

Western Bay of Plenty Sub-region: COVID19 Stimulus Package



SmartGrowth: The Western Bay Story – Overview

The western Bay of Plenty sub-region, with Tauranga as its main centre, is one of the fastest growing districts in New Zealand; its population is expected to grow to reach 270,000 in the next 30 years.

Our sub-region and New Zealand as a whole is facing a new challenge as a result of the COVID19 pandemic. We need to get our sub-region and the country back up on its feet again.

New Zealand needs transformational change in the way we create new communities, deliver housing supply, plan, fund and deliver infrastructure, build resilience and ensure strong economic growth. The COVID19 economic stimulus package provides an unprecedented opportunity to support our communities and our economy while also delivering transformational change.

The SmartGrowth partners are ready to be leaders in this paradigm shift and propose new ways of doing things.

We believe that, by working together in more explicit partnerships with government and [other sectors] that the SmartGrowth partners will deliver increased prosperity and well-being for our communities.

This prosperity and well-being would include:

- more housing more quickly
- infrastructure to support this growth
- transport options
- employment in current and future industries and businesses
- city building and place-shaping projects
- resilience

The western Bay of Plenty sub-region has a significant infrastructure deficit. There is a real and urgent need to reposition the sub-region for the future.

There is a shortfall of land for housing and business. The economic and social impacts of this are significant. The sub-region also does not have adequate and appropriate community amenities. Tauranga City Council has insufficient balance sheet capacity to provide for the infrastructure needs of the city.

COVID19 has also meant reduced revenue for councils. This is particularly apparent for growth councils like Tauranga City Council who are up against their debt limits.

Without financial support Tauranga City Council will be forced into a position of not being able to invest in growth infrastructure which will only add to the current shortage of housing and deteriorating house affordability for our community.

Our sub-region has a clear picture of what infrastructure investment is needed and where. We want to leverage this to provide economic stimulus across the sub-region, wider region and nationally. A COVID19 Stimulus Package is proposed in the following section. This has been developed collaboratively across the SmartGrowth partnership.

This package will help to enhance the sub-region's role as a sought-after lifestyle destination, home to the country's largest export port, a productive rural and horticultural area which is a major contributor to the regional and national economy.

Our economic story over the last 20 years is one of strong growth which has brought with it more jobs and a rise in living standards. For the last 10 years, the western Bay of Plenty has had GDP growth well above the national average (4.1% compared to the 3.2% national average in 2018).

Rapid growth has brought with it a specific set of challenges and opportunities, with residents and businesses needing to adapt quickly. Infrastructure such as housing and transport to cope with the growth have come under pressure faster than expected. Access to community facilities and services and achieving equitable standards of living has become as crucial as ever.

To benefit from growth, we need to manage our growth in a way that supports and enhances our cultural, environmental, social, economic outcomes. Like other growth regions, SmartGrowth is looking to partner with central government to manage our population growth in a sustainable and productive way. This is underway with a proposal to have Central Government join the SmartGrowth partnership. We believe this partnership approach is critical to achieving our communities' wellbeing as well as improving housing affordability, improved economic productivity and employment throughout the sub-region.

The following stimulus package outlines the areas that will make a significant difference in the short to medium term with the right level of support from our partners and government, with more transformational projects to be identified through the Urban Form and Transport Initiative¹ once this is completed. The focus of this package is on urban growth-related programmes in the sub-region. The package as far as practicable has been arranged within the existing Smart Growth corridors.

Much of the investment outlined would unlock the ability for the private sector to get on with key development projects and will allow private sector investment and commitment to the COVID19 recovery

The proposed public investment will provide the stimulus to allow projects to proceed in a faster, more timely manner.

¹ The Urban Form and Transport Initiative is a SmartGrowth project focussed on developing a long-term, integrated masterplan for urban development and transport that is fully aligned with the Government's new transport policy statement and urban growth agenda.

Integral to all the proposed infrastructure projects is a place-making approach which includes multi-modal transport options. This is a key part of building successful communities.

A number of the projects outlined in this package can begin now in terms of early engagement across the sector. That process can begin immediately through early activity such as getting resource consents underway and working with contractors.

Attached to this proposal is a letter from our development community supporting the package outlined in this document as well as providing undertakings in terms of their role and responsibilities.

The Western Bay by numbers

Years the western Bay has been experiencing positive growth: 80+
Hectares under jurisdiction of Western Bay of Plenty District Council (215,000) and Tauranga City Council (16,800)
1945 population: 16,000.
2001 population: 129,000
2019 population: 190,000.
Tauranga City population: 140,000.
Western Bay of Plenty District population: 50,000.
Projected population growth over next 30 years: 54,000.
Houses needed: 43,000.
Expected additional jobs: 37,800.
Highest growth demographic over next 15 years: age 65+
Highest growth for Māori in same period: age 15 and under.
2048 expected demographic split: 25% of total population will be 65+
2048 expected total Māori population: 44%
Recent GDP growth in WBOP: 4.1% (national average: 3.2%)
One of NZ's least affordable housing markets: \$743,000 is the average house value while average household income is \$101,400

SmartGrowth: Proposed Stimulus Package

Note: Areas shaded in light grey are new projects that have been added to the original TCC list submitted to the Ministry of Housing & Urban Development

*The outcomes expected are a mixture of Local Government Act 2002 four well-beings, SmartGrowth Strategy interest areas and outcomes as well as the Treasury Living Standards Framework

Area / Project	The Opportunity including value both regionally and nationally	Key enabling projects and dependencies <i>what can be separated e.g. water projects could be fast-tracked for development in the future and what needs to be together</i>	Development status and Timeframes <i>Shovel ready?</i>	Outcomes Expected (including jobs during construction)*	Changes to Unlock the Opportunity <i>e.g. RMA consenting; human capital</i>	Estimated cost range <i>(total -over how many years)</i>
SmartGrowth Eastern Corridor						
<p>Rangiuru Business Park Rangiuru will provide key employment land for the population living in the Eastern Corridor. The Business Park is a zoned employment area, located within the Western Bay of Plenty District, and forms part of the SmartGrowth settlement pattern providing business land within the Eastern Corridor.</p>	<ul style="list-style-type: none"> Unlocks 148.6 hectares of business land and supporting infrastructure land (i.e. stormwater to support the development). Business land provides employment for growing population – expected to create up to 4,000 jobs when complete and fully developed. Supports planned residential growth in the eastern corridor, and provision for more employment land within the sub region. Land serviced by rail and roads (subject to interchange construction) for freight and passengers. 	<p>Rangiuru Interchange To develop the proposed Rangiuru Industrial area, an interchange is required. A Provincial Growth Fund application has been made for this interchange.</p> <p>Upgrading of Roads Replacement bridges and structures to support the business park</p>	<ul style="list-style-type: none"> Rangiuru is ready to commence with operative zoning in place. Design ready for interchange to proceed, subject to funding. Majority landowner is a CCO of the Bay of Plenty Regional Council. Geotechnical work complete, for subdivision to proceed. <p>Timeframe: 0-6 months</p>	<p>Economic development</p> <p>Improved access and road safety</p> <p>Better transport connections</p>	<p>Currently a PGF request for the interchange but no decision yet announced.</p> <p>Opportunity for Quayside (Rangiuru landowner), TCC and NZTA to combine transport projects procurement of Te Tumu and Rangiuru into a outcomes-based alliance with pain share /gain share.</p>	<p>\$18 million Rangiuru Interchange PGF request, (includes design of \$750,000 yr 1). Interchange and associated roading total \$36m.</p> <p>\$2 million – upgrading roads to support Business Park</p>
<p>Te Tumu Urban Growth Area The Te Tumu Urban Growth area involves the delivery of a new greenfield urban growth area of approximately 7,700 dwellings, 60 hectares of employment land with an adjoining town centre located in the Wairakei Urban Growth Area (Additional 2,300 houses).</p> <p>The project is crucial in meeting the National Policy Statement development capacity requirements. It involves significant multi-modal transport, waters, reserves and social/community infrastructure planning and delivery. As well as opportunities to enhance the Maori economy.</p>	<p>Te Tumu offers a significant urban growth opportunity which supports the future economic growth of the Western Bay of Plenty sub-region. Te Tumu will provide needed new housing of 7,700 dwellings and 60ha of employment land, with housing development aiming to start in 2024/25 or earlier if fast track mechanisms become available.</p> <p>Te Tumu provides for much needed housing and business land supply, to help alleviate the shortfall facing the City. The vision is for Te Tumu to be a coastal community that celebrates its significant history and environmental richness. The proposed developments will respect the Kaituna River and preserve the area’s natural character, while building a sustainable resilient community</p>	<p>A key enabling feature to enable Te Tumu to proceed is providing access through a multiple owned Maori Land block.</p> <p>Te Tumu is largely able to start using existing transport corridor delivery, currently underway within the adjoining Wairakei Urban Growth Area.</p> <p>The wider delivery of Te Tumu is dependent on infrastructure being brought to the boundary of Te Tumu. This includes:</p> <p>Papamoa East Interchange – Providing transport capacity to cater for future growth.</p> <p>Local roads</p> <ul style="list-style-type: none"> Completion of collector and arterial roads from the interchange to the Te 	<p>The project is working on a timeframe of notifying a plan change to rezone the area for urban development in 2021 and the first houses being built in 2024/5 but preferably earlier.</p> <p>Projects are largely ready to go with construction able to commence within the 0-12 month period in most cases. Most projects require only detailed design work and procurement to occur before construction can begin</p> <p>Plan change preparation – 70% complete. Te Tumu utilises existing Objectives and Policies from the City Plan, for relevant zones and medium density rules. S.32 processes are also underway, and the majority of technical inputs into those pieces</p>	<p>Opportunities to enhance the Maori economy</p> <p>Economic development</p> <p>Faster delivery of housing</p> <p>Better transport connections including dedicated busways/bus lanes.</p> <p>Social connections and liveability</p> <p>Public sector investment will provide confidence for private sector investment</p>	<p>Streamlined Planning process approved by Council and planning underway. This provides opportunity to deliver project faster. Further initiatives for fast tracking would assist.</p> <p>Access to service the urban growth area through Maori owned land is currently before the Maori Appellant Court to convert part of the Maori title to general title, which would enable the servicing of the urban growth area and financing opportunities for Tangata Whenua. Other viable options exist</p> <p>Infrastructure Funding – transport, three waters and community. Challenges for TCC to</p>	<ul style="list-style-type: none"> TCC delivered Papamoa East Interchange - \$56.5M from 2021-2025 (opportunity for toll funding to be considered) Completion of collector and arterial roads from the interchange to the Te Tumu boundary (Te Okuroa Dr, Sands Parade and The Boulevard) - \$25m Emerald Shores culvert crossing of the Wairakei Stream - \$2m <p>Three Water Infrastructure – Eastern corridor (servicing Te Tumu, Wairakei and infill Papamoa)</p> <ul style="list-style-type: none"> Estimated Wastewater - \$13.5M by 2025 and \$150M by 2030. First stage can commence within 12 months. Estimated Water supply - \$1.7M by 2025 and \$75M life of project by 2030 . Water mains are laid within the road

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	<p>around the planned town centre, employment precincts, schools, sports fields, walkways and cycleways.</p> <p>Based on investigations to date, approximately 402ha of the 744ha of land at Te Tumu could be developed. The remaining would be protected to preserve the natural and cultural history of the area and protect the community from natural hazards.</p> <p>Te Tumu also provides a significant opportunity to aid in developing the Maori economy as the first development block is multiple owned Maori land. This creates significant opportunities to build tangata whenua wealth while supporting tangata whenua aspirations to retain underlying land ownership e.g. schools, sports fields, industrial etc.</p> <p>Te Tumu will also be Tauranga's most resilient community, built upon a clear understanding of natural hazard risk, and best practice materials for infrastructure delivery for the community, supported by a network of community facilities, within and outside of the growth area (i.e. within the Wairakei Town Centre).</p>	<p>Tumu boundary (Te Okuroa Dr, Sands Parade and The Boulevard). This infrastructure includes provision of dedicated bus/HOV lanes</p> <ul style="list-style-type: none"> Emerald Shores culvert crossing of the Wairakei Stream <p>Water & Wastewater</p> <ul style="list-style-type: none"> New wastewater line and associated pump stations from Te Tumu to Te Maunga Waiari Water Treatment Facility – the delivery of water supply to cater for the future growth (under development). Upgrade to the Te Maunga Wastewater Treatment Plant – provide additional treatment capacity to cater for growth (under development). <p>Stormwater</p> <ul style="list-style-type: none"> Kaituna stormwater overflow – weir structures, bridge structures and large swale connecting the Wairakei Stream to the Kaituna River to manage flood flows <p>Community Infrastructure Wairakei Town Centre – aquatics, indoor courts, library, community centre - Community facilities for key growth area. As part of the Structure Plan, opportunities exist for the location of the 20ha sports field to co-locate with the Ministry of Education's plans for new school facilities.</p>	<p>of work are complete.</p> <p>Resilience identification and mitigation planning - 90% complete. All hazards have been mapped and assessed for risk. The only outstanding issue is mitigation requirements for infrastructure design in liquefiable areas, which is being progressed.</p> <p>Structure Plan Design - Complete</p> <p>Multi-modal plan – 90%. TCC has mapped Te Tumu structure plan roading corridor location, determined likely width for those corridors and uses in them. One corridor key multi modal corridor, with dedicated bus lanes and off-road cycle paths</p> <p>Waters planning – 90%. TCC has structure planned the waters and wastewater network. To be completed is a final peer review.</p> <p>Stormwater Planning & Consent – 90%. TCC has almost completed the Stormwater Management Strategy. All outcomes of this are already presented in the Structure Plan. Comprehensive Stormwater Consents are in place</p> <p>Open space policy to guide delivery reserves within Te Tumu - Complete</p> <p>Active Tangata Whenua engagement Cultural site mapping – Complete</p> <p>Ecological site mapping - complete</p>		<p>accommodate on the City's balance sheet against competing priorities.</p> <p>Papamoa East Interchange - Currently contractors available to construct. Full design underway with consultants in place, construction could commence in approx. 12mths at soonest. However, possibility if Tauranga Northern Link and other bulk infrastructure projects begin in 2021 that the construction resource pool is stretched.</p>	<p>corridor so timing will align with road construction which could be brought forward, some within 12 months.</p> <p>Stormwater</p> <ul style="list-style-type: none"> Kaituna overflow – overall cost \$41M and \$17M by 2025. Some construction could commence within 12 months. <p>Community Infrastructure Estimated - \$55-70m, 2025-28</p>
<p>Te Puke Urban Growth Area Te Puke (Pop 8950 at the 2018 Census) is the service town for the</p>	<p>Te Puke is an important town in the Eastern Corridor. There will be important connections</p>	<p>Wastewater</p> <ul style="list-style-type: none"> Upgrade the wastewater treatment plant to meet the 	<p>Years 0-3</p>	<p>Faster delivery of housing Economic development</p>	<p>Water supply – access to the Kivirail corridor to lay the water main.</p>	<p>Wastewater treatment plant upgrade - \$20m over 3 years Upgrade of capacity of trunk main</p>

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eastern part of the District. It has experienced steady growth over many years.	<p>between Te Tumu, Rangiuru and Te Puke.</p> <p>Te Puke has sufficient land capacity for the medium to long term. The main issue is the infrastructure to meet population growth related demand and to cater for the Rangiuru Business Park.</p>	<p>expected growth and to meet new consent requirements developed in conjunction with tāngata whenua</p> <ul style="list-style-type: none"> Upgrade the capacity of the trunk main to the wastewater Treatment Plant. To meet the expected demand. <p>Water Supply</p> <ul style="list-style-type: none"> Upgrade the water supply to meet the demand for population growth and the Rangiuru Business Park. <p>Community facilities</p> <ul style="list-style-type: none"> New indoor swimming pool to replace the 1950's pool located at the Te Puke High School. A new site allows land at the High School to be freed up for school expansion. Council owns the new site adjacent to the town centre. Project would be a 3-5 year project, with design ready to be commenced now. 	<p>Years 0-3</p> <p>Ready to proceed</p> <p>Years 0-3 and 4-10</p>	Social connections / liveability	Indoor pool – consent for new hot water bore	<p>- \$3m over 2 years</p> <p>Water supply - \$12m over 3 years</p> <p>Community facilities - \$15m over 5 years</p>
SmartGrowth Northern Corridor						
<p>Omokoroa Urban Growth Area</p> <p>Omokoroa has been identified as a growth area for many years. Once a wastewater system was put in place the peninsula has been developing progressively in stages. The current urban zoned land has capacity for only 6 years, hence the Stage 3 Structure Plan currently underway that will be the final stage and provide for the final population.</p>	<p>Omokoroa is an important urban growth opportunity in the Northern Corridor and supports the future economic growth of the western Bay of Plenty sub-region.</p> <p>Omokoroa has a current population of 4,000 and will cater for a total of 12,000 when it is full in 30 years' time.</p> <p>The Stage 3 Structure Plan will provide for an additional 1800 dwellings, town centre, employment land, park and ride, schools and community infrastructure. There is the potential for 700 new jobs.</p> <p>The vision for Omokoroa is to create a thriving community that is as self-supporting as possible for locals to live, learn, work and play.</p>	<p>Development of Omokoroa is well underway having expanded on an existing village through two stages. Stage 3 will provide for the completion of the UGA.</p> <p>To enable Stage3 to progress the following are required:</p> <p>Transportation</p> <ul style="list-style-type: none"> Tauranga Northern Link. This has now been given approval to proceed Omokoroa Road urbanization. The first part of this road has been recently upgraded as a rural road. It will need to be urbanised including the likes of curb and channeling, footpaths etc. Prole Road. This is a rural road. It will be an important access point for Stage 3 serving a new town centre, schools, large active and passive reserves and housing. 	<p>Underway</p> <p>Design years 0-3, construction to align with Omokoroa intersection upgrade by NZTA.</p> <p>Being designed now. Construction years 0-3</p>	<p>Faster delivery of housing</p> <p>Economic development</p> <p>Better transport connections</p> <p>Social connections / liveability</p>	<p>Stage 3 Structure Plan to be notified middle of 2020</p> <p>Tauranga Northern Link already designated.</p> <p>Prole Rd - Predominantly within existing road reserve. Will also be addressed as part of the structure plan.</p> <p>Francis Rd - Will be consented as part of the structure plan, land purchase required</p> <p>Water supply – site being acquired.</p> <p>Schools - Land purchased. Designation being prepared now and likely to be non-notified.</p> <p>Affordable housing – land is consented as part of a Special Housing Area. No constraints</p>	<p>Omokoroa Rd urbanization - \$2m over 1 year</p> <p>Prole Rd - \$10m over 2 years</p> <p>Francis Rd - \$25m over 5 years</p> <p>Park and Ride - \$3m over 2 years</p> <p>Schools - Est \$80m to design, build and furnish over 3-4 years.</p> <p>Affordable housing - \$11m total project cost over 3 years.</p>

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		<ul style="list-style-type: none"> Francis Road. Current Francis Rd intersection with access to SH2 is unsafe and is to be closed and re-aligned to Omokoroa Road. A link is also required between Francis Road and Prole Road to provide for connectivity. There is a "development pipeline" with the above three projects being Prole Road followed by Omokoroa Road then Francis Road. Park and Ride facility on Prole Rd to encourage use of PT <p>Water Supply</p> <ul style="list-style-type: none"> A new reservoir and feeder main are required to service the increase in population <p>Community Facilities</p> <ul style="list-style-type: none"> Schools - There is the need for a new secondary school and a second primary school to meet the growth needs of Omokoroa. and outlying areas. MoE have recently purchased a site to cater for the expected growth. As well as the direct educational and social benefit by having such facilities on the peninsula, there is the added benefit of not having all secondary students needing to travel some distance to schools in Tauranga City or Katikati. The schools would provide employment for around 80 people. Indoor stadium. A community of this size will require indoor facilities (gym, community space, swimming pool) that can be multi-purpose. It is anticipated that it would be located on Council reserve. <p>Affordable housing</p> <ul style="list-style-type: none"> Within the Kaimai Views development, land has been set aside for a pilot project to demonstrate how affordable 	<p>Design Years 0-3, land purchase and construction years 4-10 to align with Omokoroa intersection upgrade by NZTA.</p> <p>Land owned by Council, exact configuration subject to Omokoroa Stage 3 structure plan</p> <p>Design and build years 4-10</p> <p>Design 18 months Build 2-3 years</p> <p>Years 10-30</p> <p>Years 0-3</p>		to proceeding.	

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		housing can be provided. Council owns the land and has offered to partner with Kainga Ora. The developer of Kaimai Views (Classics) have also signaled their willingness to be involved.				
Katikati Urban Growth Area Katikati (pop 5160 at the 2018 Census) is an important service town in the northern part of the District. It has experienced consistent high growth over many years.	Capacity is very limited with only 3 years remaining. A small dairy farm is zoned residential, but the absentee landowner has continually stated his position of not being interested in developing. This leaves Council having to zone other land that is less desirable from a place-making perspective or seeking Government assistance for compulsory purchase. There are developers available who are willing to partner. The traffic on SH2 through the town is causing significant issues from community amenity and traffic congestion perspectives.	Land supply <ul style="list-style-type: none"> Compulsory acquisition of the Dairy farm will yield 650 dwellings and provide for the next 12 years projected demand. Katikati wastewater treatment plant will require upgrading for the expected growth, and to meet new consent requirements developed in conjunction with tāngata whenua Affordable Housing <ul style="list-style-type: none"> As part of acquiring land for active reserve, Council owns land zoned residential that it wishes to use for affordable housing. Council-owned land on Beach Road is available and suitable for affordable housing. Transportation <ul style="list-style-type: none"> A bypass for Katikati has been designated for over 25 years. Designs have been drawn up and NZTA has secured much of the land. 	Years 0-3 Years 4-10 Years 0-3 Years 0-3 Years 0-3 and 4-10	Faster delivery of housing Economic development Better transport connections Social connections / liveability	Legislation is required for compulsory purchase. Katikati Wastewater – new 20-year resource consent is in place. Affordable housing - Will require resource consent for the level of housing density envisaged. Low risk because of location between reserve and road, and undeveloped land opposite. Beach Rd - Working with Kāinga Ora. Will require resource consent. Transportation – alteration to designation process could be fast tracked. PWA to acquire balance of the land.	Land supply - Land cost indicatively \$10m over 2 years for purchase. Wastewater - \$20m over 5 years. Affordable housing - \$11m over 3 years Katikati bypass - \$3m over 2 years for alteration Construction as a State highway \$70-80m over 5 years
Smiths Farm	Housing Supply <ul style="list-style-type: none"> 250 – 300 dwellings 12 – 15 hectares of Council owned developable land Ability to provide social and affordable housing. Crown could take on the project (rather than Council).	Physical relationship to Tauranga Northern Link (recent Government Funding announcement – project to proceed). The access road to the site is to be delivered as part of the TNL contract.	<ul style="list-style-type: none"> Special Housing Area in place Resource consent in place. Infrastructure planning confirms water, wastewater, stormwater and electricity can be provided. Detailed design required Physical infrastructure delivery will be part of TNL project. Estimate 3-4 years for access road to be complete. Bulk earthworks and civils for housing could occur at same time as TNL construction (and potentially by same contractor). Also an opportunity to enable temporary	Faster delivery of housing Economic development Better transport connections	Timeline and progress of Tauranga Northern Link and access road Tauranga City Council, while landowner, does not have balance sheet capacity or expertise to undertake the development. Further consents required if temporary access to be utilised to get housing underway early	Infrastructure waters and transport \$25 million.

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			access using an existing local road for development of a first stage of subdivision ahead of the new access road being completed subject to further resource consenting			
SmartGrowth Western Corridor						
<p>Tauriko West Urban Growth Area This involves the delivery of a new greenfield urban growth area of approximately 3,000 dwellings, supported by the existing Tauriko Business Estate and Tauriko Crossing developments.</p> <p>The project is crucial in meeting the National Policy Statement development capacity requirements. It involves significant multi-modal transport, waters, reserves and social/community infrastructure planning and delivery.</p> <p>The infrastructure projects for this growth areas also enable a significant expansion of the Tauriko Business Estate of over 100ha's</p>	<ul style="list-style-type: none"> Tauriko West offers a significant urban growth opportunity which supports the future economic growth of the Western Bay of Plenty sub-region. Tauriko West will provide 3,000 new houses for more than 7,000 people, with residential development aiming to start in 2024/25. There is the potential for 5,500 jobs in the wider Tauriko area currently zoned and over 7,000 inclusive of the planned expansion of the Tauriko Business Estate. The vision for Tauriko West is to create a thriving community for locals to live, learn, work and play locally. The proposed development will respect the Wairoa River and preserve the area's natural character, while building a sustainable community around the currently underway Tauriko Business Estate and Tauranga Crossing. 	<p>The delivery of Tauriko West is able to commence through an early works infrastructure package through widening the State Highway 29, and utilising existing infrastructure assets. This includes:</p> <ul style="list-style-type: none"> Upgrading of watermains within the existing SH 29; New rising main from Tauriko West to Whiore Ave; Delivery of multi modal roading upgrades, including new roundabout on SH29 at Redwood Lane, a new arterial road through the Tauriko Business Estate, access road into Tauriko West (signalised intersection) from SH29 and upgrades to Cambridge Road/SH29 intersection. With PT Priority access through Whiore Avenue to Tauranga Crossing and off road walking and cycling facilities. <p>Further growth in Tauriko West would then occur off additional infrastructure delivery which would also support additional growth in future stages of the Tauriko Business Estate and Keenan Road (2,000 houses). This includes:</p> <ul style="list-style-type: none"> Realigned and strengthened SH29 Water and wastewater network improvements and extensions 	<p>The project is working on a timeframe of notifying a plan change to rezone the area for urban development in 2021 and the first houses being built in 2024/5 or sooner if real fast track mechanisms were available.</p> <p>Plan change preparation – 70% complete. Tauriko West utilises existing Objectives and Policies from the City Plan, for relevant zones and medium density rules. S.32 processes are also underway, and the majority of technical inputs into those pieces of work are complete.</p> <p>Resilience identification and mitigation planning - 100% complete. All hazards have been mapped and assessed for risk. The only outstanding issue is mitigation requirements for flood risk.</p> <p>Territorial Boundary Alteration between Western Bay of Plenty District Council and Tauranga City Council – underway. Process steps remaining are public consultation process (underway as of March 2020), Local Government Commission decision and Order in Council. Process can be completed in 2020.</p> <p>Structure Plan Design – 80%%</p> <p>Early works stage 1 investigation funded and underway, due for competition December</p>	<p>Faster delivery of housing</p> <p>Economic development</p> <p>Better transport connections</p> <p>Social connections / liveability</p> <p>Public sector investment will provide confidence for private sector investment</p>	<p>Streamlined Planning process approved by Council and planning underway. This provides opportunity to deliver project faster.</p> <p>The proposal is a strong candidate for a fast track rezoning from urban to rural following approaches like those provided for in the Canterbury Earthquake Recovery Act 2011 should Government adopt something similar.</p> <p>Tauranga City Council has insufficient balance sheet capacity to provide the required infrastructure to unlock this residential and business land. Co-funding is required – developers have agreed to fund internal infrastructure.</p>	<p>Transportation Stage One: (some of which construction can commence within 12 months)</p> <ul style="list-style-type: none"> Roundabout SH29/Belk Road - \$15m Western Ring Road: <ul style="list-style-type: none"> a) Complete construction from approximately <i>Kaweroa Drive up to Matakokiri Drive</i> - \$12m b) Western connection to SH36 including detailed design, protection/designation, stormwater mitigation and land acquisition \$13m. (excl. construction) c) Eastern connection between TBE and new Roundabout SH29: \$ 10m. <p>Stage Two \$500M – \$700M+ Years 4 - 30</p> <p>Three Water Infrastructure – Western Corridor</p> <ul style="list-style-type: none"> Interim wastewater solution (part of Stage 1): \$26M by 2025 Overall Stage 1 wastewater: \$50M by 2030. Wastewater connection to Whiore Ave \$700k by 2023 Water supply \$9.8M by 2025 <p>Planning underway to enable waters infrastructure construction to commence within 12 months.</p> <p>Stormwater</p> <ul style="list-style-type: none"> Unknown – will follow as part of CSC Development. Likely to be developer

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		<ul style="list-style-type: none"> Local roading connections, including PT infrastructure and services and a wider network of off-road cycle facilities <p>Tauriko Library/community centre, swimming pool – community facilities for key growth area [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p>	<p>2020</p> <p>Detailed Business Case for investigation is funded and underway, due for competition late 2021</p> <p>Multi-modal plan – 90%. This includes the provision of modal priority out of the growth area, and into the Tauriko Business Estate/Tauranga Crossing via Whiore Avenue.</p> <p>Waters planning – 50%. TCC has assessed and completed interim servicing requirements for water, with a wider water servicing strategy for the wider Western Corridor underway.</p> <p>Stormwater Planning & Consent – 40%. A stormwater management strategy is under development, and a comprehensive stormwater consent will need to be sought (as part of wider RMA planning process).</p>			<p>funded</p> <p>Western Corridor Community Infrastructure</p> <ul style="list-style-type: none"> Estimated - \$71m, 2022-4 <p>Wider detailed business case for State highway Re-alignment and Strengthening – TBD (by NZTA Business Case process)</p> <p>[REDACTED] [REDACTED] [REDACTED]</p>
SmartGrowth Central Corridor						
<p>Te Papa peninsula intensification and regeneration Tauranga city centre, Avenues, Gate Pa, Merivale and Greerton</p> <ul style="list-style-type: none"> Total land area: 1,070 hectares Commercial and residential zoned land area: 626 hectares Current population: 20,120 Current dwellings: 8,115 <p>Current project partners and key stakeholders: NZTA, BoP Regional Council, Mana whenua, Kāinga Ora, Accessible Properties Limited, MHUD</p>	<ul style="list-style-type: none"> The most significant opportunity for intensification in Tauranga City Providing a range of housing types Integrated land use and multi-modal transport Catalysing growth through public transport, active modes and community facilities investment Up to 30,000 new residents (20,000 dwellings) by 2065 Up to 15,000 new employees by 2065 Additional \$12bill in dwelling value, based on value uplift 	<p>Delivery projects (detailed below) with key dependencies / interrelationships include:</p> <ul style="list-style-type: none"> Urban regeneration in Gate Pa, Merivale and Greerton Cameron Road Multi Modal Corridor Walking and cycling improvements City Centre and other transport interchanges Potential to create a transport hub and higher density development adjacent to Tauranga Hospital possible HOV or bus lanes on Turret Road and 15th Ave. 	<p>Strategic planning projects currently nearing completion:</p> <ul style="list-style-type: none"> Te Papa Urban Form and Transport Indicative Business Case (being prepared in partnership with NZTA and Regional Council) on track to be completed May 2020 Plan change 26 – Housing Choice (providing for 4 and 6 storey medium density living) – on track for notification in August 2020, seeking approval for ‘streamlined planning process’ The proposal is a potential candidate for a fast track rezoning following approaches like those 	<p>60% employment increase over 30-year period</p> <p>Economic development</p> <p>Faster delivery of housing</p> <p>Better transport connections</p> <p>Opportunities to enhance the Maori economy</p> <p>Cultural identity</p> <p>Social connections / liveability</p>	<p>Need to complete technical and legal work on natural hazard planning which is already well underway.</p> <p>Need for investment / support for urban development (large scale intensification) by government to assist in transformational change</p> <p>Need for investment in supporting community infrastructure (required to lift value proposition and attract future residents)</p>	<p>Total: \$365m - \$397m expenditure required to deliver over a 15-year period.</p> <p>Cameron Road Short Term Multi Modal ‘Stage 1’: \$35m-\$40m Cameron Road Short Term Multi Modal ‘Stage 2’: \$50m-\$60m 0 to 10-year period</p> <p>15th Ave and Turret Road multi-modal and capacity upgrade: \$100m + 3 – 10 years</p> <p>Walking and cycling improvements: \$85m+ 0 to 15-year period</p> <p>City Centre Transport Interchange: \$30m 0 to 10-year period</p>

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	<ul style="list-style-type: none"> Additional \$500+m p.a. GDP contribution Wage earning growth \$5 billion in private sector investment to 2065 Use of existing resources and infrastructure capacity Possible savings of up to \$25m per 1,000 dwellings for urban infill v greenfields development 	<p>Other projects that will contribute to and support growth, but without dependencies include:</p> <ul style="list-style-type: none"> Mana whenua aspirational projects Ministry of Justice Site city centre redevelopment Waikato University Marine Research Centre City Centre / waterfront / streetscape improvements <p><i>Details for each of these projects is below.</i></p>	<p>provided for in the Canterbury Earthquake Recovery Act 2011 should Government adopt something similar. This would allow higher density residential development as well as allowing residential development on commercially zoned sites in Cameron Road.</p> <ul style="list-style-type: none"> Te Papa Spatial Plan on track to be completed August 2020 Tangata whenua partnership on the above projects is being proactively fostered through targeted Mana whenua working groups based around agreed scope with Mana whenua representatives. 			<p>Three Waters Infrastructure: Water supply local upgrades \$10M by 2030. Wastewater. Wastewater local network upgrades \$10M by 2030. Stormwater flood alleviation and blue/green network establishment including small stream enhancements \$150M by 2040.</p> <p>Waikato University Marine Research Centre \$30m-\$40m 0 to 10-year period</p> <p>City Centre / waterfront / streetscape improvements: \$36m 0 to 10-year period</p> <p>Memorial coastal multimodal pathway: \$20m 0 to 10-year period</p>
		Cameron Road Multi Modal Corridor (short term – 10 years)	Cameron Road Short Term Multi Modal 'Stage 1' Business Case Project underway. Could be shovel ready in approx. 12mths Cameron Road Short Term Multi Modal 'Stage 2' Business Case Project yet to be commenced.		Potential land acquisition and/or constraints; funding, time to complete NZTA business case processes, community/business opposition to certain project elements eg removal of carparks	Cameron Road Short Term Multi Modal 'Stage 1': \$35m-\$40m Cameron Road Short Term Multi Modal 'Stage 2': \$50m-\$60m 0 to 10-year period
		15th Ave and Turret Road multi-modal and capacity upgrade	Preliminary concepts completed. RMA pathway analysis complete		Funding Limited physical Corridor	\$100 m + 3 – 10 years
		Walking and cycling improvements to increase mode share (short to long term)	Walking and cycling planning underway; short term standard interventions identified.		Funding	Walking and cycling improvements: \$85m+ 0 to 15-year period
		City Centre Transport Interchange: \$30m (short term; longer term multimodal)	Forms part of draft Te Papa Business Case and strategic planning underway		Funding	City Centre Transport Interchange: \$40m 0 to 10-year period
		Greerton and hospital interchanges: \$5m-\$10m (short term) Dependences – refer above	Forms part of draft Te Papa Business Case		Funding, potential land requirements	5-15 year period
		Opportunity for Accessible Properties Housing Stock regeneration in partnership with central government (500+ new dwellings) (short to long term) Dependences – refer above	Willing partners, e.g. Accessible Properties and developer community		Need for investment / support for urban development by government to assist in catalytic change Need for investment in supporting community infrastructure (required to lift	Collaborative master planning: \$2m-\$3m Stormwater, open space, community facilities, land reallocation: Gate Pa: circa \$50m; Merivale: circa \$25m

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					value proposition and attract future residents)	Development costs: unknown – refer to be developed with Kāinga Ora 0 to 15-year period
		Opportunity for Crown land (Greerton Racecourse) redevelopment (medium to long term) - mixed residential and open space provision, circa 2,500 dwellings Dependences – refer above	Forms part of draft Te Papa Business Case			15+ year period Development costs: unknown – refer to be developed with Kāinga Ora
		Mana whenua aspirations: Developing cultural principles; Wharewaka (city centre); Cultural centre (Gate Pa) (short to medium term) Dependences – refer above	Tāngata whenua partnership on the above projects is being proactively fostered through targeted Mana whenua working groups based around agreed scope with Mana whenua representatives.			Mana whenua / community aspirations: – further business cases required, estimated planning costs – \$1m 0 to 15-year period
		Ministry of Justice Site city centre redevelopment – opportunity for collaborative and catalytic redevelopment Dependences – Nil	Initial talks underway with Ministry of Justice.			Ministry of Justice Site city centre redevelopment – further business cases required. Estimated planning costs – \$1m-\$2m; capital Expenditure up to \$100m in 0 to 10-year period
		Waikato University Marine Research Centre (short term) Dependences – Nil <ul style="list-style-type: none"> Contribute to City Centre / existing urban area revitalisation Increase the potential opportunities for companies to generate new commercial activity in the region from research in pharmaceutical, nutritional and agrichemical innovation Attract international researchers and experts to work on issues pertinent to the Bay and NZ Increase international profile and reputation of Tauranga – as a marine centre Enhance rapid response capability to events such as oil spills Increase ability for students in the Bay to study/research in coastal, marine, science, engineering related fields – 	Waikato University Marine Research Centre has funding interest, however requires support; application has been submitted to revoke reserve status to move forward. <ul style="list-style-type: none"> Requires revocation of recreation reserve status (currently awaiting Ministerial approval) Finalising funding arrangement and business case, 18 mths planning, followed by 12 – 18 months construction 		Waikato University Marine Research Centre requires Department of Conservation sign off to revoke reserve status Resource consents required	Waikato University Marine Research Centre \$30m-\$40m 0 to 10-year period (Note – The University of Waikato is applying for funding under the CIP process).

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		build qualification levels in Bay				
		City Centre street upgrades and public realm: streetscape and waterfront development (short to medium term) Dependencies - Nil	City centre streetscape and public realm projects – two streets underway; tidal stairs complete			City Centre / waterfront / streetscape improvements: \$36m 0 to 10-year period
		Memorial coastal multimodal pathway Dependencies - Nil				Memorial coastal multimodal pathway: \$20m 0 to 10-year period
Port Connections SH2/Hewletts/Maunganui/Hull Roads & Totara Street & East Coast Main Trunk Railway sub-area improvement programme, Mount Maunganui, Tauranga City Council	<p>This improvement programme is an opportunity to address a considerable transport infrastructure deficit impacting efficient access to the nationally significant Port of Tauranga and its surrounding employment areas. It is also an opportunity to support the delivery of multi-modal transport and more liveable community outcomes across Tauranga City. The improvement programme can achieve these outcomes through improving multi-modal access (road; rail; bus; cycling) though the sub-area and to the Port of Tauranga.</p> <p>The Hewletts Road sub-area is the key access to the Port of Tauranga for road and rail freight from the eastern BoP and the wider Central and Upper North Island. It is also the City's key 'across the harbour' connection between communities located on either side of Tauranga harbour. These competing and high people and freight movement demands impact on travel time reliability, safety, mode-shift across the City, and improved economic efficiency of the key industry like the Port of Tauranga.</p> <p>Improved active and public transport connections for people and prioritisation of rail for freight enables existing corridors to be used more effectively. This approach would also be a key</p>	<p>Staged Programme of Delivery including:</p> <p>Maunganui Road multi-modal</p> <ul style="list-style-type: none"> Improved pedestrian and cycle connections Intersection upgrades Future proof for public transport priority <p>Totara Street multi modal</p> <ul style="list-style-type: none"> Separated cycleway Improved rail crossings <p>Hewletts Road multi modal:</p> <ul style="list-style-type: none"> Te Maire Street Link Intersection improvements like Hewletts Road – Totara Street intersection Hewletts Road / Maunganui Road intersection upgrade Alternative cycle connection including Concord Ave overbridge & potential for Airport cycle route Public transport improvements to leverage off existing bus lane (e.g. extend bus lane along Maunganui Road towards Bayfair/Bay Park) Improve local road connectivity to take pressure off Hewletts Road (e.g. Te Maire Street link). Remove road and rail conflict points (e.g. grade separate road and rail crossing points). 	<p>Interventions are to be developed and considered together but programme delivery / construction can be staged.</p> <p>Maunganui Road multi-modal</p> <ul style="list-style-type: none"> Spade ready with Single-Stage Business Case complete; Detailed design stage ready to get underway. <p>Totara Street multi modal</p> <ul style="list-style-type: none"> Preliminary design for cycling and safety improvements largely complete. <p>Hewletts Road multi-modal</p> <ul style="list-style-type: none"> Te Maire Link is spade ready. <ul style="list-style-type: none"> Some interventions could be delivered under network optimisation plan. Other projects to be covered under a Single Stage Business Case 	<p>Economic development</p> <p>Better transport connections</p> <p>Improved access and road safety</p>	<ul style="list-style-type: none"> Community engagement important to successful delivery of some projects to ensure buy-in. Iwi engagement on the proposed programme to be undertaken. Land purchase may be required for some projects (e.g. local road connectivity, intersection upgrades; grade separation). RMA consenting required for some projects and significant investment in time and resource in NZTA business case processes 	<p>0-10 year programme as follows:</p> <p>\$10-15m for immediate implementation including:</p> <ul style="list-style-type: none"> Maunganui Road multi-modal Te Marie Link <p>\$150-200m for short-term including:</p> <ul style="list-style-type: none"> Totara Street multi modal Hewletts Road multi modal <p>including:</p> <ul style="list-style-type: none"> Local road connectivity Intersection upgrades New cycle corridor and cycle crossing facilities Public transport improvements <p>\$500-750m for medium- term improvements including:</p> <ul style="list-style-type: none"> Hewletts Road multi modal <p>including:</p> <ul style="list-style-type: none"> Grade separation at key locations (like Totara Street) and road/ rail conflict points.

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	enabler of future urban development in planned areas along the coastal strip and effective management of an increased role Port of Tauranga may play in managing NZ's freight task due to the uncertain future of the Ports of Auckland.					
Liveable communities – Place Shaping Tauranga has a significant social infrastructure deficit. The challenge of funding and managing the provision of core infrastructure for Tauranga's rapid growth has left the city in a position where it is unable to afford investment in community facilities and public spaces.	City Centre and Te Papa Peninsula – social infrastructure Catalyst for higher density, mixed tenure housing and multi-modal transport network	Memorial Park Aquatics & Leisure Facility – complete rebuild and integration of aquatics, leisure and indoor courts facilities (existing pool dates from 1955) in the centre of our major brownfield intensification growth area. Central Library – rebuild of central library, which has EQS and weathertightness issues; integration of heritage collection, community space and e-learning capabilities. Museum – development of new museum in or around the Tauranga city centre. Project initially linked to Central Library proposal but also proposals to develop independently on a separate council-owned site Note these projects align with the 2013 Smart Growth Strategy.	Business case under development. \$30m initially budgeted over 2021-23, but project costs estimated at \$75-90m. Business case complete. Budget in LTP but project unlikely to proceed in current funding climate. Business case completed 2018. Budget at that time of \$56m. Planned for opening 2025.	Economic development Social connections / liveability Cultural identity	RMA consenting and consultation; project planning is under-resourced due to human resource constraints No major constraints (on Council land) other than budget shortfalls RMA consenting issues. Location not settled.	\$75-90m, 2021-24. \$21.4m, 2021-22 \$19.1m, 2022-23 Capital costs not updated since 2018 estimate of \$56m.
City-Wide Infrastructure						
City Wide Infrastructure – Water	<ul style="list-style-type: none"> Critical to enable all residential and business land supply. TCC has insufficient balance sheet capacity to provide all infrastructure needs. 	Waiari Water Treatment Plan	<ul style="list-style-type: none"> Land acquired, Consents obtained Tendered 70% Under construction 	Economic development Faster delivery of housing	<ul style="list-style-type: none"> Construction risk <ul style="list-style-type: none"> ground conditions programme Cost risk	<ul style="list-style-type: none"> Spent \$ 40 million Further \$133 million
City Wide Infrastructure - Wastewater	<ul style="list-style-type: none"> Both these projects are partially funded via HIF. Proposed that the existing HIF be converted to a grant, and further funding provided for cost escalation post the HIF bid. Balance sheet capacity released as a consequence could be assigned to provide much needed community infrastructure. 	Te Maunga Wastewater Treatment and Ocean Outfall	<ul style="list-style-type: none"> Land acquired, Consents obtained Tendered small portion - \$10 million currently under construction Detailed design underway for next \$65 million. 		Option assessment of timing of significant investments	<ul style="list-style-type: none"> \$65 million expected to be ready for market late 2020 / early 2021 Further \$140 million in subsequent years

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Multi-Modal Connections						
Omokoroa to Waihi Beach cycle trail	Tourism, economic development, recreation and health benefits. Connects the Hauraki Rail trail to the Omokoroa to Tauranga cycle trail. Commuting between communities and connecting the rural area to the urban settlements. Supports the urbanization of Omokoroa and Katikati in line with the SmartGrowth Strategy.	Cycleway route between Omokoroa and Waihi Beach to connect Hauraki Rail trail to Omokoroa to Tauranga cycle trail.	Concept design in place, route identified. Part is spade ready subject to adjacent landowner engagement. Can be implemented on a progressive basis and would provide employment for SME contractors over the life of the project.	Economic development Better transport connections Social connections / liveability	RMA approvals for earthworks and crossing over waterways, Kiwi rail approval to use the rail corridor. Some land purchase maybe required. The project is not currently funded.	\$50m over 10 years. Can be implemented on a progressive, staged basis.
Tauranga City Accessible Streets Project – Walking and Cycling Network	Multi-modal mode shift and community connectiveness. Health benefits. Reduction in carbon emissions, congestion relief	<ul style="list-style-type: none"> Stage 1 areas are stand alone Subsequent stages link with Transport System Plan and UFTI which are underdevelopment 	Stage 1: <ul style="list-style-type: none"> Otumoetai, Te Papa, Papamoa to City Arataki 	Economic development Better transport connections Social connections / liveability	<ul style="list-style-type: none"> Public consultation Detailed design Land ownership 	Stage 1 - \$100 million 0 - 10 years Subsequent stages - \$250 million years 11 – 20 Could be fast tracked if funds available earlier.

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			Business case for all stages under development. Will be submitted with UFTI strategic business case			
Arataki Bus Facility	Delivery of a bus facility to support the public transport service with associated street improvements to successfully integrate the project into the local context.		Investigations including site feasibility and concept design largely complete. One option is on Council owned land, alternative option requires lease negotiation. Decision could be made relatively quickly on site. Investigations have identified need to deliver as part of wider urban amenity / streetscape improvements (e.g. on Farm Street, Girven Road & Links Avenue)	Employment Economic development Better transport connections Social connections / liveability	Regulatory approvals still to be acquired (e.g. RMA ; potential Reserve Act) Community engagement to be completed Still to confirm need to relocating existing St John's facility or private entity lease arrangement.	\$5 – 10 million in Yrs 1 -2.
Tauranga Moana Ferry Service	The Tauranga Moana ferry service provides an alternative transport mode to help reduce congestion at key choke points as well supporting intensification of the Te Papa peninsular.	Wharf and Infrastructure Wharf and on-shore infrastructure to support ferries and passenger flows. This involves extension and development of wharfs, waiting areas, sullage facilities, shelter and lighting. Ferry Service Viability of a ferry service, commercially and as a mode choice for the region (through UFTI), this is backed by a demand study underway at present.	<ul style="list-style-type: none"> • Demand study underway • Assessment of wharf / shore infrastructure needs, including costs – underway • Aligned with UFTI • Business case to follow • Commercial discussions underway • The 5 points above are to be complete by early May 2020 	Economic development Better transport connections Social connections / liveability	<ul style="list-style-type: none"> • Harbourmaster consulted, no significant issues raised, dialogue continuing • Operator and potential to source vessels. Note that there is a near term opportunity to secure 3, which would form a basic service. • Needs to run through UFTI, RLTP and single phase business case processes. NZTA involvement and endorsement required. 	<ul style="list-style-type: none"> • Shore based infrastructure only: estimated at \$3-4m, to be spent over 1-2 years. This would fall into TCC and WBOPDC areas. • Operating costs require NZTA subsidy which will be the subject of the business case.
Tāngata Whenua						
Tāngata Whenua Aspirations Unlocking papakāinga housing initiatives on Maori land including social housing Other development, commercial and industrial New marae and restorations	<ul style="list-style-type: none"> • There is significant opportunity for Maori to realise aspirations with land/housing development. • Social and community housing opportunities • Commercial development initiatives • Employment and skills training as part of development 	<ul style="list-style-type: none"> • Review and updating of the Papakāinga toolkit • Funding for workshops via Te Ara Rau Tāngata to determine sites for development • Funding assistance eg loans for development on Maori land and assistance with infrastructure funding • Install utility services and roading to marae and Maori land to enable and facilitate housing development and employment opportunities 	The core infrastructure can be constructed on public land to the boundary of the Maori land. The installation costs include all design, physical works and associated DC's/FC's.	Opportunities to enhance the Maori economy Economic development Faster delivery of housing Social connections / liveability	<ul style="list-style-type: none"> • Loans for development on Maori land • Infrastructure funding 	Indicative across the sub region to provide the infrastructure - \$15m

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Sub-Regional Economic Development and Employment						
Tauranga Marine Precinct	<ul style="list-style-type: none"> The Tauranga Marine precinct is a development aimed at aiding the marine industry in the western Bay of Plenty by providing key infrastructure (travel-lift, wharves) and land for marine businesses to base themselves on. The second stage of this project would allow the wharf to be extended and for in-ground infrastructure to be put into place prior to expected land development. This will provide a boost to the marine industry in the region and help capture benefits from the America's Cup. 	<p>Wharf Extension An extension to the wharf is needed to cope with demand from fishing fleets and boats that are in for survey, refit or maintenance such as painting.</p> <p>In-Ground Infrastructure In-ground infrastructure is needed as lead infrastructure for the next stage of development (2), so that we can gain investors.</p>	The development can be commenced immediately	<p>Economic development</p> <p>Opportunities to enhance the Maori economy</p> <p>Knowledge and Skills</p> <p>Incomes</p>	Resource consents needed for the wharf	<p>Wharf extension \$5m</p> <p>In-ground infrastructure \$TBC</p>
Sub-regional Skills and Employment Hub (non-infrastructure)	<p>Sub-regional skills and employment hub to connect job seekers with employers, education and training providers and pastoral care/social sector service providers (where appropriate and necessary to support people on pathway to employment).</p> <p>Aligns with the BOP Tertiary Strategy, the BOP Labour Market Strategy (including the Deloitte BOP labour market business case undertaken as part of this work) and Priority One's Sub-Regional Workforce Development Strategy.</p> <p>Direct response to Covid19 in terms of employment.</p> <p>Will support infrastructure development.</p>	Project is scoped and PGF funding application has been developed. The skills and employment hub will leverage Priority One's existing relationships with employers, schools & tertiary institutions and service providers.	Te Ara Mahi/PGF funding application completed.	<p>Economic development</p> <p>Knowledge and Skills</p> <p>Incomes</p>	Project is ready to go once government co-funding confirmed.	Circa \$800k (co-funding from PGF over 3 years)