

Pukapuka
Whakataunga
**Decision
Document**



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What is the Decision Document?

This document is an overview of the decisions made by the SmartGrowth Partnership on the submissions made to the Draft SmartGrowth Strategy 2023–2073 through a Special Consultative Procedure under the Local Government Act 2002.

Further detailed decision information is available via:

Minutes of the SmartGrowth Hearings Panel, setting out in full all decisions on submissions and the reasons for decisions – [SmartGrowth Strategy Submissions & Hearings | SmartGrowth | Western BOP, NZ \(smartgrowthbop.org.nz\)](https://smartgrowthbop.org.nz)



Issues and Options Papers that were provided to the SmartGrowth Hearings Panel to assist with deliberations – smartgrowthbop.org.nz/articles/smartgrowth-strategy-issues-and-options-papers



A strategy that is all about you

Tēnā koutou,

Anticipating the challenges of tomorrow is never easy, especially in the face of rapid and sustained growth.

However, it is in navigating such challenges that we come together to create smart and sustainable solutions, ensuring our communities can thrive amidst change, both now and into the future.

I am delighted to introduce the SmartGrowth Strategy, our 50-year direction for consideration of how housing, land, infrastructure, transport, community development, tāngata whenua values and aspirations, and the natural environment need to be looked at together in order to achieve effective long-term growth, while safeguarding the essence of where we live.

This strategy is about you. It is about how we work together to create a better place for ourselves and for our tamariki and rangatahi.

In developing this strategy, we set out to be guided by community insights, daily challenges, local knowledge, and voices and insights we may have missed.

Your feedback played a pivotal role, with over 500 community summary points considered from 86 submissions and 30 public speakers. This prompted adjustments that have strengthened our strategy's relevance and effectiveness.

While the core pillars of the strategy remain unchanged, your insights have clarified areas where our vision aligns with your aspirations and reinforces our confidence in the chosen path.

At the same time, your feedback has prompted reconsideration of certain aspects of the strategy, reflecting our commitment to inclusivity and responsiveness.

External factors, such as legislative and policy changes and shifting priorities, have also influenced the environment in which we are working, necessitating agility and adaptability in our strategic approach.

But this is not the end of the kōrero. A strategy is only meaningful if it leads to measurable improvements in people's lives, with clear and concrete actions and outcomes, which are capable of being implemented.

Now, it is up to our SmartGrowth partners – Tauranga City Council, Bay of Plenty Regional Council, Western Bay of Plenty District Council, tāngata whenua, and central government – to put this into practice, ensuring long-term plans and budgets are aligned with the strategy, and reflecting strategic priorities outlined in the Implementation and Funding Plan.

Solving complex issues like these is not easy, and will require significant resources and collaborative efforts, but we share a collective agreement that we must do things differently to manage our growth effectively.

Together, we have the power to shape a region that is not only a great place to live, work, and play but which can also be a beacon of sustainable growth and inclusive prosperity.

Ngā mihi nui,



Andrew Turner
Chair, SmartGrowth



How we reached this point

The SmartGrowth Strategy represents a culmination of years of collaborative effort and strategic planning aimed at managing growth in our sub-region.

Building upon the foundation laid by the inaugural Strategy in 2004, this newly adopted version serves as the most vital blueprint for our collective future.

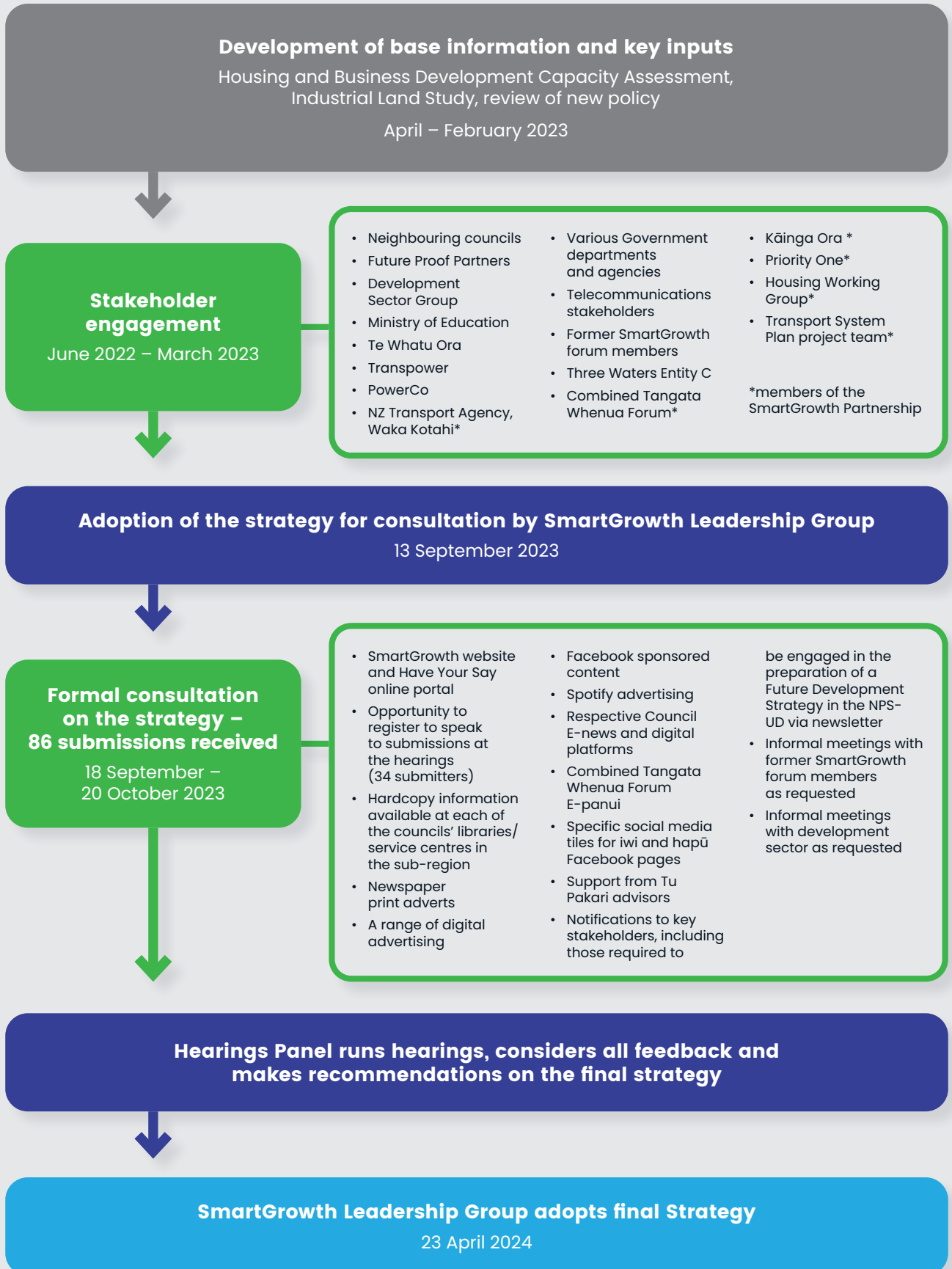
Functioning as a comprehensive 'plan of plans,' the strategy seamlessly integrates various documents and initiatives, providing a unified framework to address the multifaceted opportunities and challenges of growth.

The development of the refreshed strategy, which supersedes the 2013 iteration, has been a collaborative endeavour involving partner councils, central government, and the Combined Tāngata Whenua Forum. Additionally, various SmartGrowth groups, including Priority One, the Housing Working Group, and the Transport System Plan project team, have contributed their expertise and insights. Key stakeholders have also been involved during the strategy's development.

Throughout this journey, several engagement and consultation processes have been conducted, each directly relevant to shaping the 2023 SmartGrowth Strategy. These initiatives, such as the Proposed Future Development Strategy in 2018, the Urban Form and Transport Initiative in 2020, and the Draft Joint Spatial Plan in 2021, have provided valuable opportunities for partner, public, and stakeholder feedback.

By integrating diverse perspectives and incorporating feedback from these engagement processes, the strategy reflects a collective vision for our sub-region's future. It embodies our commitment to innovation, sustainability, and inclusivity, ensuring that as we continue to grow, we do so in a manner that enhances quality of life for all.

Development of the SmartGrowth Strategy in collaboration with the partner councils, Central Government, and the Combined Tāngata Whenua Forum.



What happens now?

A strategy is only meaningful if it leads to measurable improvements in people's lives, with clear and concrete actions and outcomes.

With the strategy in place, it's now up to the SmartGrowth partners - Tauranga City Council, Bay of Plenty Regional Council, Western Bay of Plenty District Council, tāngata whenua, and central government - to put this into practice, ensuring long-term plans and budgets are aligned with the strategy, and reflecting strategic priorities outlined in the Implementation and Funding Plan.

Solving complex issues like these is not easy, and will require significant resources and collaborative efforts, but we share a collective agreement that we must do things differently to manage our growth effectively.

Chapter 1: Areas to be protected and developed carefully

The natural environment of the western Bay of Plenty is a unique taonga and one of its most valued features. It's important for the community's sense of identity and culture. The unique natural character and attractive coastal environment attracts many people to live, work, learn and play here.

The natural environment needs protecting, there are vulnerable natural ecosystems and areas prone to hazards (flooding, coastal erosion, coastal inundation, tsunamis, liquefaction, landslides). Planning for growth needs to consider these issues especially given the acute housing shortage in our sub-region. The SmartGrowth Strategy has considered this through a 'No-Go – Areas to Protect and Avoid' map and where environmental protection and hazards can be managed a 'Go Carefully' map has been developed.

Sites and areas of significance to Māori are culturally and spiritually significant to mana whenua history and identity. They may include urupā, pā, maunga tapu, kāinga, turanga waka and places where taonga have been found. The sites and areas are protected to ensure the sacred nature is respected.

Key challenges that have been identified in the “Areas to be protected and developed carefully” chapter of the SmartGrowth Strategy include:

- Pressures on the natural and cultural environment
- Natural Hazards will be exacerbated by climate change
- Providing housing and infrastructure for a growing population while reducing the exposure and vulnerability of development
- Incorporating climate change adaptation into long term infrastructure resilience planning and decision-making
- Cost of making our communities and infrastructure more resilient

There were 10 submissions received on “Areas to be protected and developed carefully” which were categorised into 13 submission points. The three key issues from these submissions were:

Issue 1. Limiting growth and providing green corridors, sustainability, and resilience

The submitters sought particular areas to be protected from development and wanted growth to still enable resilient and sustainable places with green corridors and belts.

Decision overview

Additional text has been incorporated into the strategy to add a description of the benefits of protecting ecosystems. In particular the role the natural environment plays in urban spaces, providing amenity value but also ecological value. It was also decided to include additional text in relation to the Key Challenge 1.

'Pressures on the natural and cultural environment' which recognises long-term environmental challenges including declining water quality,

degradation of the local environment and alteration of natural ecosystems. Additional text supports the need for economic growth within limits, in particular, “we will need to ensure that natural assets continue

to provide the critical resources and environmental benefits on which our well-being relies”. It was also decided to include a new case study on the Kaimai Range and Mamaku plateau forests.

Issue 2. Constraining development in areas with natural hazard risk

The submitter considered that it is critical the strategy does not constrain development where mitigation of natural hazards can be achieved.

Decision overview

Additional text has been added to clarify that the maps are presented at a large scale for spatial planning purposes only and may be subject to change through other processes, e.g., when hazard maps are updated. Site specific constraints and features to protect are managed and assessed through local plans and policies of each of the councils.

Issue 3. Coastal indentation and flooding

The submitter sought building restrictions (setbacks) for coastal areas restricting the use of low lying of flat land (due to inundation, rising groundwater tables or flooding by runoff to low lying areas and tsunami).

Decision overview

The strategy includes identification of areas at risk from coastal inundation and flooding. City and District Plans are the main regulatory tool for implementing the strategy.

For more information about these matters please see the [‘Areas to be protected and developed carefully’ Issues and Options paper](#) provided on the SmartGrowth website. You can also refer to the minutes of the deliberations meeting which confirm the decisions made.



Chapter 2: Tāngata Whenua

Mai Ngā Kuri ā Whare ki Ōtamarākau – from Waihi Beach to Ōtamarākau – the history, culture, and values of tāngata whenua are part of what makes the Western Bay of Plenty a special part of Aotearoa/New Zealand.

The hapū and iwi of Tākitimu, Mataatua, and Te Arawa waka settled across the sub-region and lived for generations in prosperous kāinga, surrounded by abundant natural resources and access to water for transport and trade. This enduring connection and relationship that tāngata whenua have with their whenua, wai, and taonga is central to their identity as mana whenua and key to their roles and responsibilities as kaitiaki over their respective rohe.

Tāngata whenua have been a partner in SmartGrowth since its inception in 2000. This partnership has been exercised through membership on the SmartGrowth Leadership Group and the continued operation of the Combined Tāngata Whenua Forum.

The Combined Tāngata Whenua Forum developed a unique set of outcomes as partners to SmartGrowth. These outcomes relate to those aspects which improve social, cultural, environmental and economic wellbeing for tāngata whenua:

- **Te Whenua:** Our people are enabled to occupy, develop and use multiple owned Māori Land and Treaty Settlement Land.
- **Te Ngākau:** Our marae communities are connected to social and health services, education and sporting facilities, and where practical, public transport.
- **Nga Wahi Tupuna:** Our sites and areas of cultural significance are cared for and protected from further degradation and loss.
- **Te Taiao:** The health and wellbeing of our natural environment is not compromised further as a result of land use and development.
- **Te Manawaroa:** Our communities and cultural infrastructure are resilient to a changing climate.

Key challenges that have been identified in the tāngata whenua chapter of the SmartGrowth Strategy include:

- Building homes on multiple-owned Māori land is challenging and takes a long time
- Housing and rental affordability for many Māori communities
- Adverse impacts of continued urban, commercial and industrial development on Māori land as well as sites, areas and landscapes of cultural significance
- Cumulative and potentially irreparable impact of uncontrolled urban development on the natural environment
- Growing risk of natural hazards and climate change on marae and waahi tapu.

Tāngata whenua submitted on a broad range of issues that overlap with other SmartGrowth Strategy chapters including Housing, Te Taiao, Climate resilience, Rural, Future Development Strategy and General matters. Five of the 10 iwi, hapū and Māori Land Trust entities presented their submissions during the hearings. The three key issues from submissions on the tāngata whenua chapter were:

Issue 1. Partnership and participation within SmartGrowth

Submitters raised concern over broader engagement with tāngata whenua outside of the Combined Tāngata Whenua Forum and in particular a feeling of engagement fatigue and capacity of tāngata whenua being adequately resourced to respond.

Decision overview

Review and improve ways of working within SmartGrowth, resulting in actions that demonstrate a meaningful commitment to tāngata whenua as partners to SmartGrowth.

Issue 2. Enabling marae as centres approach

Several submitters supported the 'Marae as Centres' approach as it recognises the importance of marae to whānau and surrounding communities. It will enable the co-location of papakāinga, childcare and healthcare as well as resilience planning for marae located in hazardous areas.

Decision overview

It was decided to amend the "Marae as Centres" Transformational Shift to recognise that this must occur through a bottom-up, marae community-driven approach that supports mana whenua practice and exercise of "ahi ka/ahikāroa" being the occupation of the whenua in a new and evolving context. Such an approach not only strengthens marae communities at the grassroots level but also empowers them to actively shape the development and decisions that impact their whenua, fostering self-determination and resilience for present and future generations.

A recommendation is also made to include actions in the Funding and Implementation Plan relating to future support and resourcing of tāngata whenua in the 'Marae as Centres' programme. Implementation will need to be guided by the Combined Tāngata Whenua Forum as well as Council Kaipapa Māori staff and partner forums. This will build on existing work and ensures that initiatives are adequately phased, resourced and supported.

Issue 3. Recognition of co-governance partnerships, documents, and Treaty settlement outcomes

It was identified that cultural redress outcomes of treaty settlements need to be acknowledged in the strategy so that land development does not undermine the intent and integrity of settlements.

Decision overview

A new challenge (8) was added to the strategy to recognise cultural redress outcomes including identifying statutory acknowledgement areas. Cultural redress within a treaty settlement is intended to recognise the traditional, historical, and spiritual association of iwi with places and sites. The Kaituna River Document, Kaituna Action Plan, Mauao Historic Reserves Management Plan and Nga tai ki Mauao have been specifically referenced in the strategy as well.

For more information about these matters please see the '[Tāngata whenua Issues and Options Paper](#)' provided on the SmartGrowth website. You can also refer to the minutes of the deliberations meeting which confirm the decisions made.



Chapter 3: Climate resilience

Climate change is the biggest challenge of our time and how we respond to economic growth, housing needs, urban form, placemaking, transport, and our natural environment all collectively impact on our response to climate change.

Decisions that we make now on land use, urban development, infrastructure, transport, and natural corridor networks will 'lock-in' either resilience or vulnerability to the impacts of climate change, and a form that either supports low emission or high emission living. These are the structural decisions that will be looked back on in decades to come. To develop resilient communities, we need to ensure that reducing exposure and vulnerability to climate hazards, cutting back greenhouse gas emissions and conserving, enhancing, and restoring local ecosystems are all given the highest priorities in everyday decision making.

The strategy promotes the achievement of climate resilient development through the application and integration of three core principles, these are:

1. Integrate emissions reduction into the connected centres programme; designing multi-modal transport into existing development. Low emissions communities, enabling low transport use or active transport. Emissions captures through enhancing and restoring local ecosystems and establishing new ones.
2. Integrate climate resilience into the connected centres programme; developing in locations that are resilient to climate hazards, development that increases resilience to heat or increases resilience to peak rainfall.
3. Integrate and enhance local ecosystems and biodiversity into the connected centres programme; healthy and resilient ecosystems enhance our resilience. Conservation, land management or restoration activities increase carbon sequestration or resilience to a changing climate while supporting biodiversity.
2. Providing housing for a growing population while needing to align our urban form and growth areas with emissions reduction targets.
3. Reducing the exposure and vulnerability of development in existing settlements to climate change impacts.
4. Maintaining or improving the capacity of our natural, built, economic, social, and cultural systems to adapt.
5. Ensuring new housing built in the right locations can withstand changes to weather/natural hazards.
6. Land drainage, stormwater and wastewater systems and flood protection may not cope with more intense and frequent heavy rain events.
7. Greater risk of damage to public infrastructure, homes and commercial assets and existing building stock from long-term coastal erosion, inundation, and sea level rise.
8. Costs associated with the loss and damage to the environment and property from climate change related events.
9. Costs associated with making community and infrastructure more resilient to natural hazards and climate change.
10. Costs of adaptation in the climate-vulnerable areas.
11. Primary industries are particularly exposed to the impacts of climate change.
12. Incorporating climate change adaptation into the long-term infrastructure planning and decision making.

There were 19 submissions received on "Climate resilience". Seven submitters generally supported the strategy's approach to climate resilience and two submitters noted the speed of climate change progression. Eight submitters generally opposed the strategy's approach to climate resilience. The four key issues from submissions on the Climate Resilience chapter are:

Key climate resilience challenges

1. Moving to tackle emissions reduction, climate change adaptation, and biodiversity restoration in an integrated and holistic way.

Issue 1. Managed retreat

Two submitters questioned whether the strategy has considered managed retreat and identified land areas required to deal with managed retreat. It was also noted that several marae in the Bay of Plenty are located on land close to sea level and at risk of flooding.

Decision overview

It was decided to provide additional text within the strategy to highlight clear direction in promoting a community-led approach and process when preparing for climate adaptation. There is an existing case study in the strategy (page 78) which demonstrates the effectiveness of a community-led process in preparing a climate change adaptation plan.

Issue 2. Emissions reductions targets

It was identified that climate change needed to be at the centre of all thinking in particular for transport and intensification decision making. The importance of moving away from car centric thinking was highlighted, with passenger rail being seen as an option to enable this.

Decision overview

Principle 1 and Growth Directive 3 were amended to highlight that there are many forms of multi-occupant vehicles, all of which are better for the environment than single occupancy vehicles. For example, carpooling, park and ride initiatives, accessibility to frequent, reliable and innovative public transport services including along existing and future public transport corridors.

Issue 3. Climate resilient development

Submitters raised that there is a need for good intensification examples with multi-storey buildings and green space, as well as the use of sustainable building materials. It was also identified that partnership between local and central government could enable incentives for carbon neutral or carbon positive businesses. Climate resilience was highlighted as a significant matter to focus on when it comes to growth. The number of hazard related weather should also be recognised in the strategy.

Decision overview

Challenge 9 in the strategy has been amended to reflect that the health, safety and wellbeing of all people, and in particular vulnerable people, is important when designing new homes in their being able to withstand extreme weather-related events.

Issue 4. Climate change action

Submitters referred to the need for a climate action plan and an emergency response plan in the event of water supply disruption. An ecosystems and biodiversity principle should be included the strategy.

Decision overview

Additional text has been added to the strategy that outlines that the strategy supports the implementation of the various Climate Actions Plans and other initiatives for the Western Bay of Plenty.

For more information about these matters please see the [‘Climate resilience Issues and Options Paper’](#) provided on the SmartGrowth website. You can also refer to the minutes of the deliberations meeting which confirm the decisions made.



Chapter 4: Te Taiao – our environment

This chapter sets out the sub-region’s aspirations for protecting and enhancing our environment (including natural, environmental, and cultural values). Our community, including tāngata whenua, have identified the following values associated with our environment:

- Access to the natural environment, including the forest, waterways, harbours and the coast
- Green networks, biodiversity and native species, including within urban areas
- Waterways and water quality
- Cultural values of the whenua, awa and moana. Underpinning these values is the fundamental principle that growth accommodation must be within the limits
- The linkages between the maunga (mountains), ngāhere (forests), awa (waterways), repo (wetlands), tāhuna (estuaries) and moana (harbours and ocean).
- The protection and enhancement of the interconnected nature of these elements through an integrated catchment management approach, using nature-based solutions and enhancing biodiversity, while improving climate resilience.

Key Te Taiao – our environment challenges

1. Natural resources limits.
2. Population growth and intensification increases demand for recreation facilities, open space, green space and parks.
3. Climate change adaptation and resilience and natural hazard resilience.
4. Achieving clear integration of Ngā Wai ki Mauao me Maketu with other key topics.
5. Achieving Ngā Wai ki Mauao me Maketu.
6. Implications of NPS Indigenous Biodiversity.
7. Implementing NPS Freshwater Management.

There were 15 submissions received on “Te Taiao-Environment” which were categorised into 19 submission points. The three key issues from these submissions were:

Issue 1. Poor air quality

Submissions on air quality noted general concern for the quality of our air, two submitters requested moving polluting industry away from the Mount industrial zone. It was also stated that not enough attention had been given to air quality, the submitter suggested imposing standards for industry and to limit traffic in the area.

Decision overview

It was decided that additional wording be added to the strategy highlighting the importance of air quality amongst other environmental management issues. A new challenge has also been inserted into the strategy to reflect the issue of air quality. It was also decided that the Implementation and Funding plan will recognise the need for aspirations for addressing the effects of air polluting activities.

Issue 2. Impact of growth on the environment

Several submitters questioned how the impact of growth on the environment will be addressed, particularly the impact of development at Te Tumu on the most significant river in the region and adjacent wetland. Submitters also identified the importance of green infrastructure and the need for environmental Growth Directives be added to each of the chapters in the strategy. It was outlined that greater emphasis of national direction needs to be provided for in particular the National Policy Statements on Indigenous Biodiversity and Freshwater Management.

Decision overview

Additional text on new Environmental Challenges has been included in the strategy, to provide more emphasis on the importance of protection the environment and integrating and enhancing local ecosystems and biodiversity. A definition of 'environmental limits' has also been included.

Issue 3. Manage and protect freshwater resources

More data to understand environmental impacts is needed to understand water supply capacity and quality. Submitters asked whether the strategy considers how the implementation of Te Mana o te Wai and the National Policy Statement for Freshwater Management may be constrained with predicted growth.

Decision overview

Additional text has been included in the introduction section to describe catchment management/ enhancement of freshwater resources, which provides a more holistic description of the scope of Te Taiao. Additional text in the Key Challenges section responds to submissions by describing some of the challenges facing catchments and the need to recognise the interconnectedness of the whole environment. A reference to the concept of Te Mana o te Wai creates a better connection to the subsequent references in Chapter 9 of the strategy 'Three Waters and other Infrastructure'. Further explanatory text has been added regarding Ngā Wai ki Mauao me Maketū.

For more information about these matters please see the '[Te Taiao – environment Issues and Options paper](#)' provided on the SmartGrowth website. You can also refer to the minutes of the deliberations meeting which confirm the decisions made.



Chapter 5: Rural

The responsible management of our rural environment is important to support and sustain New Zealand’s economic, environmental, cultural and social wellbeing.

Productive rural land needs to be protected for productive uses (agricultural and horticultural purposes). Productive rural land within the sub-region contributes significantly to both domestic and international food supply. Rural land, including coastal environments and waterways provide important habitats for biodiversity, carbon storage (through trees and soil) to reduce the impacts of climate change. The rural environment contributes to our overall identity within the western Bay of Plenty. It provides large areas of open space important for social wellbeing. Natural resources of land in the Bay of Plenty contribute significantly to our economic, social, cultural, and environmental wellbeing. They underpin our important agricultural and horticultural industries and provide for recreation, tourism, biodiversity conservation and regional identity.

The western Bay of Plenty region’s climate and soils make it a high producing rural area. Horticulture dominates and occupies much of the lower flatter contours. Agriculture, forestry, and fishing are the largest individual sectors 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 \$1.9 million to the wider Bay of Plenty regional economy. The sub-region including Tauranga, Katikati, Te Puke contribute \$1.6 million of this. Around half of all kiwifruit grown in New Zealand comes from the sub-region, with the majority of the crop being from the wider Te Puke area. Māori business ownership

and employment are a significant aspect of the industry, with ongoing opportunity for growth.

The rural area contains most of the sub-region’s remaining indigenous flora and fauna. These areas of high ecological significance include harbours, wetlands, freshwater streams and rivers, areas of indigenous vegetation and protected areas.

Key rural challenges:

1. Loss of productive land.
2. Rural land fragmentation.
3. Housing and urban sprawl.

There were eight submissions received on the ‘Rural’ chapter of the strategy. The submission points were distilled down into four key themes. Firstly, ‘ensuring the protection of rural land’, and in particular highly productive land. No issues were assessed for this theme as there are existing policy provisions in place to ensure protection of highly productive land. The second theme was ‘looking after rural communities’, no issues were identified through this theme as there were no actions considered within the scope of the strategy. The third theme ‘opportunities for rural residential/lifestyle living’ has been addressed through the Future Development Strategy section of the SmartGrowth Strategy. The final theme ‘A more enabling approach for housing on rural properties’ was identified as needing to be considered. This is outlined further below.

Issue 1. Enabling additional, secondary and minor dwellings on properties in the rural zone.

Submitters raised the need for more enabling rules to allow additional, secondary and minor dwellings on rural properties. Existing rules were cited as too restrictive, particularly a 10m setback requirement from boundaries in the Western Bay of Plenty District Plan.

Decision overview

It was decided that there is a need to investigate existing provisions in the sub-region’s rural and rural residential chapters to determine if they are appropriate for enabling housing (additional, secondary and minor dwellings). This will provide an opportunity to consider providing more housing through more enabling rules through District Plan review processes.

For more information about this matter please see the [‘Rural’ Issues and Options paper](#) provided on the SmartGrowth website. You can also refer to the minutes of the deliberations meeting which confirm the decisions made.



Chapter 6: Urban form and centres

The Urban Form and Centre chapter outlines the future ambition for where and when growth will occur in the western Bay of Plenty sub-region.

Significant planning has been undertaken by the SmartGrowth partners to support this preferred urban form, through previous iterations of the SmartGrowth Strategy and, more recently, the Urban Form and Transport Initiative (UFTI). The UFTI ‘Connected Centres’ programme caters for a scenario of approximately 200,000 additional people creating nearly 40,000 new jobs and 95,000 new homes across the sub-region.

This is supported by infrastructure and facilities investment, particularly in the transport system, including public transport and active modes, over the next 30 plus years. There are two core concepts critical to the connected centres approach.

The first is, over time, increasing the number of houses in existing urban (30–50 dwellings per hectare) and new growth areas (30 dwellings per hectare), enabling more density and height around centres, key public transport hubs and alongside transport corridors to maximise available land, support a well-functioning multi-modal transport system, and create vibrant communities.

The second core concept is creating 15-minute neighbourhoods. This means being able to access local social and economic opportunities within a 15-minute journey time (walk or bike ride), and sub-regional social and economic opportunities within 30–45 minutes. These concepts encourage strong local centres and connected neighbourhoods.

Key urban form and centres challenges:

1. An existing dispersed land use pattern with multiple centres.
2. A lack of housing supply, choice and affordable options.
3. Very limited papakāinga development and a lack of recognition for marae as centres.

4. A lack of local and sub-regional facilities which restricts access to social and economic opportunities.
5. The demand for housing in the western Bay of Plenty sub-region is outstripping the available supply.
6. Development is difficult to undertake in the sub-region due to natural hazards, which are often exacerbated by climate change, and the topography.
7. Cost and complexity of infrastructure making it difficult to deliver land for housing and businesses.
8. Social infrastructure levels of service (e.g., parks, pools, libraries, halls, theatres and sports field) continues to increase as intensification and greenfield development occurs.
9. Integration between urban form and transport needs to improve to support public transport, walking and cycling, as well as access to key facilities and services.
10. Aligning our urban form and growth areas with emissions reduction targets.
11. A coordinated approach between partners is required within the City Centre to improve access, social and cultural identity, and safety, as well as providing amenities to attract more people to live, work and visit in the centre.

There were four issues identified through submissions on the Urban Form and Centres chapter. Eleven submitters indicated general support for the chapter. Three raised the need to consider provision of open space, 20 submitters did not support the approach to the chapter and six submitters identified issues in relation to commercial centres.

Issue 1. Support for the proposed urban form and centres approach

Eleven submitters indicated general support for Urban Form and Centres. Five of the submissions state that investment is required to support the proposed urban form and centres approach, particularly as it relates to movement.

Decision overview

- The submissions were noted but no changes were made because retaining the proposed urban form and centres approach will assist in responding to anticipated growth. Increasing housing density over time in existing urban areas and new growth areas will maximise development around centres, transport hubs, and corridors. Localised placemaking through spatial planning will emphasise improved amenities, restored and enhanced environmental assets, incorporating cultural values, diverse transportation choices, and addressing housing needs.
- The Transport System Plan includes ongoing improvements to the sub-region's transport system of roads, rail, public transport, walking, cycling, parking and travel demand management. It is acknowledged that investment is required to support the proposed urban form and centres approach, particularly as it relates to movement. The need for 'radical change to the delivery, funding and financing model for growth has been identified' as a Transformational Shift, to support transport and urban form related outcomes.

Issue 2. Open space provision

Three submitters raise the need to consider provision of open space to support the proposed urban form and centres approach. This includes the need for a city-wide amenity in the form of a botanic garden, and a query regarding the status of a 'Te Tumu Regional Park'.

Decision overview

The submissions were noted but no changes were made because the need to support existing and future community wellbeing through provision of appropriate open space is well captured within the strategy and considered adequate. This includes a key Growth Directive in the 'Te Taiao – our environment' section, which includes developing "an interconnected network of open spaces, reserves and ecological corridors". The Urban Form and Centres section recognises the need for planning to include green spaces and "identify key reserves, open space networks and determine if additional upgrades or space is required." Outcomes for open space and amenities are also supported through the Social Infrastructure section.

- Tauranga City Council and Western Bay of Plenty District Council's open space, parks and reserves management and planning documents support this outcome through a programme of open space enhancements, including identifying improvements to reserves, open space networks and determining if additional upgrades or space is required.

Issue 3. Opposition to the urban form and centres approach

Twenty submitters stated they do not support the approach to urban form and centres, raising the following specific matters:

- There is no clear vision for the city centre
- Concerns regarding urban sprawl and associated costs
- The need to support growth with appropriate infrastructure and planning
- The need to support 'hyperlocal' communities
- The need to protect the iconic nature of Mount Maunganui North
- The need to better reflect the existing commercial centres hierarchy (considered as part of issue 4 below)
- Reconsideration of the "Connected Centres approach
- Contradictions between growth numbers for the Western Corridor.

Decision overview

The submissions were noted but no changes were considered necessary because retaining the proposed urban form and centres approach will assist to respond to anticipated growth. Increasing housing density over time in existing urban areas and new growth areas will maximise development around centres, transport hubs, and corridors. Localised placemaking through spatial planning will emphasise improved amenities, restored and enhanced environmental assets, incorporating cultural values, diverse transportation choices, and addressing housing needs.

Issue 4. Commercial centres

Six submitters identified issues related to commercial centres, specifically in relation to the hierarchy and status of centres shown (including Wairakei, Gate Pā and Tauranga Crossing), and the need for a sub-regional commercial strategy (commercial hierarchy study).

Decision overview

The submissions were noted, and an action is recommended for inclusion in the Implementation and Funding Plan as follows: ***"Working with partners and key stakeholders, prepare and implement a Commercial Centres Hierarchy for the sub-region, to assist in future planning and decision making."*** This will include assessing the status of Wairakei, Gate Pā and Tauranga Crossing, including collaboration and integration between SmartGrowth partners and key stakeholders, as appropriate.

For more information about these matters please see the ['Urban form and centres' Issues and Options paper](#) provided on the SmartGrowth website. You can also refer to the minutes of the deliberations meeting which confirm the decisions made.



Chapter 7: Housing

The housing crisis in New Zealand continues despite increased focus and investment across the housing system.

Tauranga and the Western Bay of Plenty have been particularly affected, with Tauranga City having one of the worst housing affordability in the country. Home ownership rates are declining across the sub-region and are projected to drop further in the future. The waiting list for public housing has grown 307% since 2017. There are significant financial pressures on those who are currently priced out of the housing market and are under-served by the wider housing system.

The housing system in the sub-region has, for decades, supplied a limited range of housing options in terms of affordability, typology, and tenure. This lack of choice is forcing increasing numbers of people with acute housing needs into short term accommodation, such as emergency housing. On top of this, public housing supply is currently unable to keep up with demand and limited alternative tenure options exist in the sub-region, for example co-operative housing or purpose-built long term rental accommodation.

Māori are disproportionately affected by the underperformance of the housing system. Home ownership rates for Māori (and Pacifica) have declined at greater levels than for non-Māori. Now, more than 40% of people in public housing nation-wide identify as Māori. The number of Māori households on the public housing register has increased, with more than 47% of new applications nation-wide being Māori. Significant opportunities exist for development of whenua Māori, but development faces major challenges including fit-for-purpose planning rules, funding for infrastructure and direct financing of housing development.

The sub-region also faces significant challenges with opening up new land for housing (greenfields). This is largely due to natural constraints, infrastructure servicing and funding challenges. The Connected Centres programme that underpins the SmartGrowth Strategy is designed to focus effort in the areas where development can make the most efficient use of land and existing infrastructure. New areas for housing must ensure delivery of a mix of housing price points, tenure options and typology mixes.

A paradigm shift is required to ensure future development provides the range of housing options the community needs, from social and affordable rentals to alternative tenures and private ownership housing. A concerted and coordinated effort across the SmartGrowth partnership will be required to deliver on this. This includes local and central government, and tāngata whenua, working alongside key stakeholders. It will rely on using the tools available to all partners.

The SmartGrowth Partners have developed a Sub-Regional Housing Systems Plan which brings together the key housing information for the western Bay of Plenty sub-region, identifies gaps, and lays out a clear Action Plan to improve the housing system in the sub-region, now and into the future. The Sub-Regional Housing System Plan builds on the previous SmartGrowth Housing Action Plan 2020 and incorporates strategies that will lead to deliverable actions.

Key housing system challenges

1. There is limited new land supply for housing.
2. Rents and house prices are among the highest in the country.
3. The gap between median incomes and housing costs is widening. House prices have increased much faster than household incomes.
4. More households are now in the 'intermediate' housing market and are unable to achieve home ownership through traditional means.
5. Increases in rent have led to a significant number of households being financially stressed.
6. Existing housing stock is being used for seasonal worker and temporary visitor accommodation. The impact of this is not well understood.
7. Homelessness and demand for social housing is growing.
8. In the short term, the planned delivery of social housing by Kāinga Ora and Community Housing Providers is slow relative to need. The western Bay sub-region is starting from a low base of existing social housing compared to other regions (less than 2% of total housing stock), and the development economics in the sub-region make it challenging to deliver social housing projects.

9. The sub-region has an older population than other centres. This means household sizes overall are getting smaller. The housing typology doesn't match the changing household size.
 10. Changing ethnic diversity in the sub region requires different housing market responses, (e.g., for multigenerational living).
 11. Many purchasers are not demonstrating a strong desire to "downsize". They are not yet seeing the value of living smaller but closer to services.
 12. It is imperative to build climate resilient communities, however the western Bay as a community does not yet recognise the benefits of the "15-minute neighbourhood", over the "quarter acre paradise".
 13. There are limited examples and products for 'alternative tenures', such as build-to-rent, co-housing, or shared ownership.
 14. The long-term picture suggests intensification and some new greenfields will address the housing shortfall. However, it is not clear that this will address housing affordability. Under the current market dynamics, it is unlikely to. More land availability and faster consenting processes could assist affordability, but the current settings would need to change.
 15. Māori have worse housing outcomes than non-Māori.
 16. There are significant opportunities for marae, Māori land Trusts to develop papakāinga (housing) for their whānau members on whenua Māori and other general title land blocks. These opportunities can be difficult to realise, however, mana whenua and marae are collaborating with SmartGrowth partners to mobilise Māori entities to develop their respective land feasibility options, concept and master plans with the appropriate infrastructure and social services /networks to deliver new housing supply.
 17. There are some significant pockets of sub-standard housing in the sub-region, with a wide range of negative impacts for households living in these conditions.
 18. In the very short term, delivery of housing by the private sector is facing a downturn. This will have a flow-on effect on capacity to deliver as the economy improves.
- A total of 25 submissions were received on the Housing chapter. The submission points were categorised into eight issues as follows.
1. Incorporate sustainability standards in new homes.
 2. Use inclusionary zoning to achieve housing outcomes.
 3. Intensification in existing urban areas.
 4. Role of local government.
 5. Māori housing.
 6. Social/community housing.
 7. Strengthen the focus on housing outcomes in the strategy.
 8. Develop monitoring and reporting framework for SmartGrowth sub-regional Housing Systems Plan.

Issue 1. Incorporate sustainability standards in new homes

Submissions were received which stated that new homes should be built to require higher sustainability standards.

Decision overview

Directing sustainability and accessibility standards in new homes is outside SmartGrowth's remit. Opportunities to achieve these standards may be addressed in future changes to government regulations, for example accessibility standards via Building Code changes.

Issue 2. Use inclusionary zoning to achieve housing outcomes

Submitters raised the need for inclusionary zoning to achieve housing outcomes, including more prescriptive planning controls to manage competing land uses and also sought advocacy with local authorities to central government on legal mechanisms for inclusionary zoning.

Decision overview

Inclusionary zoning (as a planning control for achieving specific housing outcomes in conjunction with developers) can contribute to addressing housing gaps, however policy and legislative setting have not been set by central government. SmartGrowth, via the Housing Action Group, will maintain a watching brief on Waikato Housing Initiative's inclusionary zoning work in their district, (e.g., Hamilton, Waikato South, Waipa).

Issue 3. Intensification in existing urban areas

Multiple submissions were received on the topic of intensification with varied views including both support and opposition to intensification. In particular, submitters expressed the need for housing developments to go up instead of out for environmental benefits, namely carbon reduction. It was submitted that immediate focus should be given to planned quality intensification e.g., Te Papa peninsula (Cameron Road, Tauranga). The need for a range of housing typologies including apartments and housing stock for large families. It was also raised that negative impacts of intensification, in particular shadowing and privacy need to be effectively mitigated. One submitter explained that we have enough land in New Zealand to not need to have intensification.

Decision overview

Intensification is a key policy in central government's National Policy Statement on Housing and Urban Development, (NPS-UD) which sets out the role of local government. Both Tauranga City Council and Western Bay of Plenty District Council are defined as Tier 1 urban environments in NPS-UD, and as such are required to plan for intensification. Thus, the intensification approach, or whether to go 'up or out', is part of central government policy and subsequently in the SmartGrowth Strategy, which tries to provide the right balance.

Issue 4. Role of local government

Three submitters submitted on the role of local government in housing, submitting that councils have a significant role to play in addressing housing needs across the region. It was stated that there should be a greater emphasis on the role of councils in addressing housing stress and needs across the region, that councils have a key role in leading the creation and implementation of both local and sub-regional housing strategies, the latter via active participation in the Housing Action Plan Group. Ensuring councils have dedicated staff skilled in housing development to undertake facilitation and advocacy roles was also proposed. One submitter indicated housing issues should be left to central government, council should concentrate on core priorities.

Local governments' role in housing is not discretionary, the role is set out in central government legislation and policy. The purpose of local government as listed in the Local Government Act 2022 is to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. Councils principally support the provision of housing through their planning and consenting functions, and through provision of services and infrastructure. The National Policy Statement on Housing and Urban Development, (NPS-UD) specifies how local governments are to deliver on housing policy. Both Tauranga City Council and Western Bay of Plenty District Council are defined as Tier 1 urban environments in NPS-UD, and as such are required to deliver on a range of policies regarding housing.

Decision overview

There is value in strengthening integration and partnering between all stakeholders in the local housing system (councils, central government, private market housing developers and builders, community housing providers, and social service providers) around their respective roles in housing planning and provision. This will be led by the Housing Action Working Group, as part of implementation; driving, and delivering on the sub-regional Housing Systems Plan.

Issue 5. Māori housing

Four submissions were received speaking to considerations of population growth, barriers to developing housing for Māori along with suggested solutions. Submissions from the tāngata whenua collective and Ngai Tukairangi Trust asked how can we manage growth and provide houses for others, when we can't currently and adequately provide homes for our own? Where is the manaakitanga and kotahitanga? Our current population requires priority over future population. We need to ensure that manuhiri are not prioritised over mana whenua.

Nga Potiki a Tamapahore Trust agree with and support the challenge of enabling tāngata whenua to realise values and aspiration for their whenua and indicate development of Māori land is also hampered by zoning rules and other regulations that do not reflect the needs or aspirations of Māori. However, the focus of the cultural wellbeing on Papakāinga development on Māori land only is myopic and does not address other important issues.

Submitters proposed the following:

- Māori land be free from rates and reduce water charges
- Streamline resource consenting to fast-track housing build,
- Establish Māori bank to source reasonable price finance
- There is space for more housing in Maketu, only Tāngata Whenua should build there.

Issue 6. Social/community housing

Submissions were received which support social housing provision and increases in the sub-region. Specifically stating that social housing supply should be increased in the sub-region. The current social housing base in the western Bay of Plenty being less than 2% is not good enough and should be addressed. In addition, it was stated that central government funding for social housing should be prioritised to Community Housing Providers, not via central government provision and as well it was outlined that we need to ensure elderly, disabled and most vulnerable residents' housing needs are met. It was suggested that additional wording be added to the Housing Directives and Implementation Plan on;

Decision overview

An in-depth analysis of how District Plans are enabling housing for Māori on whenua Māori and in urban areas is required to ensure consenting and other council processes support efficient housing development. A new Housing System Growth Directive is recommended and the in-depth analysis can form part of the Implementation Plan of the strategy, via the Housing System's Plan.

A new Housing System Growth Directive (8) ***"District Plans, policies, toolkits and funding programs enable housing for Māori on whenua Māori and barriers to delivery are actively addressed."***

- Addressing barriers created by District Plans, policies, out of date toolkits (e.g. Papakāinga Toolkit), a lack of funding to stymie Māori housing are key to unlocking Māori housing outcomes.

- support and collaborate with central government through project grant schemes, state housing provision, fiscal support for community housing projects, partnering in exemplar affordable housing projects.
- continue to support the homeless sector initiatives.
- continued Council subsidisation of development/financial contributions.

Decision overview

The housing chapter and Growth Directives include a directive for increasing public housing supply, however a clearer expression of roles in public housing provision in the directive will add value to the strategy.

Issue 7. Strengthen the focus on housing outcomes in the strategy

Six submissions spoke to the Housing Chapter not providing solutions. It was felt that the Housing Chapter summarised some of the challenges in the housing sector but has not identified solutions. It was also stated that the strategy provides no path towards any prospect of an increase in public housing supply or affordable housing. It was also noted that there was a lack of acknowledgment in the strategy on the significant increase in elderly people and how their housing needs will be addressed. The need for seasonal worker accommodation was also identified by submitters.

There were multiple suggestions put forward by submitters on how to achieve housing outcomes, including; central government collaborating further with councils and iwi, that the SmartGrowth Housing Action Plan needed to include people working in the sector (at least 50%) and the need for regulatory support through the Resource Management Act.

Decision overview

The 'vehicle' for detailing how the Housing system Growth Directives will be actioned is the sub-regional Housing Systems Plan. This has been drafted by the Housing Action Group and will be updated and published on the SmartGrowth website once the strategy 2023-2073 is approved. The sub-regional Housing Systems Plan's implementation will be driven via the collaborative Housing Action Plan Group, including the key stakeholders in housing in the sub-region. These joined up approaches are seen as best practice for addressing complex systems issues such as housing.

It was decided to update the housing systems challenges in the strategy to note the changing ethnic diversity requiring different housing market responses

A new Housing System Growth Directive has also been added. 9. "Ensure place-based housing plans clearly respond to the needs of an older and more ethnically diverse population."

The existing housing system Growth Directive (2) has been amended to reflect the need for local impact investment to support the delivery of social, affordable to rent and buy housing and housing on whenua Māori.

Issue 8. Develop monitoring and reporting framework for SmartGrowth sub-regional Housing System Plan

One submitter spoke to establishing a monitoring framework showing the range of housing types, tenures and price points delivered within all growth areas and Māori land.

Decision overview

There is value in establishing a monitoring framework which tracks progress in housing outcomes across the sub-region. This is best practice when implementing a strategy. This can provide a tool for tracking effective initiatives as well as noting housing actions that are not able to be progressed and showing where investment and/or policy change may be required. This is recommended for inclusion in the SmartGrowth Implementation and Funding Plan.

For more information about these matters please see the ['Housing' Issues and Options paper](#) provided on the SmartGrowth website. You can also refer to the minutes of the deliberations meeting which confirm the decisions made.



Chapter 8: Transport

Transport is a key part of enabling, supporting and shaping growth while providing for community well-being. A minimum level of accessibility is needed so that people can meet their basic needs; increasing levels of accessibility can be instrumental in allowing people further freedom of choice, and improve 'Live, Learn, Work and Play' opportunities.

A core concept of the Urban Form and Transport Initiative (UFTI) Connected Centres programme is being able to access local social and economic opportunities within a 15-minute walk or bike ride, and sub-regional social and economic opportunities within 30–45 minutes. These concepts encourage strong local centres with connected neighbourhoods by providing access to social, economic and core facilities located in or near centres. Future transport infrastructure investment and land use development will prioritise investment in parts of the sub-region that reduce the time and distance between where people live, learn, work and play. This reduces the need to travel, and the distance travelled. Alongside this, strong connections between these centres for all modes of transportation including public transport, active modes, commercial vehicles and freight, and private motor vehicles provide travel choice and efficient movement around urban centres. The programme looks to create high frequency public transport routes and an integrated and connected strategic walking and cycling network to optimise the use of transport corridor space.

The multimodal transport components of the Connected Centres programme support and protect freight access to the Port of Tauranga and movement of goods around the harbour. The Western Bay of Plenty Transport System Plan (TSP) takes UFTI's Connected Centres vision and focuses on the first 30 years of transport investment required to make it happen. It prioritises and decides what projects need to begin in 0–3 years, 3–10 years, and 10–30 years. The TSP looks at the western Bay's entire transport system including roads, rail, public transport, walking, cycling, parking and travel demand management, and their interdependencies.

The Bay of Plenty Regional Public Transport Plan targets a 20% mode share for public transport in urban areas by 2032. To achieve this, the strategy for western Bay of Plenty includes the following actions (among others):

- Focus on delivering frequent and reliable services on core corridors in tandem with targeted interventions to make public transport journeys competitive with travel by private vehicle.
- Future proof the public transport system for a longer-term transition from frequent and reliable services to rapid transit.
- Explore the potential for new modes and service delivery models including on demand public transport, passenger rail and ferries, park and ride.

Transport investment through the TSP programme aims to support these related plans by promoting sustainable urban growth while addressing safety, environmental and economic challenges. More information on the TSP and proposed programme of activities can be found on the SmartGrowth website.

Other initiatives, such as demand management, use of managed lanes and greater use of technology, will likely be required to help optimise the transport network, make more efficient and effective use of existing infrastructure, and help people get where they need to go. Additional funding levers such as road time of use charging, tolling and value capture opportunities will also likely be required to meet network optimisation targets and meet infrastructure funding investment gaps.

Transport targets, for example for multi-modal, freight and congestion outcomes, will be set and monitored as appropriate through TSP, RLTP and other planning processes.

It is noted that national and regional plans will be revised regularly over time which may result in changes to the areas of focus and the targets required to deliver on the country's and partner's emissions reduction commitments. This may include more use of emissions trading as a lever. Either way, transport emissions will remain a significant proportion of all emissions and a multi-faceted response will be required over the long term.

Key transport challenges

1. **Safety** – there are areas of high personal and collective risk on local roads and state highways which shows that crashes are causing harm in our communities. There is evidence that some parents consider it too dangerous for children to walk and cycle to school due to the lack of facilities and traffic volumes. This does not support our national road safety goals.
2. **Access** – traffic congestion is a significant issue, impacting on our ability to live, learn, work, and play. Without a change of approach, the ability of people and goods to get where they need to go will deteriorate; and current transport network delays could almost double by 2048. The transport network is constrained by our harbour topography and some of our existing roads have limited ability to accommodate more traffic and/or modal shift. Parts of the network are susceptible to failure in natural events and this risk is increasing with climate change. Access includes catering for all ages and abilities, especially in light of anticipated demographic changes in the sub-region. Councils have work underway in terms of infrastructure and service provision to reflect anticipated growth and demographic needs.
3. **Sustainable urban growth** – population growth is consistently higher than national averages, increasing the demand for travel. Existing roads

are not easily retrofitted to accommodate public transport, walking and cycling due to the trade-offs required and/or costs of implementation. This encourages car use and makes it difficult to achieve more environmentally and financially sustainable compact urban growth. It also leads to higher traffic volumes in our urban centres impacting the ability to achieve desirable place outcomes. Delivering transport options in greenfield areas is easier to do as new transport corridors are delivered, but also relies on improvements in the existing urban area to link to the rest of the sub-region and maximise the benefits of this greenfields investment.

4. **Emissions** – projected transport emissions are significantly higher than the 41% reduction targeted in the Emissions Reduction Plan. This does not support our national commitments or regional aspirations to lower emissions. Vehicle emissions are also contributing to early deaths, raised hospital admissions, and increased childhood asthma levels in our communities. On current trajectories we will not be able to meet the transport emissions reduction targets.

There were 35 transport related submissions, which are captured by the following 12 key issues:

Issue 1. Passenger rail

Seventeen submitters discuss passenger rail in their submissions. All 17 submitters support the idea that western Bay of Plenty generally and Tauranga in particular should have a passenger rail service.

Decision overview

In response to the submitters, it is noted that the Urban Form & Transport Initiative, considered the role of local passenger rail and freight movement when agreeing the “Connected Centres” concept. UFTI supported local sub-regional commuter rail as a future option but did not foresee it as a viable alternative in the next few decades. This decision was based on the implementation cost and need for major land use change to support a passenger rail system, i.e. greater densities around (potential future) stations and more compact employment.

Transport Growth Directive #2 is amended to: “Frequent and reliable public transport and safe, connected cycle routes are provided within and between centres. **Opportunities for inter-regional and intra-regional rail are protected.**”

A sub-regional passenger rail Futureproofing Study is recommended as a Key Action in the Implementation and Funding Plan.

Issue 2. Improved public transport

Sixteen submitters discuss Public Transport, with most submitters highlighting the need for and importance of a frequent and reliable public transport system in the region. More investment is needed in bus infrastructure in order to make the public transport system safe, reliable, frequent and to increase the liveability of an area.

Decision overview

No changes are required to the strategy due to sufficient initiatives underway, along with budget in the Bay of Plenty Regional Council's Regional Land Transport Plan and Tauranga City Council's Long-Term Plan for investment in bus infrastructure (including park and rides). There is also a PT Services and Infrastructure Business Case, as well as a Managed Lane Study being undertaken.

The SmartGrowth Strategy includes a directive which states "Frequent and reliable public transport and safe, connected cycle routes are provided within and between centres". The western Bay of Plenty Transport System Plan (TSP) was developed to prioritise transport investment and optimise the sequencing of delivery of the transport interventions included in UFTI. The TSP uses current and estimated future levels of service to help identify the priority order for the transport projects to deliver the multi-modal transport system set out in UFTI.

Issue 3. Investment in transport infrastructure

Fifteen submissions discuss investment in roading and infrastructure. Concerns range from a lack of investment to over-investment or investment in incorrect areas/modes creating the problem. The majority of submissions that discuss a lack of investment would like to see more proactive infrastructure investment to effectively support housing and commercial growth. There were also specific submissions regarding the need to better invest in roading for enhanced Port of Tauranga accessibility, i.e. reliable freight journey times.

Around half of the submissions that support upfront roading investment deem it appropriate to expand the roading network to reduce congestion, whereas the other half state the need to front foot roading investment prior to enabling growth.

A third of the roading investment submissions comment, that too much investment has been put into roading for private vehicles, and that more

focus is required on both intensification where there are strong public transport connections existing and/or investment should be in sustainable transport options to create a mode shift and therefore better use of existing networks.

Decision overview

The SmartGrowth partnership, working across boundaries; continues to advocate for new funding and financing tools with central government reflective of government policy changes. The SmartGrowth Strategy sets out the clear integration between the FDS and Transport infrastructure, and the Implementation and Funding Plan will provide more detail on delivery (as per UFTI and TSP programs). Transport infrastructure investment priorities will also be informed by the new Government Policy Statement on Land Transport (GPS) 2024-2027.

Issue 4. Transport for an aging population and planning for all abilities

Five submissions comment that we need to better plan for an aging population. Four submitters noted the SmartGrowth strategy is very light on acting on demographic change, that it doesn't account for the projected large increase in the 65+ age group, and that it is important to plan for our elders in general. One further submitter notes that more detail is required on how transport infrastructure can best serve the diverse need to an increasing group of older people in our community.

Current initiatives to support accessibility in the region include:

- **Total Mobility – The Total Mobility Scheme provides subsidised taxi services for people who have difficulty using public transport because of a physical, psychological, sensory or neurological disability.**

- **Extension of SuperGold Concession – SuperGold Card holders (65+) receive free off-peak public bus travel (Government funded). Bay of Plenty Regional Council funds an extension to these hours to enable free travel for eligible card holders from 9am on weekdays, and all day on weekends and public holidays.**
- **Accessibility Concession – this provides free public transport across the Bay of Plenty for anyone who is permanently unable to drive and meets the eligibility criteria. Accessibility Concession members who are assessed as being unable to travel independently by bus may also receive free transport for their companion.**
- **Accessible buses – wheelchair accessible buses with super low floors and ramps are provided on all Bayhopper Tauranga and Cityride routes and most Eastern Bay of Plenty buses. Most buses can also kneel on request. This level of accessibility supports all members of the community with limited mobility, including older age groups.**

Future Bay of Plenty Regional Council actions include:

- **Delivering a series of ‘quick wins’ to provide more accessible information to users.**
- **Initiating a Community Transport Forum to better understand existing transport accessibility barriers in the region and identify potential solutions.**

Issue 5. Infrastructure for walking and cycling

Seven submissions discuss walking and cycling, and other modes broadly labelled as ‘active modes’ such as scooters, mobility devices etc. The submitters consider that planning and delivering improvements for active modes will help to reduce the demand and congestion on roads by providing people with options and choice for how they move around.

The importance of catering for all modes of transport is a key objective and embedded throughout UFTI’s Connected Centres Programme, including proposed strategic key corridors for active modes. UFTI notes that the projected growth of the sub-region is dependent on achieving mode shift to public transport and active modes of transport.

In addition, the western Bay of Plenty Transport System Plan (TSP) identifies current transport problems, and lists goals of the TSP to address these. Many of these projects include walking and cycling infrastructure improvements in both existing and new urban areas, some key projects being;

- **Cameron Road Stage 1 and Stage 2,**
- **Fifteenth Avenue business case,**
- **Accessible Streets Business Case Area B (Ōtūmoetai) and Area A (Arataki).**

Decision overview

Decision overview

Amendments to the strategy better recognise that access includes catering for all ages and abilities, especially in light of anticipated demographic changes in the region. Councils have work underway in terms of infrastructure and service provision to reflect anticipated growth and demographic needs.”

The Implementation and Funding Plan will need to reflect the need to track and provide input to the projects that are underway in the region on infrastructure and service provisions as growth occurs and demographics change.

Issue 6. Car parking

Six submitters discuss car parking matters, primarily focussed on Tauranga's centres. Several submissions noted the importance for the region to reduce its reliance on private vehicles, reduce congestion, and promote alternative transport methods. Four submissions note that the city should invest in one or several additional car parking buildings in the CBD to make car parking easier.

Decision overview

No changes to the SmartGrowth Strategy are needed, as the strategy refers to parking (e.g. page 115), and the Transport System Plan includes the topic of car parking. It is acknowledged that the Transport System Plan provides details on parking management for the region, while Tauranga's Parking Strategy provides more details for Tauranga City. Tauranga City Council will continue to progress development of Parking Management Plans to ensure a balance in supply and demand for car parking.

Issue 7. Managed lanes

One person suggested managed lanes specifically as a way to improve productivity of roads (T2/T3/bus), but it is acknowledged that the 16 submissions on Public Transport (theme 2) also refer to improvements to public transport which often relies on managed lanes.

A managed lane study for the western Bay of Plenty region is currently underway, with initial recommendations expected mid-2024. This is to supplement the broader Public Transport Services and Infrastructure business case, which Bay of Plenty Regional Council is leading, to further define the indicative public transport network and infrastructure required to service the western Bay of Plenty sub-region.

Decision overview

No changes need to be made to the SmartGrowth Strategy as this is already addressed. Subject to the outcomes of both the Public Transport Services & Infrastructure Business Case and the Managed Lane Study, additional implementation budget may be necessary (to be confirmed on the outcomes of these studies).

Issue 8. Resilience

Three submissions refer to the topic of environmental and climate resilience of the transport network. The submitters suggest that planning and design of infrastructure with suitable urban amenity considers resilience and responds to a changing climate.

The strategy notes that we will have challenges adapting to the impacts of climate change, particularly from increased intensity of extreme rainfall events for communities in floodable areas and those located on estuary and harbour coastlines that are susceptible to erosion and inundation (p50).

Outside of the strategy, a collaborative natural hazard programme involving detailed modelling of hazard scenarios has included reviewing the risk of natural hazards and high groundwater in low-lying coastal communities. This work has included undertaking area-based natural hazard susceptibility mapping for the sub-region, a city-wide risk assessment for Tauranga and detailed risk assessments for the urban growth areas of Ōmokoroa, Te Tumu and Tauriko West.

Decision overview

The strategy refers to resilience through the access challenge. Text changes to the SmartGrowth Strategy will clarify the importance of resilience of the transport network and that network planning (through UFTI and TSP) considers more than one physical route.

SmartGrowth Partners are progressing resilience-based studies, policies and projects. The Implementation Plan can further identify and track those.

Issue 9. Ferries

Four submissions consider ferries as a potential transport option.

The draft SmartGrowth Strategy refers to ferries in the introduction of Chapter 8 where it notes: 'exploring the potential for new models and service delivery models including on-demand public transport, passenger rail and ferries, park and ride'.

Ferries are included in the recommended UFTI Programme 'Connected Centres'. The Connected Centre programme includes an activity to complete investigations into a Mount Maunganui to CBD Ferry connections and convert into a business case. This is subsequently also included in the Transport System Plan (TSP). The TSP also included an activity to complete a ferry feasibility study in the first three years of the programme.

Several high-level studies have been undertaken since the UFTI programme was delivered, including a six-week trial through the 'Wednesday Challenge'. In November a more detailed feasibility study was delivered. Key conclusions of the study can be summarised as:

- There are significant cost barriers to ferries, including significant capital investment in vessels and infrastructure, for areas where the level of growth is unlikely to justify such investment for a mode that is only useful to travel to a single destination.
- In the short to medium term, it would seem prudent to continue the work already underway to make best use of the existing bus based public transport network supported by appropriate levels of priority and infrastructure.
- The option of future ferry services should be preserved, with the ongoing monitoring of appropriate triggers for the viability of implementing a ferry service.

At the Public Transport Committee (PTC) meeting on 14 November 2023, the PTC decided based on current cost and uptake estimates, a ferry service is not financially viable and further decisions or investments are deferred to the 2027 long term plan.

Issue 10. Park and ride facilities and services

Seven submissions referred to the theme of Park and Ride facilities and services, all of these are supportive of the region investing in park and ride facilities and services. Specific locations were mentioned, including Ōmokoroa, Te Puke, BayPark, Tauriko, and near Totara Street. Most submitters consider park and rides to resolve parking issues in key centres.

Decision overview

The future option of ferries is already referred in the strategy. The strategy has been amended to enable the future of Tauranga as a 'harbour city' to be realised through ferry trials and investigations where appropriate:

Should substantial opportunities arise earlier, this can be considered through the Implementation and Funding Plan.

Decision overview

The future option of park and ride facilities and services is already referred in the strategy. The strategy has been amended to enable the future of Tauranga as a 'harbour city' to be realised through park and ride facilities and services where appropriate:

Should substantial opportunities arise earlier, this can be considered through the Implementation and Funding Plan.

Decision overview

No changes need to be made. The potential of Park and Ride facilities are already referenced in the SmartGrowth Strategy as well as in the TSP and further work currently being undertaken through the Public Transport Services & Infrastructure business case.

The intention is to acknowledge in the Implementation and Funding Plan the continuation of using existing budget in Tauranga City Council and Western Bay of Plenty District Council's Long Term Plan's for investment in Bus Infrastructure and Park and Ride and Park and Rideshare sites.

Issue 11. Emissions and air pollution

Four submitters discuss the topic of emissions and air pollution, although more generally those commenting on the need for improved public transport, passenger trains, and walking/cycling improvements often mention these modes of transport being required to reduce emissions too. One submitter notes that air pollution should be the region's top priority, suggesting to limit traffic until air pollution returns to safe levels. Another submitter notes the importance of intensification as a means to reduce emissions from transport. Two other submissions note a lack of evidence on how the SmartGrowth Strategy will reduce carbon emissions, and that further evidence (a robust analysis around carbon emissions, including embodied carbon) should be provided.

The strategy identifies emissions as a key challenge facing the sub-region. Several directives aim to reduce emissions, notably within the climate resilience and transport topics.

Decision overview

The strategy refers to greenhouse gas emissions, however air pollution is not addressed. The transport Growth Directive is amended to recognise that travel behaviour change should be promoted within our communities to reduce the impact of transport on air quality and pollutants. This cross-relates with the Te Taiao Environment and Climate Resilience chapters.

Issue 12. Miscellaneous

One submission noted a lack of engagement on UFTI and the TSP.

Decision overview

Consultation on the Transport System Plan programme of activities was undertaken primarily as part of the development of the 2021-31 Long Term Plans. Tauranga City Council, Bay of Plenty Regional Council and Western Bay of Plenty District Council create and update their Long Term Plans every three years which then go out for public consultation before being approved. These plans outline the activities and budget required for the next 10 years.

Similarly, the Bay of Plenty Regional Land

Transport Plan (RLTP) prepared by the Regional Transport Committee (which includes members from the Regional Council, NZ Transport Agency, Waka Kotahi and all city and district councils in the region) is reviewed every three years and the public is given an opportunity to provide submissions. All TSP projects will progressively be included in these plans over the next 30 years.

Parts of the Transport chapter refer to programmes of work that are currently not supported by the government. The 'draft vehicle kilometres travelled (VKT) reduction plan for the sub region. This reference will be removed as well as changing the name of the 'Road to Zero' programme to 'Improving Road Safety'.

For more information about these matters please see the ['Transport' Issues and Options paper](#) provided on the SmartGrowth website. You can also refer to the minutes of the deliberations meeting which confirm the decisions made.



Chapter 9:

Three waters and other infrastructure

Three waters (water, wastewater, stormwater) and other infrastructure and services (electricity, gas, telecommunications) act as enablers, but can also be constraints for sustainable development and growth. The way in which three waters infrastructure is planned for and managed needs to change to respond to existing and future challenges.

Three waters infrastructure is a critical component of enabling growth particularly in urban areas. Other physical infrastructure and utilities, such as telecommunications, electricity, and gas services are essential for communities, enable business and underpin the provision of public services. They are a fundamental part of planning for growth and development in the sub-region.

Iwi and hapū along with the local partners have a key role in the setting of three waters strategic direction from a policy and planning perspective. However, the management, operation and delivery of services themselves will be undertaken by either a territorial local authority or a yet to be established three waters entity in accord with the government policy direction of 'Local Water Done Well'.

As our sub-region grows, the pressure on our three waters assets and the water resource continues to build. To respond to this growth in the recent past there has been considerable investment into strategic three waters infrastructure networks. This includes construction of the Southern Pipeline for wastewater and the Waiāri water supply scheme.

Key three waters and other infrastructure challenges

1. A growing population will create more pressure on wastewater treatment facilities and potable water supply.
2. As our areas transition from suburban to urban areas, more houses might be subject to flooding due to less grassed areas to absorb rainfall.
3. Intensified urban and agricultural activities can also co-align with an increase in various contaminants. Developing a stormwater management approach to support sustainable growth will become a priority.
4. Within the 30-year timeframe, there is a good understanding of the solutions required for three waters in terms of servicing growth; key risks within this period will be re-consenting of water takes and discharge of wastewater to the environment (ocean, streams and land).
5. Providing infrastructure within a networked context is also challenging given that most infrastructure and services are interrelated.
6. Whenua Māori (Māori Land) faces particular infrastructure challenges to enable the development of papakāinga (whānau/ community housing), marae based facilities, Kōhanga Reo (preschool), Hauora (health and wellbeing) and other cultural amenities. The majority of Māori land is zoned and located in rural areas which creates significant servicing and connection issues to council infrastructure networks. This requires investment funding for bespoke onsite, civil engineering design and construction to support the affordable development of rural housing and marae communities.
7. Councils need to provide infrastructure for the three waters to serve development capacity, however the operating environment for three waters is becoming more challenging escalating costs, needing to replace or upgrade existing infrastructure, climate change and natural hazards, moving towards a zero carbon economy, peaks in seasonal demands, capacity for growth, pressure to develop marginal land and a complex regulatory environment (amongst others).
8. Power supply faces similar issues given population growth and increased power demand. The electrical load in the western Bay of Plenty has approximately tripled over the last 25 years. This is one of the highest load growth

areas in New Zealand. There is an ongoing need to address reliable power supply issues in light of increased power demand driven both by population growth and electrification and decarbonisation of transport and industry.

9. The provision of timely telecommunications to support growth is key. Access for more remote and rural communities is an ongoing challenge.

Twelve submissions were received on the three waters and other infrastructure topic. The submissions focused on three key issues as follows:

Issue 1. Three waters reform

Three submissions were received in opposition to the Three Waters reforms.

Decision overview

The SmartGrowth Strategy has been updated to reflect the repeal of Three Waters and current direction being indicated by the coalition government. The updated text provides more information on how the management of water across the western Bay of Plenty sub-region is planned. The updated text also refers to a Our Water Future joint initiative and 30-year strategy documents.

Issue 2. Water supply analysis and availability

Six submissions were received seeking more clarity on the long-term water supply provision and allocations to cater for increased demand.

The reliance on Tauranga City sourcing water from Western Bay of Plenty's area is to be expected as Tauranga City is largely a developed urban area and the strategy takes a sub-regional approach. There are no suitable natural catchment areas within the city from which to harvest rainwater, or areas suitable for bores and stream intakes. These areas are found within the Western Bay District and the situation of a city relying on the neighbouring rural district for suitable sites is typical for Aotearoa, New Zealand.

Tauranga City Council and Western Bay of Plenty District Council work closely together to ensure communities are adequately supplied with clean and reliable water supplies. The Our Water Future Programme (OWF) is a joint initiative of Tauranga City Council and Western Bay of Plenty District Council, with the overall goal of developing a holistic and integrated approach to the management of potable water, wastewater, and stormwater in the western Bay of Plenty sub-region. It is a response to the challenges for three waters delivery, catering for ongoing growth, the need to adapt to climate change, and anticipated changes in regulation, including the need to give effect to Te Mana o te Wai.

Extracting water for drinking water supply requires consent from the regulator (Bay of Plenty Regional Council), who must consider a range of legislative constraints, regulatory requirements and policies when issuing these consents, including the need to provide for other uses. Recent changes in the regulatory framework also mean that human need is no longer the only determining factor when making decisions about water use.

Decision overview

Additional text has been included in the SmartGrowth Strategy and Future Development Strategy that recognises the need for ongoing investigation and analysis of potential alternative water sources for growth and increased resiliency.

Issue 3. Electricity generation and supply

Three submissions were received with a general focus on the current constraints in the grid and the investment needed to the generation, transmission and local distribution to support growth.

It is widely understood that the western Bay of Plenty sub-region is rapidly growing. The sub-region's electricity infrastructure needs to keep abreast of this rapid growth to ensure power is available when and where people and businesses need it. Transpower and PowerCo are working together to plan and deliver the essential upgrades on the electricity network that are needed in the sub-region.

This is a long-term programme with delivery spanning over the next 10 years. Transpower's early work with PowerCo indicates that the demand for electricity across the sub-region will increase by at least 60%, but potentially up to 90% by 2035. By 2050, demand could be as much as 145% above what it is today.

For more information about these matters please see the '[Three waters and other infrastructure](#)' Issues and Options paper' provided on the SmartGrowth website. You can also refer to the minutes of the deliberations meeting which confirm the decisions made.

Decision overview

Additional text has been added to the strategy to incorporate PowerCo and Transpower distribution and transmission capacity with planned network expansion. Maps are updated to differentiate the National Grid from the electricity distribution network. In addition, new text has been added on the role of the Electricity Development Plan in preparing for increases in electricity demand, including essential upgrades to transmission and distribution.



Chapter 10: Social infrastructure and well-being

Our communities are made up of a diverse range of people with differing needs, all of whom contribute to the overall wellbeing of our society. The Social Infrastructure and Wellbeing chapter sets out the existing provision and future aspirations for the sub-region's social infrastructure, to support strong, healthy and vibrant communities.

Key to achieving this outcome is enhancing equality by providing social infrastructure that is accessible and meets the needs of our community – where they can connect, socialise, learn and participate in a wide range of social, cultural, art, sporting and recreational activities, as well as broader support for community wellbeing. The approach to the provision of public places is designed to align with the Connected Centres programme, with a network of spaces and facilities, including health and education, across the sub-region that can be enjoyed without having to travel long distances. Marae are community hubs that often serve multiple functions, including as emergency centres. There are also numerous Urupā, Kōhanga Reo and whare kura that form a core component of the social fabric.

The western Bay of Plenty sub-region has a wide variety of social infrastructure that serves our community. Our past growth within the sub-region and projected growth places increasing pressure on these existing services, and as such, a range of new and upgraded facilities are proposed to support this growth in order to create thriving and liveable communities. Social infrastructure is a key enabler for the Connected Centres programme, which integrates and provides interplay between land use and transport. It forms a key component of creating centres that act as hubs for our communities and influences how and where people move, and their ability to live, work and play.

Key social infrastructure and well-being challenges

1. A historical lack of investment in some areas and growth throughout the sub-region has put pressure on servicing the existing community with adequate social infrastructure; this will continue to compound with the future growth that is projected.
2. Providing accessible and sustainable social infrastructure to meet the needs of the existing and future communities.
3. Demographics and needs are continuing to change, the need to support higher living densities as well as those facing financial hardship. We have an ageing population, but we also have an increasing number of young people, particularly in the Māori population. Our public places need to adapt to our changing needs.
4. Timing and sequencing are key challenges for the delivery of social infrastructure. It is important that social infrastructure be viewed as 'lead infrastructure' both to support community wellbeing and to provide amenities to attract and support development.

Twelve submitters raised 16 submission points on Chapter 10 – Social Infrastructure and Wellbeing. These submission points have been categorised into the following four issues.

Issue 1. Consistency and clarity on definition of terms used when talking about social infrastructure

Submitters sought clarity on what facilities fall within 'social infrastructure'.

Decision overview

A new description of what social infrastructure is has been included within the introduction section to Chapter 10 – Social Infrastructure and Wellbeing as follows: ***“Social infrastructure includes those community facilities, services and networks that support individuals, families, groups and communities, such as public open space, parks and reserves, libraries, art galleries, museums, theatres, exhibition centres, pools, community centres, indoor sports centres and halls, educational institutions, healthcare facilities and marae.”***

Issue 2. Ensuring integration of social infrastructure within the strategy objectives and alignment between chapter 10 and other chapters in the SmartGrowth Strategy

There was a concern that planning matters relating to the provision of social infrastructure have not been considered or adequately provided for in the strategy.

Decision overview

Additional wording has been added into the Social Infrastructure chapter, including a new objective as follows:

- ***“Enable and support social infrastructure that is accessible and meets the needs of our community – where they can connect, socialise, learn and participate in a wide range of social, cultural, art, sporting and recreational activities, as well as broader support for community wellbeing.”***

A new key challenge has also been added which reflects the changing needs of our communities. Other key challenges have been amended reflecting the need to consider the communities changing demographics when providing social infrastructure. This reinforces the importance of providing social infrastructure and considering social wellbeing.

For more information about these matters please see the [‘Social infrastructure’ Issues and Options paper](#) provided on the SmartGrowth website. You can also refer to the minutes of the deliberations meeting which confirm the decisions made.



Chapter 11: Economic well-being

The western Bay of Plenty's economic development strategy aims to develop a sustainable economy that delivers economic wellbeing through higher incomes to families and whānau.

To achieve this our economy must be underpinned by skilled talent, innovation and collaboration; and our economic strategy needs to focus on intelligent growth where economic strategy informs future planning and spatial development. Over the past decade, the sub-region has delivered a strong, growing and increasingly diversified economy, contributing to a record low level of unemployment. The Port of Tauranga, New Zealand's largest port has helped underpin the region's economy, providing a critical link in the upper North Island and national supply chain. The Port is served by both rail and road networks; currently handling 32% of all New Zealand cargo, 36% of New Zealand exports and 42% of all shipping containers.

The expected increase in population in Waikato, Bay of Plenty and Auckland is likely to cause organic growth in the freight and logistics sector in Waikato and Bay of Plenty. In these two regions, it is predicted that there will be an increase in freight growth of approximately 45-65% between 2020-2030. As such, protecting the Port's social licence to operate and maintaining access to/from the Port is critical not just for the region, but for the future viability of New Zealand's export economy.

The sub-regional economy is more diversified and resilient than it was a decade ago, however there are a number of challenges that need to be addressed to develop an economy that delivers sustainable prosperity for our community, and in doing so contributes to improvements in environmental, social and cultural outcomes.

Key economic wellbeing challenges

1. Rapid population growth has resulted in negative impacts on housing affordability and transport congestion and contributed to a shortage of industrial land.
2. Labour productivity is poor. The western Bay's labour productivity is lower than comparable cities and regions due to our industry sector mix and traditional weakness on wage drivers. To improve labour productivity, a focus on high value job creation and employment pathways that equip local people with the necessary skills is needed.
3. Labour shortages will continue. Job growth in the sub-region is expected to outpace growth in the working age population over the next 30 years.
4. Economic sustainability and resilience. A strong sustainability position is essential for the sub-region's economy to remain competitive. Businesses will need to have plans in place to both mitigate and adapt to risks such as climate change, supply chain disruptions, industry diversification, disaster, biosecurity, and demographic change.
5. Addressing Māori deprivation and disengagement. Māori outcomes across multiple economic and social indicators lag behind those of non-Māori. Improving Māori education outcomes and lifting workforce participation rates will help address the earnings gap between Māori and non-Māori, helping address equity issues within the sub-region.

The submissions received on the economic wellbeing chapter of the strategy have been categorised into five Issues as follows:

Issue 1. Oppose the strategy

The submissions generally opposed to the strategy either propose no changes or provide no commentary for the strategy to address.

Decision overview

The submission was noted no changes were made to the strategy.

Issue 2. Environmental sustainability

One submitter proposed the strategy places greater emphasis on the protection and enhancement of the environment when considering economic development opportunities.

Decision overview

No changes are made to the strategy as it contains strong statements regarding the importance of environmental sustainability to maintaining a competitive regional economy. Two of the six Economic Development Directives (Directives 5 & 6) specifically reference significant environmental sustainability goals.

Issue 3. Existing industrial activity

One submitter proposed adding a new economic objective that recognises and supports existing industrial activities contributing to the regional and national economy.

Decision overview

No changes are made to the strategy. It is noted that actions to recognise and support existing industrial activities that provide for economic and housing growth and contribute to the regional and national economy will be picked up in the strategy Implementation and Funding Plan under Economic Development Directive number 1: Lift earnings by focusing on high-value and knowledge-intensive job creation and enabling employment pathways for local people.

Issue 4. Region's role in upper North Island

One submitter noted Tauranga's place in the 'golden triangle' is not adequately acknowledged.

Decision overview

Additional wording has been added to the Economic Development Directive 6 to take account of wider regional and upper North Island economic plans.

Issue 5. Data source for employment figures

One submitter requests the source for employment numbers of the strategy be added.

Decision overview

The data source for employment figures has been added.

For more information about these issues please see the ['Economic well-being' Issues and Options paper](#) provided on the SmartGrowth website. You can also refer to the minutes of the deliberations meeting which confirm the decisions made.



Chapter 12:

Future Development Strategy and Industrial Land Study

Under the National Policy Statement on Urban Development (NPS-UD) 2020, the purpose of the Future Development Strategy (FDS) is to promote long-term strategic planning by setting out how a local authority intends to:

- **achieve well-functioning urban environments in its existing and future urban areas**
- **provide at least sufficient development capacity over the next 30 years to meet expected demand**
- **assist the integration of planning decisions with infrastructure planning and funding decisions.**

The purpose of the FDS is to show the areas for development over the next 30 years and the infrastructure needed to support it. An FDS helps local authorities set the high-level vision for accommodating urban growth over the long term, and identifies strategic priorities to inform other development-related decisions, such as:

- district plan zoning and related plan changes
- priority outcomes in long-term plans and infrastructure strategies, including decisions on funding and financing
- priorities and decisions in regional land transport plans.

The spatial scenario underpinning the FDS is “Connected Centres” as outlined in Part 2 of this strategy. The FDS has been informed by the Spatial Plan set out in Part 3 of the strategy. The Spatial Plan contains the constraints on development including natural hazards, and areas already protected for their environmental values, or important historic or cultural values.

The FDS is underpinned by the Connected Centres programme, there are two core concepts critical to the Connected Centres programme. The first is increasing the number of dwellings by intensifying existing urban and new growth areas. The second

is being able to access local social and economic opportunities within a 15-minute journey time (walking or cycling), and sub-regional social and economic opportunities within 30–45 minutes. These concepts encourage strong local centres and connected neighbourhoods. Connected Centres is built around having an accessible and high-quality multimodal transport system.

Connected Centres is made up of the following key corridors and centres over the next 30 years:

- Central corridor: Te Papa, Ōtūmoetai, Mount Maunganui – Arataki/Bayfair
- Western corridor: Tauriko West, Keenan Road, Tauriko Business Estate, Upper Belk Road
- Eastern corridor: Te Puke, Pāpāmoa, Wairākei, Te Tumu, Rangiuru, Eastern Centre
- Northern corridor: Ōmokoroa, Katikati.

The FDS outlines where development capacity will be provided over the next 30 years to meet expected demand and to integrate this with development infrastructure. This is set within a context of achieving a well-functioning urban environment which draws on all of the elements covered in Part 3 of this strategy.

The sub-region has an existing housing shortfall if the competitiveness margin required by the

NPS-UD is factored in. In order to address the shortfall, the sub-region will rely on bringing forward land in the east and west and achieving a greater level of intensification. The land to east and west are preferred over Te Puna as they have had more investigations undertaken. These are currently identified as potential long-term growth areas. Additional land in the northern and western corridors has also been identified for business land.

Over time, the Strategy seeks to address housing shortfalls through the identified growth areas and allocations. However, without significant intervention there will remain a lack of housing that meets people's needs, in particular limited

delivery of housing that is affordable for low and middle income households.

It is recognised that the development of the SmartGrowth Strategy has been undertaken in a time of significant uncertainty in policy direction from central government. To understand this uncertainty and risk in more detail an 'Operating Environment Statement' has been included within the Strategy.

Overall, there were 34 submissions received under the FDS topic. The submission points were categorised into nine issues as follows.

Issue 1. Oppose

Three submitters have opposed the strategy with no further information provided. One submitter has opposed further greenfield development. Two submitters have referenced the lack of development opportunities and the need for things to be done faster and better.

Decision overview

The submissions are not specific and therefore it is not possible to address matters raised.

Issue 2. Infrastructure readiness

Submitters explained the importance of infrastructure being put in place before development commences and the need for more focus on infrastructure.

One submitter has requested the need for aggregate demand to be estimated and future quarries identified. One submitter has outlined that three waters, transport and other infrastructure will be significantly impacted by Tauranga City Council proposed Plan Change 33. Another submitter has requested a staging plan/map for infrastructure along with further commitments around transport projects and their integration with development.

Transpower has requested the inclusion of reference to the National Policy Statement on Electricity Transmission and to show how the strategy has been informed by it; and that the existing National Grid be shown on specific maps. Transpower has submitted that the SmartGrowth Strategy does not include an assessment of the extent to which electricity supply is sufficient to support development, or recognition of the potential for transmission infrastructure to expand in the future to support electrification.

Decision overview

The strategy contains directives on infrastructure to support development. The following text to footnote 15 (Part 4, FDS, p 152) has been added: ***"These transport improvements not only enable housing but also business land and provide important improvements to a significant freight route and connection to the Port of Tauranga."***

Identify actions in the Implementation and Funding Plan to:

- Provide information on growth corridors and the required infrastructure using spatial mapping.
- Identify the funding gap for each corridor.

Issue 3. Maps

Various amendments requested to the maps, including:

- Correction required as Paengaroa is shown as Pongakawa.

- Map 17 – changes requested by the Ministry of Education on how schools are shown
- Map 19 – correction to show the correct location of Keenan Road Request for changes to colours/ outlines to make the maps easier to read
- Map 2c – there is discomfort that

archaeological sites and HAIL sites are on the same map

- Figures 17 and 18 – Tara Rd Land shown as Western Bay of Plenty District but should be Tauranga City Council.
- Climate change related maps and figures – update with new information once this is available.

Issue 4. Support for the FDS

Submissions support the direction of the FDS. There is support for certain development areas being included, such as Ohauti South and Tauriko Business Estate.

Decision overview

The submissions mostly relate to corrections to and clarifications on the maps. Wherever possible these corrections will be made.

Issue 5. Population assumptions

Submissions were received on whether or not different cohorts, in particular an ageing population, new immigrants and a youthful Māori population, have been accounted for in the strategy. One submitter has suggested change profiles are needed to inform the strategy and that it is unclear how the strategy will respond to a high Māori birth-rate, increasing poverty, ethnic diversity, increasing demand for rental accommodation, rapid increase of more elders living longer, growth of retirement villages. The submitter has suggested that the strategy clearly indicate the changing demographic structure in age cohort graphs, including the population structure of Tāngata Whenua. It was requested that the housing, transport, health and community social infrastructure sections are strengthened to reflect higher levels of age and culturally relevant focussed service and detail sub-regional strategies necessary to align with the UN Decade for Healthy Ageing goals. The submission also requests that population data in the strategy should be disaggregated wherever possible.

One submitter is seeking clarity around the scenario of 400,000 over the next 50 plus years versus statements that the population is projected to reach between 246,100 and 317,500 people in the next 30 years. The submitter has also stated that the strategy discusses shortfalls in housing supply but does not put forward scenarios as to how many houses would be enough. The submission has requested that a significant and separate Implementation Plan be worked on through the Tāngata Whenua Forum on the matter of Māori housing.

Decision overview

Support for this approach is noted.

One submitter has said that Tauranga City Council's required housing numbers in PC33 are overstated and high-density intensification at the Mount is not required to achieve the SmartGrowth housing numbers. Another submitter has asked why Tauranga City Council's Reasonably Expected to be Realised (RER) number (19,000 dwellings) isn't being used for the SmartGrowth Strategy infill/intensification number.

Decision overview

The following text has been included in Part 1 of the strategy:

These significant demographic changes are having, and will continue to have as they evolve, a profound influence on how we plan for our sub-region. The SmartGrowth Partners will need to cater for these changes through their planning.

Further work on demographics, including disaggregating more general demographic change information, will be undertaken through the implementation phase. This will feed into specific programmes (e.g. housing and transport). SmartGrowth acknowledges that there is work that is underway in terms of infrastructure and service provision that is suitable and accessible for all abilities.

The SmartGrowth Strategy projections are evidenced based. The matter of rural housing and intensification/infill has been addressed in the SmartGrowth Housing & Business Capacity Assessment 2022.

Issue 6. Settlement pattern – changes to timing for Te Tumu, Tauriko West and Keenan Road

Submissions request changes to settlement pattern staging, for Te Tumu to be moved forward, including supporting infrastructure as well as a request for Tauriko West and Keenan Road to be moved forward.

Decision overview

No changes have been made to the staging but specific text in the strategy has been included to acknowledge that should infrastructure funding be addressed there is the potential for areas to be brought forward, and that other implementation matters should therefore be advanced where possible.

Te Tumu

Te Tumu remains a high priority growth area and this is signalled by adding the following footnote to Te Tumu in the Residential Growth Allocations table that recognises this:

“Te Tumu Urban Growth Area is a Priority Development Area. Tauranga City Council and landowners are progressing a Plan Change for the growth area with the aim of it being notified by early 2026. Futureproofing for development includes construction of infrastructure to service the growth area where that infrastructure also provides for growth in the Pāpāmoa and Wairakei areas, and funding for infrastructure initial investigation, consenting, design and land purchase activities. Council, landowners and Central Government are working together to seek to identify and secure the infrastructure funding or other financial arrangements, that will enable the network infrastructure that is required for the growth area to be brought forward and delivered in the 2024–34 LTP period.”

Tauriko West and Keenan Road

No changes to the staging as set out in the strategy but specific text to acknowledge that should infrastructure funding and other matters be addressed there is the potential for areas to be brought forward.

Issue 7. Settlement – Adding areas; Wairākei South, Tara Road, residential growth in the East, residential growth in Te Puke, residential growth for Welcome Bay and Upper Ohauti, intensification and staging of long term development in the Eastern corridor and Western corridor:

- Request to add Wairākei South to the FDS.
- Ngā Pōtiki ā Tamapahore Trust have requested changes to Map 3 and to Map 18 to include Tara Rd.
- Request for immediate residential growth at Paengaroa and Pongakawa.
- An assessment of Māori land suitable for housing solutions in Maketu and an extension of coastal settlements past Pukehina further east has also been requested to be explored. General requests for development of rural settlements in the East.
- Request for immediate residential growth in the Te Puke township.
- Request for the Upper Ohauti area to be identified as a lifestyle area.
- Further development in Welcome Bay in a general sense.
- More intensification and less greenfields. Concerns raised around Plan Change 33 (Tauranga City Council).

- Clarify the timing and status of the Eastern Centre and whether the full Western Corridor SDP area and the Eastern Centre would be needed within the 30-year timeframe:
 - Support for Upper Belk as a growth area from Element IMF Ltd.
 - Property Council concerned that insufficient work has been done on the Eastern Corridor.
 - Ministry of Education has submitted that the draft strategy needs to be clearer about the status of the Eastern Centre, particularly if the Tauranga Western Corridor SDP is confirmed. The Ministry has requested that SmartGrowth clarify the timing and status of the longer term growth areas and clarify whether both the full Tauranga Western Corridor SDP area (including the potential growth areas) and the Eastern Centre would be needed within the 30-year timeframe. They have also requested staging or relative priority of growth in the corridors but have noted this could form part of the Implementation and Funding Plan.
- The Urban Taskforce has requested that the SmartGrowth Partners need to ensure and adopt a much more flexible approach to ensuring there is future land supply available to provide for the growth needs of Tauranga.

Decision overview

- Do not identify Wairākei South as a potential long term growth area for residential and/ or business land. Make no changes to the strategy to include the additional area.
- Do not identify Tara Rd as a potential long term growth area for residential and/ or business land. Make no changes to the strategy to include the additional area.
- Make no changes to include additional residential areas in the East: Clarify in Part 4 (page 145) of the strategy that the FDS relates to urban development as follows: ***The FDS relates to urban development only and does not consider rural development. Further housing opportunities are a matter for the councils through private plan changes or resource consents.***
- Make no changes to the strategy to include further development for Te Puke. Note that a spatial plan for Te Puke is underway.
- No changes to include Welcome Bay and Upper Ohauiti.
- Make no changes to the intensification numbers in the strategy. Add the following statement in Part 4 (FDS) at page 145: ***It is the intention of the strategy to achieve a more compact urban form through the Connected Centres Development Strategy. The aim is to target at least 40% of new development with Tauranga City through intensification and infill over time.*** This is an average that assumes an increase from 25% in 2023, to 50% over the next 30 years.

Amend the residential allocation table to acknowledge that the Eastern Centre / Western Corridor (Upper Belk Road) may be needed within the 30-year timeframe.

Add 'up to' 8000 houses into the long-term residential allocation column for the "Eastern Centre" and "Upper Belk Road".

Add a notation to the residential allocation table as follows: The feasibility, timing, number of dwellings, mix of uses and spatial extent of these areas is still subject to investigation. Once these investigations are completed, the up to 8,000 dwelling allocation could be located across one or more of the areas of Upper Belk Rd, Merrick Rd, Joyce Rd, or the Eastern Centre. These areas have the capacity to provide for significantly more growth than this.

Upper Belk Road is the next location for growth in the Western Corridor following Tauriko West and Keenan Rd. This is supported by the Industrial IOP which identifies Upper Belk Road as an area for business land in the long-term, and the supporting industrial land studies.

Clarify the terminology on 'potential long-term growth area' and 'long-term growth areas' and ensure the maps align with these terms.

Add the following footnote to Map 18: "Further investigation is required to determine staging, spatial extent and mix of land uses for the Eastern Centre and Western Corridor (Upper Belk Road)."

Issue 8. Settlement pattern – Te Puna and surrounds

Pirirakau seeks an 'off limit' layer of Te Puna and Huharua involving Whakamarama. Property Council have requested that Te Puna be further investigated.

Decision overview

Te Puna is not identified as a longer-term growth area in the FDS, however it is identified as a 'potential long-term growth area' on other maps.

Submitters are referred to future work to be undertaken by Western Bay of Plenty District Council for Te Puna and note that the scope of the future spatial plan will be determined with community and tāngata whenua input.

Issue 9. FDS implementation

Submissions request a Project Plan and Resourcing Plan to deliver the FDS and clarity on how 'unanticipated' or 'out of sequence' development will be dealt with.

Greater clarity is sought on the geographic extent of FDS and which areas are in or out, e.g. rural villages in the East, Welcome Bay/Kairua.

Submitters note that it is implicit that where an area is identified for growth and the SmartGrowth Partners have agreed on its overall appropriateness, there should not be fundamental disagreement from any SmartGrowth Partner on the direction. Several submitters have requested that the SmartGrowth Strategy adopt a more enabling and fluid policy position. Key actions are required such as the ability to efficiently deliver and service land with respect to infrastructure. Feasibility assessments are required. The "lead time to Development" identified in the strategy needs actions included in the strategy to support a reduction in the development timeframes.

Decision overview

Minor changes to the strategy are made in response to these submissions and other matters are referred to the Implementation and Funding Plan. This includes deleting Map 19 (Western Bay of Plenty Housing) and Appendix 1 (Infrastructure to Support Development) and including these in the Implementation and Funding Plan rather than the FDS section of the strategy.

The following text is added to Part 4 (FDS) to clarify the effect of SmartGrowth and the FDS: ***Local authorities must have regard to the FDS when preparing or changing RMA planning documents; and is strongly encouraged to use the relevant FDS to inform long-term plans, and particularly infrastructure strategies; regional land transport plans and any other relevant strategies and plans. Private Plan Changes must also have regard to the FDS.***

Industrial land

The need for industrial land in the medium to longer-term (2027-2052) is in the northern and western corridors. Larger, strategically located centres for industrial business development present better opportunities for investment in public transport and alternative transport mode choices for workers, as well as enabling circular economies to evolve. The development of existing zoned land and redevelopment of sites will help meet the demand for business land needed for industrial land uses over the next 30 years for the sub-region, allowing for net developable area and the required competitive margins.

There is sufficient planned business land in the Western Bay of Plenty District to meet local demand. This includes additional land at Rangiuuru, Waihi Beach, Te Puke, Te Puna and Katikati. If the envisaged greenfield developments do not manifest within a reasonable timeframe,

then sufficiency will be under pressure. For Tauranga City, significant new greenfield areas are required to meet the business land demand requirements for employment. In addition to the existing planned business land provision, a further 300 to 400 ha of greenfield land is required to support business (industrial) land uses within the sub-region over the next 30 years.

Through detailed desktop analysis, Ōmokoroa, Belk Road and Pukemapu have emerged as the preferred potential locations to provide for business land demand needs in the northern and western growth corridors. Any future greenfield business employment land for industrial uses will require a plan change rezoning process, including consultation and engagement with the community. It can take 10-15 years before land is enabled and infrastructure ready for development, including subdivision and building consent stages.

A corridor approach to the provision of industrial land is intended to ensure there is sufficient business land in proximity to labour force, meet market and strategic requirements and contribute to sustainability by reducing vehicle travel and emissions. This approach aligns to the Connected Centre principles.

Industrial land issues

Eight submissions were received on the industrial land topic, the submissions were categorised into six issues which are considered below.

Issue 1. General – potential future industrial land areas

Four submitters sought new or alternative future potential business land locations be identified. These are addressed as separate issues for Bell Road/Wairākei South, Ōmokoroa/Apata, Te Puna and Te Puke. In addition, one submitter (SmartGrowth) sought specific additional wording to Map 18 of the draft FDS to provide clarification on the Industrial Land shown on Map 18. One submitter sought provision for heavy industry in specific suitable locations to enable the long-term relocation of existing heavy industry emitters where those activities are located in unsuitable locations.

Decision overview

The Future Development Strategy text has been amended to clarify the potential long term growth areas. A new table has been added to show the business employment land growth allocations for the next 30 years as follows.

“The following table outlines the potential additional business land allocations over the next 30 years and beyond, informed by the HBA and supporting desk-top assessments.”

Corridor	Potential Long-term Growth Area – Business Land	Allocation (hectares)	Delivery timing
Western	Upper Belk Road	150-200	Long-term (2034-2054)
Northern	Ōmokoroa/Apata	70	Long-term (2034-2054)
Western	Pukemapu*	115	Post-2054
Eastern	Rangiuru Business Park extension	45	Long-term (2034-2054)

*Pukemapu is subject to further assessment for urban purposes and feasibility

In addition to the above planned business land provision, a further 300 to 400 ha of greenfield land is required to support business (industrial) land uses within the sub-region over the next 30 years. Potential locations to provide for future business land demand needs in the northern and western growth corridors have been identified at Ōmokoroa/Apata, Upper Belk Road and Pukemapu.

Potential business land locations in the Eastern growth corridor are not required within the period of the FDS. The locations of potential growth areas for business land are shown on Map 18 and are indicative only. For example, in the Northern growth corridor a potential growth area is identified in the general vicinity of Ōmokoroa.

Issue 2. General – providing for existing industrial activities

Several submitters sought that the SmartGrowth Strategy better recognise existing industrial activities, with one submitter seeking that the impact of industrial activities be recognised. One submitter seeks recognition of existing industrial activities in the SmartGrowth Strategy. They seek amendments to ensure the

operational and functional need of industrial activities on industrial land within the Port of Tauranga are supported, and that industrial activities are recognised for their contribution to both the economy and assisting in housing delivery both at a regional and national level. They also seek amendments to the

draft SmartGrowth Strategy to provide for the continued development and intensification of existing industrial land to protect business and industrial land, which they consider will in turn assist in the growth of the regional and national economy and assist in housing supply.

Some submitters also sought provision for heavy industry in specific suitable locations to enable the long-term relocation of existing heavy industry emitters where those activities are located in unsuitable locations. They also sought that zoning and plan provisions be aligned with the National Planning Standards to differentiate light medium and heavy industry zones, and that integration between land use and regional plan provisions for air and water quality occur.

Another submitter is concerned with providing for existing heavy industry and considers it is unclear how the SmartGrowth Strategy intends on meeting anticipated demand for industrial land.

Decision overview

Additional text has been provided to recognise existing industrial activities and their effects, to recognise and support existing industrial activities that provide for economic and housing growth. ***“Enable and support the continued establishment, operation and maintenance of existing industrial activities that contribute to the regional and national economy, provided the health and wellbeing of people and the environment are safeguarded.”***

Additional wording has been provided in Part 1: Introduction and Context – Sub-Regional Context- Marine Corridor as follows: ***“Industrial activities that require shipping links to and from the Port of Tauranga”.***

Additional wording has been provided in Part 2: The Growth Challenge – Opportunities as follows: ***“Industrial activities that provide an economic opportunity for the region”.***

Additional wording has been provided in Part 3: The Spatial Plan – Chapter 06. Urban Form and Centres introduction as follows: ***“...horticulture and construction materials”*** as a key industry to the nationally significant Port of Tauranga.

Additional wording has been provided in Part 3: The Spatial Plan – Chapter 07. Housing – Housing system Growth Directives as follows: ***“Support existing local industries that provide for construction materials that assist in housing delivery”.***

Additional wording has been provided in the draft FDS that recognises the impacts of existing heavy industry as follows: ***“The SmartGrowth Strategy seeks to reduce the impacts of existing industrial activities on the environment and the health of people living or working in proximity to those activities. Opportunities for the relocation of existing industrial activities to other locations, both within and outside the sub-region, are supported where they will assist in reducing those impacts. Industry, including emitting activities, are an important part of the local and sub-regional economy (including enabling and supporting growth and its associated infrastructure). Relevant consenting processes will ensure that activities have regard to relevant planning provisions and impacts are managed appropriately”.***

Issue 3. Potential Future Business Area – Wairākei South

One submitter stated that no future industrial area has been identified in the draft FDS for the Eastern growth corridor. They consider that the Wairākei South area is suitable for urban development, and that engineering solutions are able to address flooding, coastal inundation risks and land quality and other constraints. A map is included as an appendix to their submission showing the Wairākei South land sought to be identified in the FDS for business

employment and residential uses. It was also stated that no further business land has been identified in the strategy for the eastern/central corridor and considers that 60 ha of land needs to be brought forward [in this corridor].

Decision overview

Wairākei South has not been identified as potential long term growth area for residential or business land in the FDS for the following reasons.

- There is insufficient information currently to enable the requested Wairākei South growth area to be identified as a potential longer term growth area for business land the FDS tables.
- The suitability of this area for urban development remains questionable given natural hazard risks, including flooding within the wider catchment and future climate change impacts.
- The vision and objectives of the Kaituna River Document are also required to be taken into account, which aims to protect, enhance and restore the Kaituna River and its catchment for current and future generations.
- The SmartGrowth councils acknowledge that there is work underway by the Bell Road LP to undertake investigations as to the suitability of Wairākei South for urban development purposes. It is anticipated that when this information is provided to the councils' consideration will be given at that time.

Issue 4. Potential Future Business Area – Ōmokoroa/Apata

One submitter considers that further investigation of business land development at Apata is required.

Decision overview

Confirm Ōmokoroa/Apata as a potential future growth area for business land.

Issue 5. Potential Future Business Area – Te Puna

One submitter considers that Te Puna is not a suitable location for any further industrial activity, another seeks Te Puna be included as a short and medium term growth area for business employment land based on the technical assessment work underpinning the draft strategy.

Decision overview

Te Puna has not been included as a growth area for business employment land in the FDS.

Issue 6. Potential Future Business Area – Te Puke

One submitter sought that new industrial land is made available in the vicinity of the Te Puke township and that the existing Te Puke West zoned land is enabled through the consenting process.

Decision overview

No new industrial land is proposed in the vicinity of Te Puke in the FDS. Consenting of the existing Te Puke West zoned land needs to be left to the appropriate processes.

The Te Puke Spatial Plan will be progressed by Western Bay of Plenty District Council over the next 12 months and will identify if any additional local business land is required to support this community and expected growth. The current Te Puke West zoned industrial land is proposed to be reconsidered through this spatial plan process, given the difficulties in addressing stormwater, access and other issues over the area.

For more information about these matters please see the [‘Future Development Strategy and the Industrial land study’](#) Issues and Options papers’ provided on the SmartGrowth website. You can also refer to the minutes of the deliberations meeting which confirm the decisions made.



Chapter 13: General

The following matters were identified in the general theme of the strategy, these matters did not fit within any of the other specific chapters of the strategy.

1. Changes to the strategy vision based on other urban growth partnerships – Contemporary perspectives.
2. Changes to vision to reflect other tāngata whenua values.
3. Objectives, challenges, opportunities.
4. Transformational shifts.
5. Implementation Plan – specific actions to be included.
6. Consultation & engagement.
7. SmartGrowth partnership.
8. Hamilton to Tauranga corridor.
9. Definition of equity.

Issue 1. Changes to the strategy vision based on other urban growth partnerships – Contemporary perspectives

One submitter proposed changes to the vision statement to reflect contemporary perspectives based on other urban growth partnerships.

Decision overview

The strategy vision is retained but noting that contemporary issues are addressed throughout the strategy document. Additional text is included to explain application of the vision at varying spatial scales.

Issue 2. Changes to vision to reflect other tāngata whenua values

One submitter proposed including tāngata whenua values on page 61 of the strategy into the vision statements on page 16.

Decision overview

It was decided not to incorporate additional tāngata values into the vision as these values are already incorporated into the strategy through existing objectives and directives.

Issue 3. Objectives, challenges, opportunities

A submission was received that proposed that population change be included as a challenge. It was also stated by another submitter that the deteriorating state of the environment and the loss of biodiversity be added as a challenge and that the Opportunities should note the high level of active awareness there is of the natural environment. It was also stated that social objectives on page 17 do not include any focus on people and that this should be developed and include a statement on equitable outcomes.

Decision overview

It was agreed to change the strategy challenges, opportunities and objectives to reflect the following:

- Include population change and deteriorating State of the environment and loss of biodiversity as new Challenges.
- Add “high level of active awareness there is of the natural environment from most of our citizens” to opportunities.
- Add a new statement on equitable outcomes to the social objectives.

Issue 4. Transformational shifts

Several submitters proposed adding further Transformational Shifts to prioritise social infrastructure, access to public amenities, environmental and climate resilience, protecting highly productive land and Mount Maunganui airshed pollution.

Decision overview

No changes were made as the existing Transformational Shifts identify areas for critical intervention that are not 'business as usual' and a greater number of transformational shifts would detract from their focus and increase complexity.

Issue 5. Implementation Plan – specific actions to be included

Two submitters propose a range of funding and financing models in the implementation plan, including using the Infrastructure Funding and Financing Act, public private partnerships and direct central government investment.

Two submitters do not support public private partnerships and funding should be through central government.

It was also requested that SmartGrowth consider mechanisms to assist hapū in the sub-region to develop their own spatial plans and revise/update existing planning documents.

One submitter requested actions in the implementation plan to include a requirement for partners to collaborate and to reach solutions using a taskforce/working group, require review of delivery and cooperation between the partners and their performance, engage more with the development community and implement National Planning Standards for 'industrial' zones.

Other specific suggestions are that the Development Sector Group should be formally included in the SmartGrowth structure, with representation on the SmartGrowth Leadership Group; that a full Project Plan and Resourcing Plan be prepared for the FDS and that a SmartGrowth/FDS Implementation Office be established with adequate funding and resources to deliver the FDS.

Decision overview

It was decided that the requested actions be noted and referred to the Implementation and Funding Plan development process for consideration.

Issue 6. Consultation & engagement

Key themes are that the opinions and viewpoints of the general community have not been allowed for in the month-long SCP process and the amount of information could be off-putting.

Decision overview

It was decided that suggestions for improved consultation and engagement will be considered in the Implementation and Funding Plan. Specifically, to prepare an updated Communications and Engagement Plan that will take the SmartGrowth programme through implementation of the strategy and lead up to a review in 2027.

Issue 7. SmartGrowth partnership

The focus of these submissions is on the reestablishment of the SmartGrowth Forums, in particular the Strategic Partners Forum and that representatives from the Social and Environment Sector and KiwiRail be included on the SmartGrowth Governance Group (SLG).

Decision overview

It was agreed that the matters raised in relation to membership of the SmartGrowth Leadership Group and re-establishment of the SmartGrowth Forums are considered out of scope for deliberations on the SmartGrowth Strategy and that they should be referred to the SmartGrowth governance group for its consideration.

Issue 8. Hamilton to Tauranga corridor

A submission by SmartGrowth sought the inclusion of the Hamilton to Tauranga Investment Programme in the strategy. Waikato and Bay of Plenty regions are working on a joined-up approach to the Hamilton to Tauranga Corridor given the significance of this connection. There are shared objectives and priorities, and a joint investment programme has been prepared. The joint investment programme is based on fuelling sustainable economic growth for New Zealand by highlighting the national importance of this strategic corridor which connects export industries through the Ports of Tauranga and Auckland and inland ports. The recently notified Future Proof FDS includes the same provisions.

Decision overview

It was decided to include the Hamilton to Tauranga Investment Programme in the SmartGrowth Strategy.

Issue 9. Equity

The meaning of equity in the strategy wasn't clear.

"Equity" is referred to in the following parts of the strategy:

- Benefits of Long-Term Planning (inequities)
- Tāngata Whenua perspectives on growth management (inequities)
- Reducing the exposure and vulnerability of development in existing settlements to climate change impacts (equitable)
- Addressing Māori deprivation and disengagement (equity)
- Its meaning isn't clear.

Decision overview

It was decided to add a new definition in the strategy (in 'benefits of Long-Term Planning in the strategy').

"Equity (or equitable) means taking a consistent approach to implementation, but one that also considers each level ('sub-regional, citywide' or 'local') having different requirements to reflect the size of the area both in terms of population and physical boundaries, the expectations of the community, and the makeup of the community. Understanding where deficits are in the service or network and the likely flow on effects from diminished or improved provision provides opportunity to enhance supply relative to demand and need. Each community has a different starting point in terms of what is currently provided and their priorities, demographics and deprivation profile. While the strategy sets the intent of what we want to achieve, how we achieve it on the ground might be different from community to community."

For more information about these matters please see the ['General' Issues and Options papers'](#) provided on the SmartGrowth website. You can also refer to the minutes of the deliberations meeting which confirm the decisions made.



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