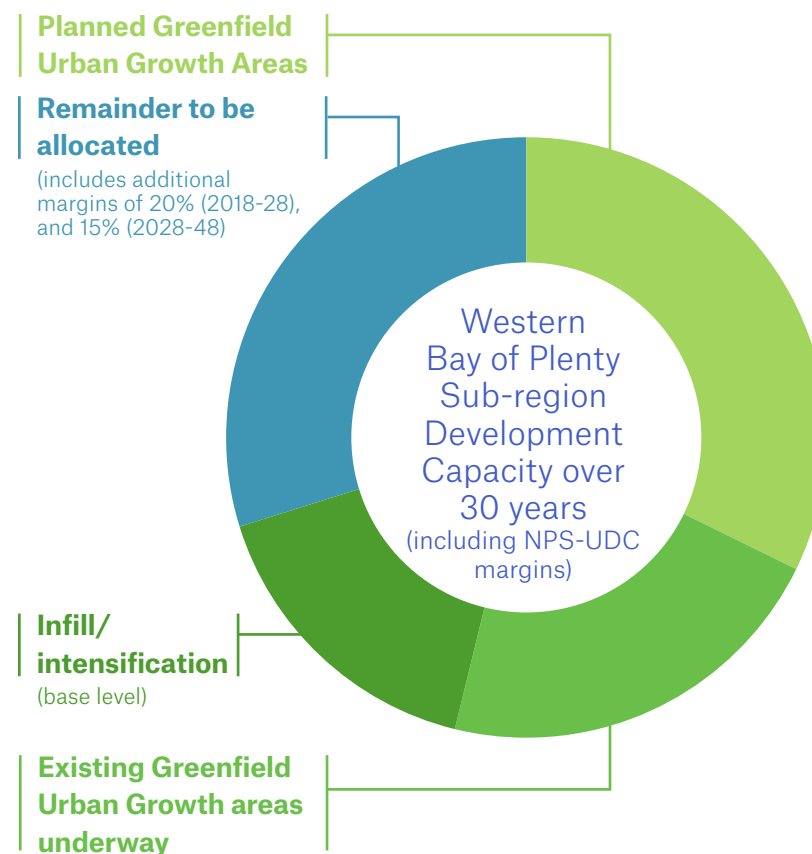
Do we currently meet the requirements of the National Policy Statement on Urban Development Capacity?

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

In the medium or long term we do not currently meet the requirements. More capacity is needed and this can be achieved through a number of plan changes and delivery of enabling infrastructure. In the case of plan changes to support greater levels of intensification, there is uncertainty around the rate of take up, which is largely dependent on the economic feasibility of development. For greenfield development, planning for the medium

term growth areas (Te Tumu, Omokoroa, Tauriko West and Katikati) is significantly advanced, but to be successful will require a partnership approach with Government, especially around transport and schools.

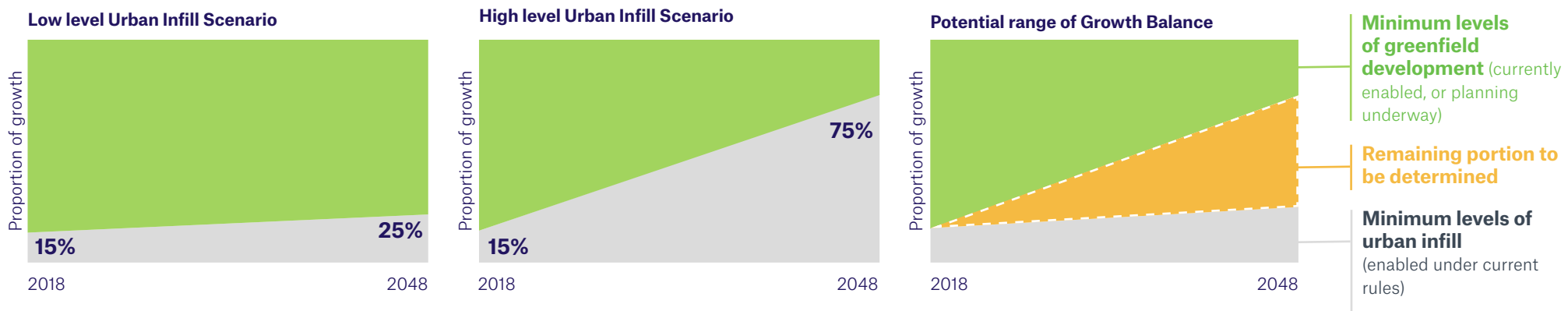
In the long term, i.e. out beyond 2038, there are options that have been identified in the SmartGrowth Strategy that will be investigated (shown purple on the map at pg 15). These provide a broad range of options that together would exceed the required development capacity out to 30 years. Over the next few years, as the work programme progresses, these long term options will be assessed and the preferred areas for long term growth identified. This will allow the necessary preparatory work to commence to ensure that in the future councils are sufficiently 'ahead of the game' to ensure



ongoing compliance with the requirements of the FDS.

In summary, over the course of the next 30 years, the projected housing demand (including the required additional margin we need to cater for) will be provided for through urban growth areas currently underway; planned new urban growth areas; and capacity within the existing urban area. There are choices into the long term as to the location and phasing of future greenfield and intensification opportunities and these will be further considered through the SmartGrowth settlement pattern review over the next few years.

Future Growth Balance - Greenfield vs Urban Infill Scenario



How early do we need to start planning for new capacity?

Enabling land for development, whether in new growth areas or within the existing urban area, requires a lot of planning and the delivery of development infrastructure. When also factoring in that the NPS-UDC requires effectively 12 years of enabled forward capacity, the preparatory work can need to start as much as 20 years before the new capacity is actually required.

Finding the balance between going up and going out

In Tauranga City, currently around 85% of all growth is being accommodated in greenfield urban growth areas. In the short term this pattern will continue as there are a number of greenfield urban growth areas underway, and planning for new greenfield areas is significantly advanced. However, it is anticipated that uptake of development opportunities within the existing

urban area of Tauranga City will increase significantly over time.

In the diagram above, the yellow wedge illustrates the portion of growth still to be allocated to either new greenfield growth areas or alternatively through development within the existing urban area of Tauranga City. Also shown are the two extremes of the future allocation between greenfields and compact city development (left and centre) – both beginning at the present rate of around 15% but showing significantly different outcomes over 30 years ranging from 25% through compact city development up to 75%. In all likelihood, the rate will be somewhere in between the two extremes and there will still need to be a balance between compact city development and new greenfield areas.

Managing uncertainty

There remains significant uncertainty surrounding the rate of growth – and in particular the rate of urban infill – that will actually occur. Because of

this uncertainty, we need to prepare for the next generation of greenfield areas well in advance of these areas being required. There will be opportunity to control the timing for release of new greenfield areas based on the actual rate of growth. Nonetheless, the scenario that assumes only a low level increase in the rate of urban infill needs to inform when we commence work to prepare for the next greenfield growth areas. If higher rates of urban infill are actually achieved, this will allow for the final release of new greenfields to be delayed.

The scope for the strategic investigations to be undertaken over the next few years are outlined in Appendix 3.





Making Sure We Are On Track **Arotake**

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

My success is not mine alone, but that of many

Monitoring

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

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

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

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

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

Regular Reporting:

Quarterly Monitoring Indicators Reporting

Quarterly

Development Trends Reporting

Annually

Technical Reports

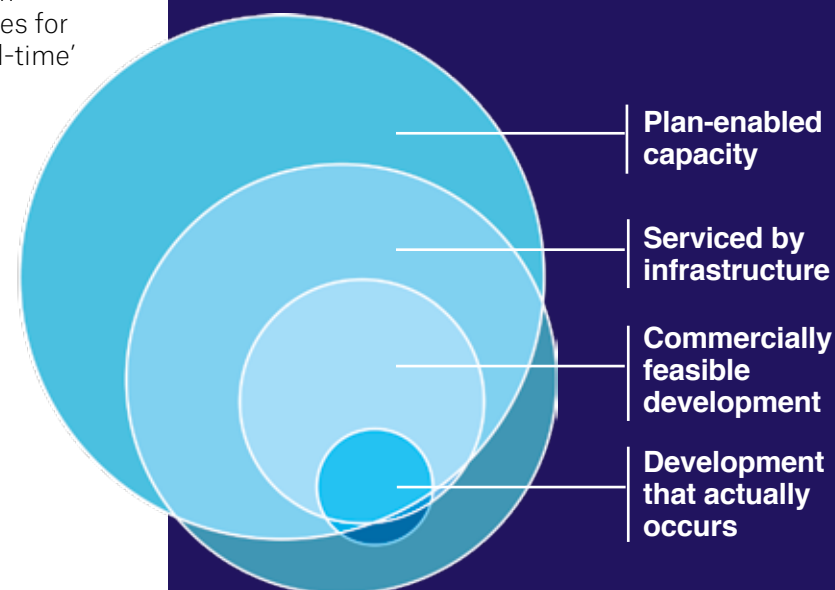
e.g. Feasibility Analysis. As required

Housing and Business Development Capacity Assessment

Three-yearly

Future Development Strategy

Three-yearly



Funding, Partnerships and other Tools

Funding

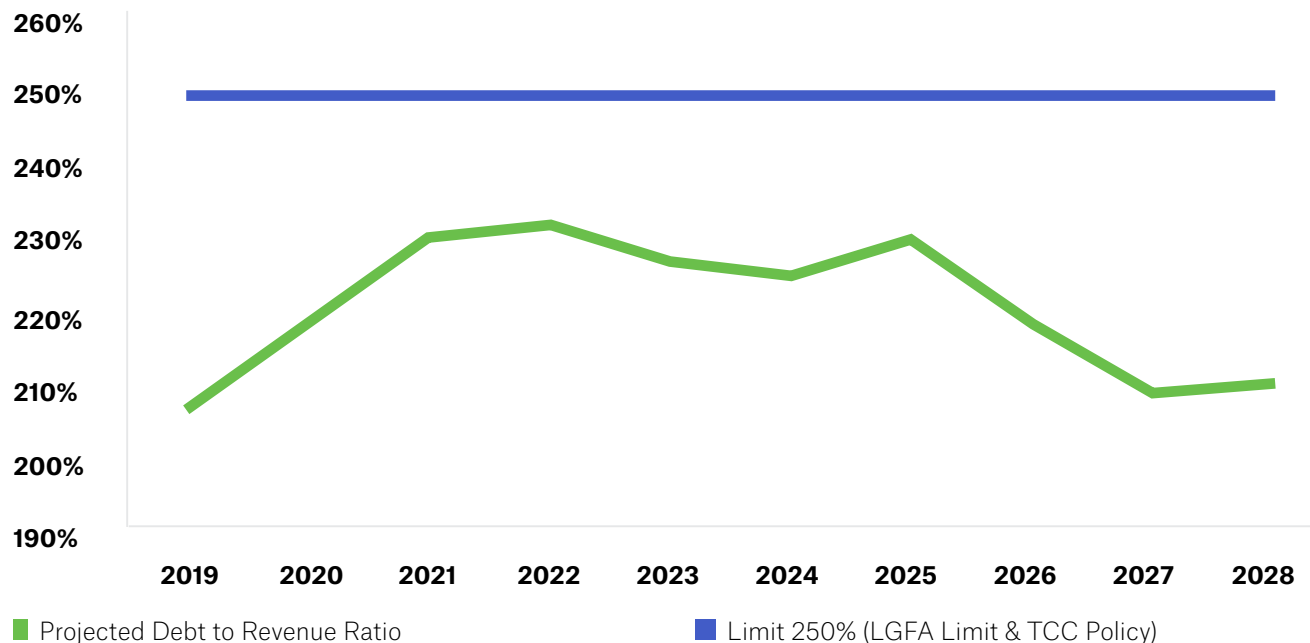
Planning and delivering infrastructure is expensive. Both territorial authorities in the sub-region face significant funding challenges in order to enable sufficient development capacity in the medium and long term. It is recognised by Government that many councils across New Zealand are struggling to afford the costs of servicing rapid growth, associated with one or more of the following:

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

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

Tauranga City Council Forecast Debt to Revenue

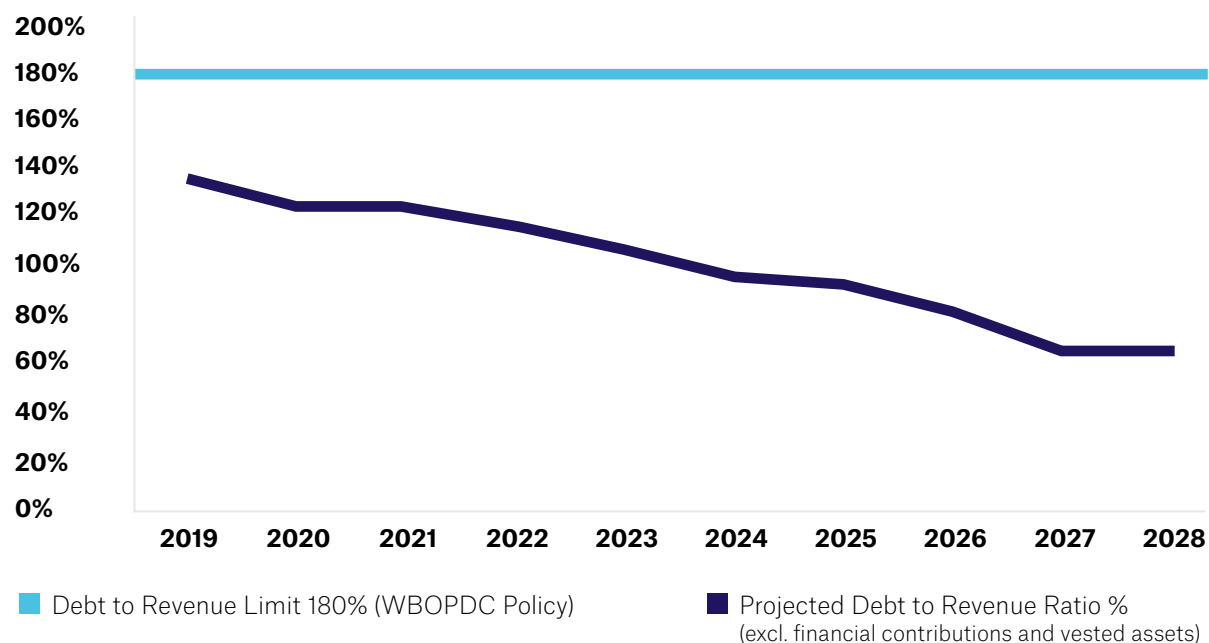
Source: TCC LTP 2018-28



He kai kei aku ringa
There is provision in my
hands

Western Bay of Plenty District Council Forecast Debt to Revenue

Source: WBOPDC LTP 2018-28



Tauranga City Council in particular faces significant funding challenges given the scale of additional development capacity required in the medium term. For example, the cost for council infrastructure alone (roads and three waters) to enable the Te Tumu and Tauriko West areas is estimated to be over \$100 million. Other community infrastructure required for these areas more than doubles the associated costs to Tauranga City Council into the long term. In addition, the city-wide upgrades to three waters (water, wastewater and stormwater) infrastructure needed to service growth represents additional costs to Council in the hundreds of millions. These projects bring Tauranga City Council to the brink of its borrowing capacity.

Central Government is currently looking at the local government funding issue, but this is complex and any investigation will take some time to deliver practical results. In the meantime, it is important that SmartGrowth continues to seek partnerships with Government and other partners to assist in the strategic funding of future amenity projects or growth and infrastructure delivery. This proposed strategy will be amended in response to progress from Central Government on their relevant reviews and work programmes such as the developing Urban Growth Agenda.

Partnerships

Partnerships work where the parties seek shared outcomes and can create new opportunities through the sharing of risk, or access to additional sources of funding. Partnerships and collaboration between local and central government, tangata whenua, community housing providers and the private development sector need to become more prominent in the sub-region over the next few years. Opportunities for councils to partner with Government to drive housing outcomes and share the associated costs will be critical to the successful implementation of this strategy. Current Government led strategies include creating a New Zealand Housing Commission or

an Urban Development Authority and developing a KiwiBuild programme to deliver an additional 100,000 dwellings throughout New Zealand over a 10-year period. The SmartGrowth partners support ongoing discussions with Government around potential opportunities for co-investment and delivery.

Recently, community and social housing providers have been scaling up and seeking opportunities to build new affordable housing developments for vulnerable members of our communities. Partnerships can help unlock these potential opportunities. Similarly, tangata whenua are eager to progress economic development and to provide affordable housing for their people. Some iwi/

hapu have access to large tracts of land under multiple ownership. Additionally, a number of iwi are awaiting finalisation of their treaty settlements, which may provide further opportunities for housing and business development and potential opportunities for partnership.

Other Tools to Meet the Needs of Our Community

Implementation of the Future Development Strategy requires utilising a broad range of methods and mechanisms to encourage and incentivise development in a range of locations. Alongside funding and partnerships, the SmartGrowth partners will seek to investigate



new ways and methods to deliver future development capacity and the needs of our community. Traditional planning mechanisms such as plan changes, targeted rates, and development contributions must all be considered as ways to deliver desired outcomes. New tools and mechanisms must also be considered. These could include strategic land acquisition, inclusionary zoning, shared equity in new housing, urban development agencies, local government led development, and much more.

There may be a case for greater focus on delivering specific sought-after community outcomes such as:

- affordable housing;
- smaller and more compact forms of housing;
- higher quality housing;
- housing that meets the needs of specific sectors of the population, such as those with disabilities and our aging population;
- or the location of more housing within and around commercial centres.

Case Study: Special Housing Areas

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



Being Ready For Change

The world we live in is rapidly changing. Emerging technologies in transport, communications and energy; combined with climate change, social movements, structural ageing and other 'mega-trends' mean that the future we are planning for is uncertain.

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

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

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

Horohia o mata ki a Meretuahiahi

Cast your eyes toward the evening star (Venus) to light your path





Conclusion

Kupu Whakatepe

This strategy outlines the work that must be done to ensure as we grow we have sufficient development capacity for housing and business growth in the sub-region.

The SmartGrowth partners do not currently meet the requirements of the NPS-UDC for the medium or long term. The work programme outlined in this strategy seeks to ensure these requirements are met by 2021. There are however significant risks in the medium term, principally in terms of the new greenfield growth areas and specific risks facing the three largest of those.

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

Managing growth is more than just meeting a quota of capacity for new homes and businesses. It is about ensuring that there is sufficient diversity in the location, type and price point of housing to support the community as a whole, and also ensuring that business capacity provides for jobs, workers and customers to be well connected. The proposed work programme will take all these factors into account and look to best practice elsewhere in New Zealand and around the world.

Ongoing monitoring will inform how successful the drive for growth within the existing urban

area has been over time – this in turn will inform any adjustment to the work programme required to ensure new development capacity is provided in the right places at the right time.

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

This strategy recognises that there are significant technological, social and environmental changes happening at an international scale that will impact on how our urban areas function. Being aware and responsive to changes in technology such as energy, transport, communications and construction is essential to ensure we stay at the leading edge of change, and are ready to meet the evolving needs and demands of our community.

There will be opportunities for partnerships across councils, Government, tangata whenua, social housing providers and the private sector to achieve the aspirations contained in this strategy.





| Glossary

Existing urban area: Those urban areas that are not within the greenfield development growth area (source: Bay of Plenty Regional Policy Statement).

Greenfield development: Subdivision, use or development of rural land for urban activities. Greenfield development does not include the development of land that has been previously developed for urban activities and also excludes development of papakāinga or housing in association with marae.

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

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

Intensification areas: Selected centres or areas where intensive housing is developed.

Intensification Areas are comprehensively designed. Examples are terrace or row housing or low-rise apartments and mixed commercial and residential use (source: Bay of Plenty Regional Policy Statement).

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

Urban Activities: Includes, as the context requires:

- Residential accommodation at a density of more than one dwelling per 2000m² of site area;
- Commercial and industrial business, retailing and other commercial activities;
- Papakāinga or other Marae-based housing; and

- Any other land use for which reticulated wastewater and water supply is a requirement.

Urban growth area: An area of anticipated subdivision or development identified in the Bay of Plenty Regional Policy Statement, Section 6 - Urban Growth Plans. Planned and possible future urban growth areas are identified in this Future Development Strategy.

Urban limits: The outer extent of the areas within which urban activities are located or which are committed for future urban expansion (source: Bay of Plenty Regional Policy Statement).

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| Appendices

One: Draft Sub-regional Transport Statement

Two: Planned Urban Growth Areas

Three: Scope of Investigation of Possible Urban Growth Areas

Four: Summary of Engagement


Five: Environmental Constraints Maps

Six: Wastewater and Water Supply Infrastructure Maps

Seven: Community Infrastructure Maps

Supporting Documents:

- Draft Tauranga Urban Strategy
- SmartGrowth Housing and Business Development Capacity Assessment 2017



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