SmartGrowth

Building our futures together

SMARTGROWTH STRATEGY 2024–2074

IMPLEMENTATION PLAN

Version Control

Version	Date	Author	Rationale
1.0	19 May 2025	SmartGrowth Advisory Team	2025 Annual Review and Update - Review by SMG
2.0	3 June 2025	SmartGrowth Advisory Team	Review by SGIG
3.0	23 June 2025	SmartGrowth Advisory Team	Approval of updated Implementation Plan by SLG Inclusion of updated OES
4.0	6 May 2026	SmartGrowth Advisory Team	2026 Annual Review and Update - Review by SMG
5.0	17 June 2026	SmartGrowth Advisory Team	2026 Annual Review and Update – Amendments following Regional Deal Announcements - Approval by SLG

Document Change Summary

The Implementation Plan is monitored quarterly and reviewed and updated each year in alignment with the annual and long-term plan cycles of SmartGrowth Partners.

This is the 2026/2027 update of the Implementation Plan, with changes made in the following areas:

Resource Management Reform and Transition to Regional Spatial Planning

Refocusing the plan from "Future Horizons" to statutory spatial planning, aligning with resource management reform and the forthcoming Regional Spatial Plan, including new actions for sub-regional spatial plan refresh, population projections, corridor planning, development opportunities and integration with allied work programmes.

Regional Deal Implementation and Growth Enablement

Integrating Regional Deal commitments throughout the Implementation Plan, including transport investment, infrastructure funding and financing, Priority Development Areas, housing delivery, Māori development opportunities, health and education planning, and strategic growth-enabling infrastructure.

Implementation Progress

Removing business-as-usual activities, updating completed or progressing projects, refining governance arrangements, improving action prioritisation, and reflecting current delivery status across major programmes and projects.

Contents

Appendices

1.0 Purpose

The Implementation Plan sets out the details of Key Actions over three years that are required to give effect to the SmartGrowth Strategy.

The aim of the Implementation Plan is to ensure that agreed implementation of the Strategy is clear, up to date and accessible to the SmartGrowth Partners and the community.

2.0 SmartGrowth Strategy

The SmartGrowth Strategy provides a 50 year direction for housing, employment, and people's wellbeing in the face of rapid and sustained long term growth, while safeguarding what people value most about the sub-region.

The SmartGrowth Strategy provides the "*where we want to be*" through the SmartGrowth vision and objectives, transformational shifts, spatial plan, and the Future Development Strategy.

The Implementation Plan provides the '*how we will get there*' for the SmartGrowth Strategy.

2.1 Overview

An overview of the key elements of the SmartGrowth Strategy is provided in the figure below.

SmartGrowth
Building our futures together

SMARTGROWTH STRATEGY 2024–2074

SmartGrowth – An urban growth partnership involving Bay of Plenty Regional Council, Tauranga City Council, Western Bay of Plenty District Council, tāngata whenua and central government. The purpose of SmartGrowth is to take a collaborative and coordinated approach to managing and shaping growth within the western Bay of Plenty sub-region.

Vision and Transformational Shifts

The SmartGrowth Strategy provides a 50 year direction for housing, employment, and people's wellbeing in the face of rapid and sustained long term growth, while safeguarding what people value most about the sub-region. The SmartGrowth Vision is: **Western Bay – a great place to live, learn, work and play.**

The Strategy identifies six transformational shifts for change:

Homes for Everyone	Targeted actions across all agencies strengthen the segments of the housing system that are facing the most significant challenges.
Marae as Centres and Opportunities for Whenua Māori	Marae as cultural, social, and economic centres, activate the affordable development of housing on whenua Māori and opportunities for papakāinga (housing, education, social, hauora facilities).
Emissions Reduction through Connected Centres	Greenhouse gas emissions are reduced through accessible Connected Centres.
Strong economic corridors linking the East and West to the City and the Port	Economic corridors provide important intra and inter-regional linkages into the Eastern Bay of Plenty, Rotorua and the Waikato.
Restore and enhance eco-systems for future generations	Beaches, harbour, open spaces, native bush, wetlands and air are restored and enhanced to a healthy functioning state
Radical change to the delivery, funding and financing model for growth	Funding, financing and delivery models, including public and private sector partnerships support agreed priority development areas and infrastructure for urban growth.

Spatial Plan

The Spatial Plan identifies the likely future scenario for population growth and change, the constraints and opportunities for accommodating future population, and provides the direction for how future development should be managed for future generations.

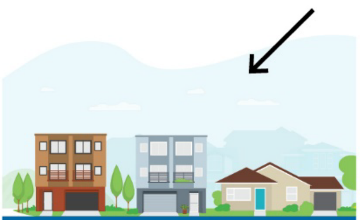
Connected Centres

The spatial scenario underpinning the strategy is 'Connected Centres'. There are two core concepts critical to the Connected Centres programme.

The first is increasing the number of dwellings by intensifying our existing urban and new growth areas. This is to maximise the land available for development and support a well-functioning multimodal transport system.

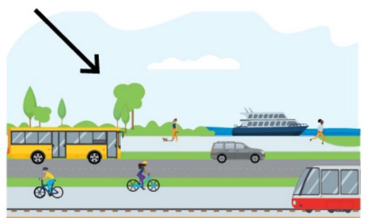
The second is being able to access local social and economic opportunities within a 15-minute walk or bike ride, and sub-regional social and economic opportunities within 30–45 minutes. These concepts encourage strong local centres and connected neighbourhoods.

TWO CORE CONCEPTS



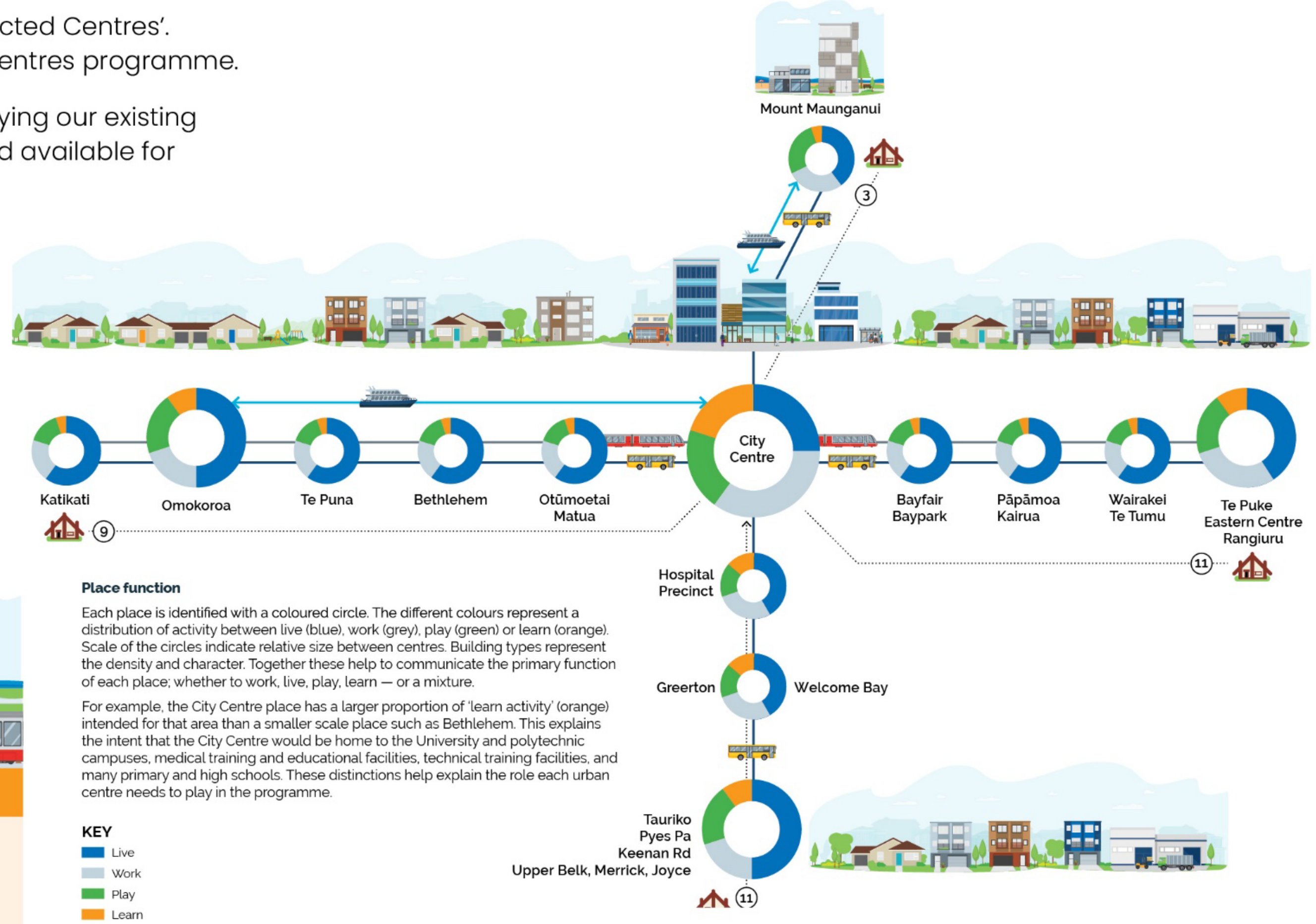
Urban intensification

Increasing the number of dwellings by intensifying urban and new growth areas (up to 30 dwellings per hectare). Growing in a way that supports a well-connected, multi-modal transport system.



Access to opportunity

Allowing residents access to social and economic opportunities around their own centre within a 15-minute journey time by walk or bike ride, and wider sub-regional opportunities within 30-45 minutes.

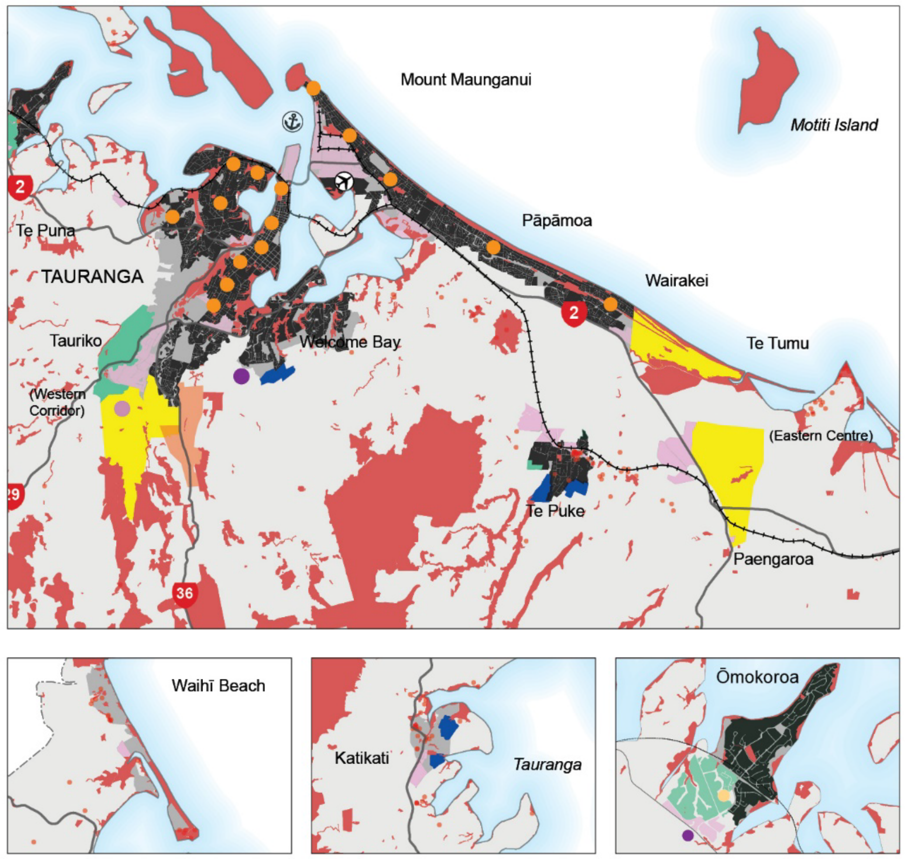


Future Development Strategy

The western Bay of Plenty has seen a rapid and sustained increase in population, with the sub-region's population expected to increase to reach between 246,000 and 318,000 people in the next 30 years.

The FDS shows how the sub-region will accommodate this growth for both housing and business land – it is underpinned by the Connected Centres programme. The FDS provides for an additional 43,000 houses and 1,000 ha of business land.

Future Development Strategy - Staging Map



Port of Tauranga
Tauranga Airport
Existing Urban Area
Existing Urban Areas – increased density and housing choice
Industry Zone
Potential Long-term Growth Area
High Density Residential
Medium Density Residential
Potential Long-Term Growth Area - Business Land
Long-term Growth Area – Business Land

STAGED GROWTH AREAS*
Short term
Medium term
Long term

NO GO AREAS
Important enviromental, cultural and heritage values.
Areas at risk from coastal or inner harbour erosion.

Implementation and Funding

The SmartGrowth Strategy has a separate Implementation and Funding Plan for the next 3 years. Providing and funding the infrastructure required to meet demand and adequately accommodate growth is a critical issue for the sub-region and for the social and economic wellbeing of the community.

Find out more at
smartgrowthbop.org.nz

To see the full SmartGrowth Strategy, go to: smartgrowthbop.org.nz

2.2 Future Development Strategy

The purpose of the Future Development Strategy (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 and priority outcomes in long-term plans and infrastructure strategies.

The spatial scenario underpinning the FDS is "Connected Centres". The FDS has been informed by the Spatial Plan, including "No-Go" and "Go Carefully" constraints on development, and iwi values and aspirations for urban development: Manaakitanga - respect and care for others, and Kaitiakitanga – environmental responsibility and reciprocity.

These fundamental principles seek to achieve a balance between the growth and development imperatives with the Te Taiao - environmental values, community wellbeing, social services and amenity for future generations.

There are fundamental environmental and climate change principles that are embedded within the delivery of the FDS. These are ongoing and give effect to national, regional and local policy direction.

The Implementation Plan identifies the Key Actions where a SmartGrowth partnership-led approach can add value to the implementation of the FDS for the sub-region and each of the Growth Corridors, including land use planning, infrastructure delivery, and funding (including identifying investment needs) aligned with the plans of partners, including Long Term Plans.

2.3 Spatial Planning

The Spatial Plan sets out the spatial approach for the western Bay of Plenty sub-region over the next 50 years. It identifies existing and future areas for growth, development and improvement including uses and activities, transport, Te Taiao (environment) and infrastructure.

For each spatial layer, an introduction and background information, Key Challenges, and Growth Directives are set out. The "Key Challenges" are the main hurdles that need to be overcome. The "Growth Directives" identify the significant policies, methods and other measures that should be implemented over time by partners to achieve the SmartGrowth vision and objectives. Partners have varying abilities to implement Growth Directives, affected by their legal and policy mandates, resourcing and information availability.

The Implementation Plan identifies the "Spatial Planning" Key Actions. These Key Actions primarily relate to the investigations and evidence programme that is needed to support the development of a Regional Spatial Plan (RSP) under the Planning Act 2026.

2.4 Urban Growth Partnership

The Strategy has commitment from a formal partnership between Bay of Plenty Regional Council, Tauranga City Council, Western Bay of Plenty District Council, tāngata whenua, central government and other key organisations.

The partnership brings together the people and organisations that have a significant role in managing growth. Strategy development and implementation rests on four key pillars:

- Partnership;
- Integration;
- Collaborative Leadership;
- Evidence-base.

The partnership is also underpinned by Te Tiriti o Waitangi (Treaty of Waitangi) principles, including partnership, making informed decisions, and active protection.

The Implementation Plan identifies "Urban Growth Partnership" Key Actions that are needed to meet statutory obligations, enable delivery, and maintain and enhance SmartGrowth partnership arrangements.

3.0 Mandate

The Implementation Plan incorporates all SmartGrowth implementation initiatives ("Key Actions") to implement the FDS and SmartGrowth Strategy spatial plan, and the urban growth partnership.

The NPS-UD 2020 requires an Implementation Plan to be prepared for the FDS:

> *"3.18 FDS implementation plan*
>
> *(1) Every tier 1 and tier 2 local authority must prepare and implement an implementation plan for its FDS.*
>
> *(2) If a tier 1 or tier 2 local authority consists of more than one local authority, the implementation plan must be prepared as a single document by all the local authorities that jointly prepared the FDS.*
>
> *(3) Every implementation plan, or part of an implementation plan, must be updated annually.*
>
> *(4) An implementation plan or part of an implementation plan:*
>
> *(a) is not part of the FDS to which it relates; and*
>
> *(b) does not need to be prepared using the consultation and engagement requirements set out in clause 3.15; and*
>
> *(c) does not have the effect of an FDS as described in clause 3.17."*

New mandates will apply within the next 12 months under the Planning Act and Natural Environment Act, and the requirements for a single Regional Plan incorporating a Regional Spatial Plan, Natural Environment Plan and Land-Use Plans for each territorial authority.

A "Coordination Plan" will be required after the Regional Spatial Plan is prepared.

This Implementation Plan will be required during the transition period at least until mid-2028 when decisions on the RSP are made[1].

[1] Based on the Planning Bill as introduced.

4.0 Key Actions

4.1 Scope

For each key action, the Implementation Plan identifies:

- Actions
- Timeframe
    - Short: 2024-2027
    - Medium: 2027-2034
    - Long: 2034-2054+
- Indicative costs and funding
    - cost based on ranges, with estimates in background information in the following bands:
      $ <$1m
      $$ $1 – $10m
      $$$ $10 – $25m
      $$$$ $25 – $100m
      $$$$$ >$100m

      $$$$$$ >$1bn
    - funding categorised as follows:

Funded	
Partially Funded	
Not Funded	

- Partner role allocation to actions, including who leads and supports. The partner allocated to lead Key Action is responsible for delivery of that action, including regular reporting on progress. This Plan identifies the 'lead' agency in bold and others that are required to support the Key Action.

A database includes detailed information on all potential Key Actions. This database includes how each action links to the SmartGrowth transformational shifts, dependencies and interdependencies between Key Actions.

There is uncertainty for some Key Actions that relate to infrastructure requirements, in particular timing, cost and funding. Some of the information provided in this Implementation Plan is subject to change and is linked to other processes such as the outcomes of Long-Term Plans and other funding plans.

4.2 Prioritisation

Prioritisation of Key Actions is based on the extent to which the following criteria apply:

- Required to achieve SmartGrowth Transformational Shifts; SmartGrowth Objectives or Growth Directives;
- Meets a legal or policy requirement;
- Enables a cross-organisational outcome to be achieved (i.e. not business usual);
- Realise the benefits of joint partner capacity and influence.

For the consideration of infrastructure priority under the FDS, one or more of the following are applicable:

- the ability for a substantial planned growth area to deliver serviced land is fundamentally at risk if not delivered.
- the ability for the sub-region to grow in alignment with the transformational shifts is fundamentally at risk if not delivered.
- it supports sustainability goals and enhances the city's resilience to climate change, natural disasters, and other potential crises.
- it is essential to social and cultural wellbeing, such as schools, hospitals, regional parks, recreational facilities, and cultural institutions.

An outline of the priority Key Actions is shown in the Implementation Plan.

There are a number of actions which the SmartGrowth partners currently undertake which are considered 'Business as Usual'. These include important community infrastructure and open space activities as well as other projects that are the responsibility of individual partners.

These have been excluded from the Key Actions outlined in the Implementation Plan as they do not require cross-organisational leadership by the partnership in order to be achieved. They have not been included in the Key Actions, but they are an important part of delivery for each corridor as a well-functioning urban environment. These are referred to as 'Existing Actions'.

5.0 Operations

The Implementation Plan is intended to be a "living document" able to respond quickly to changing needs and requirements in the operating environment.

5.1 Partnership Implementation

SmartGrowth is implemented through a range of mechanisms and across the partnership. There are some actions that require a SmartGrowth partnership approach and others that fall within the responsibility of individual partners. This is illustrated in the diagram below.

Central Government

- National policy and legislation (amendments to free up land for urban development and remove planning barriers).
- National infrastructure project funding.
- Infrastructure funding and financing tools for local infrastructure.

SmartGrowth Partnership

Collective responsibilities

- Sub-regional strategic planning, coordination, monitoring (e.g. Priority Development Areas).
- Representing sub-regional interests in national policy development.
- Collaborative approach to assist delivery on partnership projects.

SmartGrowth Partners

Individual responsibilities

- Local policy and regulatory functions (RPS, regional and district plans).
- Iwi Management Plans.
- Infrastructure and Funding – Long Term Plans (including 30 year Infrastructure Strategies), Regional Land Transport Plan, Regional Public Transport Plan.
- Detailed urban planning and project delivery, including plan changes and infrastructure.
- Economic Development.
- Engagement and consultation on projects.

5.2 Annual Programming

The Implementation Plan provides the direction for SmartGrowth programming and budget each year, with indicative programmes and budgets for years 2 and 3 following.

Detailed Project Plans are developed and implemented by the lead agency for the delivery of Key Actions.

5.3 Monitoring and Review

The Implementation Plan Key Actions are monitored and reported each quarter. This is coordinated by the SmartGrowth Advisory Team.

The Implementation Plan is reviewed and updated each year in alignment with annual and long-term plan cycles of SmartGrowth Partners. Partner agreed midcycle updates can also occur when warranted by changing needs in the operating environment. Any updates are approved through the SmartGrowth structure.

The other strategy delivery Existing Actions undertaken by SmartGrowth partners are monitored and reported annually or as needed.

5.4 Operating Environment Statement

The Strategy and FDS follows the requirements of the National Policy Statement on Urban Development, informed by related national policy direction on housing, transport and the environment under the Urban Growth Agenda.

It is important that strategy delivery responds appropriately to the changing operating environment.

Changing policy settings in the following areas have a significant impact on the delivery of the Future Development Strategy:

- SmartGrowth Partnership;
- Housing and Business;
- Infrastructure;
- Transport;
- Funding and Finance;
- Three Waters;
- Climate Change;
- Resource Management System Reform;
- Tāngata Whenua/Māori

These policy settings are monitored regularly, and an assessment made of the need for changes or adjustments to the Implementation Plan and, where necessary, updates to the Future Development Strategy and/or Spatial Plan.

The Operating Environment Statement (OES) in Appendix A provides an outline of expected or likely policy settings at national, regional and local level that have the potential to have a significant impact on the delivery of the Future Development Strategy over the next three years. The OES is monitored and updated on a quarterly cycle.

6.0 Key Actions: Future Development Strategy

6.1 Context

6.1.1 Growth Corridors

The spatial scenario underpinning the FDS is “Connected Centres”. Connected Centres is made up of the corridors shown below, and referred to in the Implementation Plan:

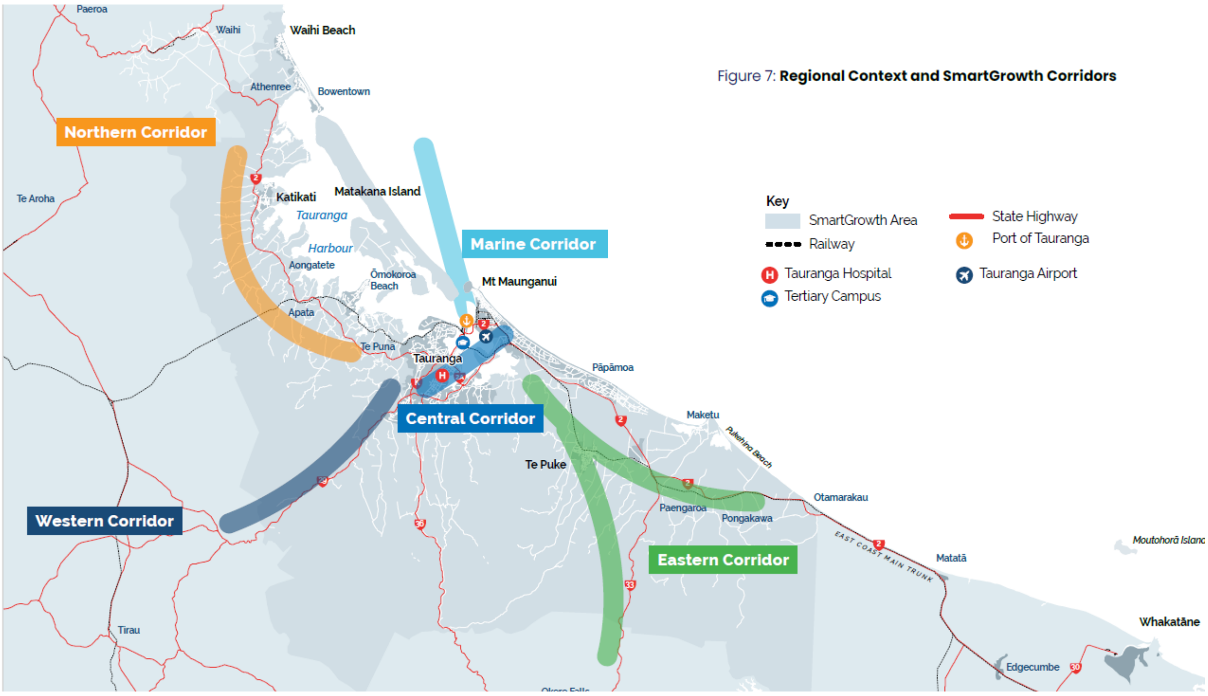


Figure 7: **Regional Context and SmartGrowth Corridors**

Corridor	Key Growth Areas[2]
Central	Te Papa, Ōtūmoetai, Mt Maunganui - Arataki/Bayfair
Western	Tauriko West, Keenan Road, Tauriko Business Estate, Upper Belk Rd
Eastern	Te Puke, Pāpāmoa, Wairakei, Te Tumu, Rangiuru, Eastern Centre
Northern	Ōmokoroa, Katikati

6.1.2 Dwelling Allocations

The FDS contains the following proposed dwelling allocations over the next 30 years to support the connected centres programme. These allocations have been informed by the HBA and Long-Term Plans. The allocations cover the period 2024 to 2054.

[2] Some growth areas are subject to further detailed investigations and other processes. As a result, the extent and nature of these areas may change.

Area	Dwellings Short term (2024-2027)	Dwellings Medium Term (2027-2034)	Dwellings Long Term (2034-2054)	Totals (2024-2054)
Infill / Intensification (sub-region wide)				
Tauranga City Intensification Areas: Te Papa, Tauranga West, Mount Maunganui. Intensification of established areas outside of Intensification Area	900	3,300	8,000[3]	12,100
Western Bay of Plenty Intensification areas: Te Puke and Ōmokoroa	80	150	330	560
Northern Corridor				
Waihī Beach – Bowentown / Athenree	40	100	10	150
Katikati[4]	80	290	360	730
Ōmokoroa	340	1,160	1,440	2,940
Central Corridor				
Bethlehem	270	890	530	1,690
Eastern Corridor				
Pāpāmoa	230	520	170	920
Wairakei	500	1,380	270	2,150
Te Tumu[5]			4,200	4,200
Te Puke	410	2,230	10	2,650
Eastern Centre*			Up to 8,000	Up to 8,000
Western Corridor				
Pyes Pā	40	140	70	250
Pyes Pā West	110	180	130	420
Ohauiti	100	230	120	450
Welcome Bay	60	110	30	200
Tauriko West	150	1,260	2,090	3,500
Ohauiti South		190	280	470
Keenan Road[6]			2,000	2,000
Upper Belk Rd followed by Merrick Rd/Joyce Rd*			Up to 8,000	Up to 8,000
Total	**3,310**	**12,030**	**20,040 – 28,040**	**35,380 – 43,380**
Papakāinga (sub-region)	128	51	284-400	463-579

*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.

[3] The infill / intensification figures in the long-term period assumes at least 40% of total Tauranga City growth depending on intensification uptake and timing of other areas.

[4] Katikati has been identified in the Regional Deal as an area where additional housing opportunities may be enabled.

[5] 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 infrastructure to service the growth area where that infrastructure also provides for growth in the Papamoa and Wairakei areas, and funding for infrastructure initial investigation, consenting, design and land purchase activities. Council, landowners and Central Government are working together to identify and secure the infrastructure funding or other financial arrangements that will enable the infrastructure that is required for the growth area to be brought forward and delivered in the 2024-34 LTP period.

[6] Generation 4 Seaforth Rd, Fergus & Athenree Rd. Estimated developable land at 30 dwellings/ha. Future structure planning and hazard identification may alter numbers.

6.1.3 Business Land Allocations

The existing strategic industrial land allocations in the sub-region are as follows:

Industrial Area	Short Term (2024-2027)	Medium Term (2027-2034)	Long Term (2034-2054)	Allocation (hectares)
Wairakei	8	10	12	**30**
Te Tumu	0	0	60	**60**
Rangiuru Business Park	29	61	60	**150**
Te Puke	8	55	55	**118**
Tauriko Business Estate (including expansion)	30	70	20	**117**
Te Puna	30	0	0	**30**
Ōmokoroa	6	17	7	**30**
Katikati	13	13	13	**39**
Waihī Beach	0	0	25	**25**
TOTAL	**124**	**226**	**252**	**602**

The following table outlines the potential additional business land allocations over the next 30 years and beyond, informed by the HBA and supporting 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[7]	115	Post-2054
Eastern	Rangiuru Business Park extension	45	Long-term (2034-2054)

6.1.4 Hamilton to Tauranga Strategic Corridor

The Waikato and Bay of Plenty regions have an aligned approach to the Hamilton–Tauranga Corridor, reflecting its strategic significance. Shared objectives and priorities are supported by a joint investment programme (see Figure below) aimed at enabling sustainable economic growth, recognising the corridor's national role in linking export industries with the Ports of Tauranga and Auckland, and inland ports.

A joint Spatial Study (2026) found that most growth driven by planned transport investment is already anticipated within existing Future Development Strategies. However, these investments are likely to have a more pronounced land use impact in smaller settlements such as Matamata, Tirau, and Cambridge.

[7] Pukemapu is subject to further assessment for urban purposes and feasibility

Hamilton to Tauranga Corridor

Investment Programme

Fuelling sustainable economic growth for New Zealand

Key Outcomes:

Providing safe and efficient options for goods and people to travel between Hamilton and Tauranga.

Ensuring people living and working along the corridor can access the services they need (e.g. hospitals, schools, work) within 90 minutes.

Supporting the transition to clean energy by providing key infrastructure and incentivising different ways to travel.

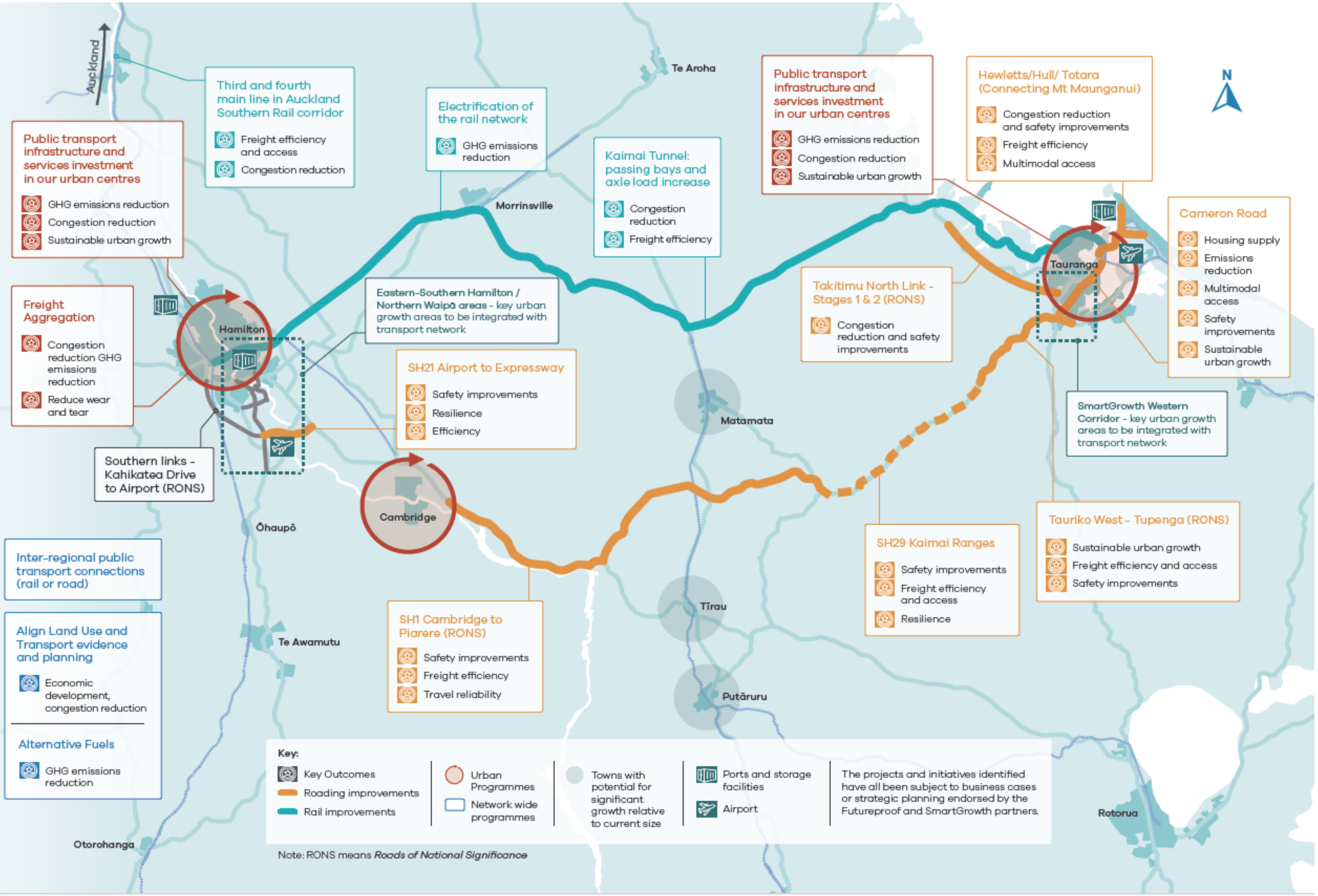
Making the best use of land, ports, road and rail assets to support economic activity and community well-being.

Why do we need to invest?

The population of the metro cities of Hamilton and Tauranga and towns along the corridor is growing rapidly resulting in additional traffic, reducing transport efficiency and creating safety issues.

Reliable journeys and efficient access to the port is critical for fueling our economic growth but is currently constrained due to congestion and resilience issues.

We need to reduce carbon emissions from transport.



6.1.5 Critical Enabling Infrastructure and Investment Needs

Critical enabling infrastructure required to support the development shown in the FDS is shown in Appendix B.

This illustrates the capital investment need that exists whereby infrastructure is either fully funded, partly funded or unfunded, or is unknown and subject to a business case and/or other decision.

This table is updated on an annual basis as funding decisions are made.

This information can be improved over time to include quantified costs, and whole-of-life costs as the methods for assessing this are developed.

6.2 Sub-region Wide

6.2.1 Context

This section sets out the FDS Key Actions that transcend the SmartGrowth corridors and are of sub-regional significance, and may also be of regional, interregional, or national significance in some cases.

Implementing these Key Actions will be transformational for the sub-regional and have a major economic, social, environmental and cultural impact.

These actions underpin delivery of the Connected Centres programme including the 43,000 homes required and the 650ha of business land required over the next 30 years.

6.2.2 Existing Actions

There are a number of actions that are either underway or planned for the sub-region. These are summarised below. These are critical actions led by SmartGrowth partners or key stakeholders. They do not require a SmartGrowth partnership-led approach so have not been included in the Key Actions summary.

- Electricity: Transpower and Powerco progressing a range of upgrades and investments in the distribution and transmission networks to meet long-term growth including, new interconnecting transformers; establishing new Grid Exit Points; new 220 kV and/or 110 kV transmission lines and non-transmission solutions such as demand response.
- The Western Bay of Plenty Energy Strategy, led by Priority One, is progressing a coordinated sub-regional approach to ensure energy supply supports growth. This includes strengthening network capacity and resilience, enabling electrification,

low-temperature geothermal and alternative fuels, and aligning energy infrastructure with planned urban and industrial development.

- Potential redevelopment of Tauranga Hospital, including consideration of existing site and 'greenfield' opportunities (including Greerton Maarawaewae), to the meet the health needs of the growing population.

6.2.3 Key Actions Summary

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
3-00	**Advancing Infrastructure Investment** To address the most significant issues facing the sub-region, identify and monitor the investment need and to take a coordinated approach to implementing funding and financing tools that will meet that need. Partners engage actively in processes underway by government to review existing funding tools and develop new ones. Partners seek to engage, align, and apply consistent principles in their funding and financing decisions. Funding strategies for the infrastructure needs of new urban growth areas are developed alongside plan change and structure planning processes. Tools are fit-for-purpose for each growth area or corridor, considering factors such as scale, land ownership, development yield, existing and planned infrastructure capacity, and overall feasibility. Understanding whole-of-life costs for infrastructure, such as maintenance and depreciation is an	Short	$	SmartGrowth

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
	important part of the funding and financing story, as is "growth paying for growth" and demand management opportunities. Relationships and structure are an important component of achieving coordination across multiple agencies.			
3-02	**Ensuring Alignment between Growth Strategy and Investment by local and central government** Commitment between local and central government on the key actions required to deliver the FDS and provide for 30 years of housing capacity. This action includes identifying a means of providing enduring long-term commitment and certainty for the feasibility, funding and delivery of the agreed projects in a timely manner under the Regional Deal including: • The subregion exploring the use of current and future funding and financing tools available to ensure growth enabling infrastructure (including water) is funded in a timely way. • Central Government (NIFF) will support the Western Bay of Plenty Sub Region to consider the use of a wider range of funding tools, including the Infrastructure Funding and Financing Act, to ensure further housing development including the	Short	$	**Regional Deal**

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
	existing Eastern link as well as the Northern and Western link areas.			
	Transport Infrastructure: coordinated approach to transport investment that assist in unlocking the Western Bay of Plenty Sub Region's urban growth potential Under the Regional Deal, the Crown will identify Takitimu North Link Stage 2 (TNL2) and Tauriko West (Widening of 29A) as priority projects in the Government Policy Statement on land transport 2027 (GPS 2027) and will reflect the agreements made in the Deal. The Crown, NZTA, and the Western Bay of Plenty Sub Region will explore tolling to form part of the funding for the regional roading priorities. The Western Bay of Plenty Sub Region will support community consultation requirements on tolling options as needed. Tolling options may include tolling of the three main highway entrances to Tauranga with consideration given to a differentiated tolling rates for Heavy Commercial Vehicles (HCV). The Western Bay of Plenty Sub Region will coordinate the release of land or capacity for redevelopment of sites for housing and commercial development - across both greenfield areas and existing urban locations - to ensure timely growth opportunities are available and	Short		**Regional Deal**

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
	supported by enabling infrastructure, including waters and local roads.			
35-00	**Lower the barriers to delivery of Priority Development Areas** Continue to identify locations where coordinated planning, infrastructure investment, regulatory processes, and partnerships are focused to accelerate the delivery of housing, employment land, and supporting infrastructure. Improve PDA delivery and outcomes by working collaboratively with central government agencies and across SmartGrowth partners to improve efficiency and effectiveness of planning processes, including consenting. This action also includes an organisation-wide focus for each partner on systems, culture and behaviour to support the delivery of the PDAs. The intention is to develop and agree a protocol to address this across the partnership. Under the Regional Deal, the Sub Region and the Crown agree to explore the range of governance, regulatory and other options to address any residual barriers to urban development that might remain following implementation of the Government's Going for Housing Growth policies, RM reform and other related reforms.	Short	$	SmartGrowth
15-03 - 15-07	**Empower Māori housing delivery**	Short - By June 2026	$	**SmartGrowth Tū Pakari,**

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
	Through the Marae as Centres Implementation Framework and Māori Land Trusts: 1 Capturing the spatial context of the required feasibility, consenting, and infrastructure services required to deliver social housing and home ownership on Māori land that aligns with , economic and transport corridors. 2. Resourcing spatial planning models that engage with each of the appropriate tāngata whenua Council forums within each corridor: a) Te Kāhui Mana Whenua o Tauranga Moana within the Northern and Western Corridors. b) Te Ihu o te Waka o Te Arawa within the Eastern Corridor. c) Te Rangapū Mana Whenua o Tauranga Moana within the Central Corridor. Through the Regional Deal, the Region and the Crown would work together to 'activate' and enable involvement of Iwi Māori in the Region in the wide ranging opportunities that will arise from the regional deal: a) Te Puni Kokiri will consider a funding application from iwi to support their inclusion in the implementation of the Deal. This will enable iwi to undertake due diligence and consider business cases which contribute to the Deal. b) The Crown and Iwi would investigate issues associated	Ongoing approach.		CTWF, TCC, WBOPDC and Toi Moana

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
	with multiply owned Māori land development.			
3-04	**Progress a Coordinated approach to Road Pricing Opportunities** Progress a coordinated sub-regional approach to road pricing, including exploring time-of-use pricing with the community. Road pricing is a key demand management tool to improve network efficiency, reduce congestion, and influence travel behaviour. Revenue generated could be reinvested into transport infrastructure and may also shape development patterns. Any approach will need to address social equity impacts and ensure viable public transport alternatives. A consistent and aligned approach to road tolling across the sub-region should also be developed.	Medium	$$	**TSP** Waka Kotahi, TCC, WBOPDC,
32-00 & 41-00	**Create High Frequency Public Transport Connections** Creating high frequency public transport routes. Includes enhanced public transport services, infrastructure and corridor improvements as identified in the public transport services and infrastructure business case and is a core concept in delivering "Connected Centres".	Short - Medium	Subject to a business case $$$$$ Not currently funded in NLTP	**BOPRC**, Waka Kotahi, TCC, WBOPDC

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
16-01	**HSP: Develop and Deliver a Place Based Housing System Plan** Monitor and respond to changes in central government social housing delivery and Going for Housing Growth direction. Update Housing System Plan actions. Resourcing for the coordination of the Housing Working Group	Short	$	**HWG** Kainga Ora
	Tauranga Strategic Urban Network Plan Develop an agreed plan and approach for high value activities for prioritisation via investment processes	Short	$	**Waka Kotahi**
	Hamilton to Tauranga Strategic Corridor Plan Develop an agreed plan and approach for high value activities for prioritisation via investment processes	Short	$	**Waka Kotahi**

6.3 Central Corridor

6.3.1 Context

- City Centre – cultural and economic hub of the region – civic facilities, business, residential, tertiary education and hospital
- Compact City – focussing more development within existing urban area – including social and affordable housing
- Te Papa Peninsula – residential intensification, business, community facilities

- Supporting quality urban growth within Ōtūmoetai and Mt Maunganui
- Providing safe and multimodal transport choices across the central corridor

6.3.2 Existing Actions

There are a number of important actions that are either underway or planned for the Central Corridor. These are summarised below. They are critical actions but do not require a SmartGrowth partnership-led approach so have not been included in the Key Actions summary.

- Three Waters Projects, particularly stormwater to support Te Papa/Cameron Rd intensification. Stormwater is particularly challenging and important for the central corridor.
- Te Manawataki o Te Papa (city centre) - library, museum, community hub space, waterfront public realm upgrades including destination playground. This is a flagship project for the city centre that will provide important community space and help to support intensification outcomes.
- Community infrastructure to support growth and meet required levels of service, including provision of new and improved existing open spaces and community facilities such as Blake Park, Pōteriwhi and Memorial Park Pool, Baypark community sports hub.
- Provision of an interconnected network of open spaces, reserves and ecological corridors.
- Education - growth likely to be accommodated in existing school network.
- Monitoring Te Papa delivery through PDA tracker.
- Ongoing monitoring of the 12 Marae in TCC and Te Whetu o Te Rangi Marae Welcome Bay which is in WBOPDC area and Māori Land Trusts through the Papakāinga PDA.
- Tāngata whenua engagement with Te Rangapū Mana Whenua o Tauranga Moana Forum at the Tauranga City Council.

6.3.3 Key Actions Summary

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
23-03, 23-27, 25-13	**Planning, funding, financing and delivery of Central Corridor transport network** Including: • Cameron Road Stage 2 multimodal upgrade. • Connecting the People - Fifteenth Avenue to Welcome Bay. • Connecting Mount Maunganui - Hewlett's Road sub area.	Short - Long	$$$$$ Cameron Road Stage 2 - funded Connecting the People - funded Connecting Mount Maunganui likely to have partial funding	**TCC**, Waka Kotahi, TSP
23-23	**Pukehinahina/Gate Pā and Merivale** Support APL to provide additional social, affordable and market housing, including a collaborative approach to planning and infrastructure investment.	Short - Long	$$	**HUD**, APL, TCC

6.4 Northern Corridor

6.4.1 Context

- Growth area of Ōmokoroa (residential, business, community facilities, schools)
- Smaller growth area at Katikati (residential, business)
- Long-term Growth Area opportunity for investigation – Te Puna
- Reliable and safe strategic corridors for freight and longer distance movements
- Rail links to Hamilton and Auckland

6.4.2 Existing Actions

There are a number of important actions that are either underway or planned for the Northern Corridor. These are summarised below. They are critical actions but do not require a SmartGrowth partnership-led approach so have not been included in the Key Action summary.

- SH2/Ōmokoroa intersection and Francis Road / Industrial Road intersection on Ōmokoroa Road
- Ōmokoroa Structure Plan stage 3 implementation – roading (developer delivered)
- Tākitimu North Link Stage 1 - connecting Tauranga and Te Puna with a new four-lane expressway and shared path. Construction is underway.
- Ōmokoroa - reserves and open space
- Planning for Ōmokoroa school provision
- Monitoring Ōmokoroa delivery through PDA tracker.
- Ongoing monitoring of the 11 Marae including 4 Marae on Matakana and Rangiwaea Islands and Māori Land Trusts through the Papakāinga PDA.
- Tāngata whenua engagement with Te Kāhui Mana Whenua o Tauranga Moana Forum at the WBOPDC.

6.4.3 Key Actions Summary

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
24-13	**Tākitimu North Link Stage 2**	Design – Short Consenting – completed under Fast Track Consent Construction - Medium	$$$$$ RONS so has initial funding in NLTP	Waka Kotahi
24-01	**Ōmokoroa/Apata - potential long-term industrial land.** Further investigations to determine feasibility, scale and range of uses.	Medium	$	WBOPDC

6.5 Western Corridor

6.5.1 Context

- Growth area at Tauriko West and Keenan Rd/Belk Road (Preliminary PDAs) (residential, community facilities, schools)
- Long-term Growth Area opportunities (Belk, Joyce, Merrick)
- Tauriko Business Estate including extension
- Improved links to the Waikato and Auckland
- Multimodal transport to enable urban growth
- Reliable freight connections to Port of Tauranga

6.5.2 Existing Actions

There are a number of important actions that are either underway or planned for the Western Corridor. These are summarised below. They are critical actions but do not require a SmartGrowth partnership-led approach so have not been included in the Key Action summary.

- Structure Planning for Keenan Rd/Belk Road (Preliminary PDAs)
- Keenan Road access to planned urban growth
- Tauranga Crossing bus facility improvements
- Tauriko West Spine Road - developer delivered
- Tauriko West Enabling Works (transport)
- Western Corridor Ring Route (SH29-SH36) - further planning and route protection.
- Western Corridor - Three Waters Enabling Works
- Western Corridor – Water Supply & Wastewater - Stages 1 & 2 and Stages 3 & 4
- Relocation and expansion of Tauriko School, establishment of a new co-educational secondary school, possible educational provision elsewhere in the Western Corridor as growth proceeds.
- Delivery of community infrastructure to support growth and meet required levels of service including Tauriko West active reserve and community facilities, Western Corridor active reserves and indoor sports centre.
- Provision of an interconnected network of open spaces, reserves, and ecological corridors.
- Monitoring Tauriko West and Tauriko Business Estate delivery through PDA tracker.

- Ongoing monitoring of the Akeake / Taumata Marae located in the upper Pyes Pa Road area and Māori land Trusts through the Papakāinga PDA.
- Tāngata whenua engagement with Te Kāhui Mana Whenua o Tauranga Moana Forum at the WBOPDC.

6.5.3 Key Actions Summary

Delivering the Tauriko Network Connections is also included as a Sub-regional Key Action as part of the coordinated Regional Deal approach to transport investment. Tauriko Network Connections will deliver enhanced sub-regional network and freight connections including to and from the Waikato and Port as well as supporting significant local housing and business capacity in the Western Corridor.

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
25-30, 25-31 & 25-32	**Deliver Tauriko Network Connections** The transport package will deliver enhanced sub-regional network and freight connections including to and from the Waikato and Port as well as supporting significant local housing and business capacity.	Long[8]	$$$$$$ RONS so has initial funding in NLTP	**Waka Kotahi**
	Tauriko West - Tupenga (Phases 1-2) - Omanawa Stream Bridge and Corridor Protection	Construction short		
	Tauriko West - Tupenga (Phases 3-4) SH29A Tauriko to Barkes Corner & SH29 Off-line	Long[9]		

[8] SmartGrowth local government and tāngata whenua partners have resolved and communicated to the Waka Kotahi - NZTA board that there is a strong preference and need for Western Corridor transport improvements to be delivered in a single stage within a decade (by 2034) as opposed to the proposed staged delivery over many years potentially extending until 2050 given the significance of the corridor locally and nationally. 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.

[9] SmartGrowth local government and tāngata whenua partners have resolved and communicated to the Waka Kotahi - NZTA board that there is a strong preference and need for Western Corridor transport improvements to be delivered in a single stage within a decade (by 2034) as opposed to the proposed staged delivery over many years potentially extending until 2050 given the significance of the corridor locally and nationally. 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.

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
25-06 & 25-19	**Western Corridor –Structure Planning for urban growth areas at Keenan Road and Upper Belk Road (Preliminary PDAs)** Undertake structure planning for Keenan and Upper Belk Rd including undertaking feasibility work. Structure planning will include further investigations required for industrial land. This will also need to consider boundary arrangements.	Short	$$	**TCC**, WBOPDC
25-19	**Potential long-term industrial land - Pukemapu** Further investigations to determine feasibility, scale and range of uses.	Medium	$	**TCC**, WBOPDC
3-03	**Western Corridor – Feasibility, Funding and Financing Planning** Undertake feasibility studies and develop funding / financing plan for other infrastructure needs (est. at $5-9b based on SDP work)	Short	$$	**TCC**
25-18	**Wastewater Treatment for long term growth** Initial planning for a long-term wastewater solution for the Western Corridor. Investigations to occur in the short term, delivery would be in the long term. Directly related to structure planning for Upper Belk Rd.	Short – Medium (planning) Medium - Long (delivery)	$ - $$ (planning)	TCC

6.6 Eastern Corridor

6.6.1 Context

- Growth Area at Pāpāmoa East - Wairakei and Te Tumu (residential, business, community facilities, schools)
- Growth Area at Te Puke (residential, business, community facilities)
- Rangiuru Business Park
- New Eastern Centre (Te Kāinga) opportunity (residential, business, community facilities)
- Links to the eastern Bay of Plenty and Rotorua
- East/west safe and connected networks for existing and planned urban growth
- Strategic corridors for future Rangiuru area growth

6.6.2 Existing Actions

There are a number of important actions that are either underway or planned for the Eastern Corridor. These are summarised below. They are critical actions but do not require a SmartGrowth partnership-led approach so have not been included in the Key Actions summary.

- Wairakei WWPS to Te Maunga WWTP
- Wairakei to Kaituna Stormwater Overflow – Phases 1 & 2
- Te Puke Wastewater Treatment Plant Upgrade
- Te Tumu Structure Planning and Zoning - Complete the structure plan development and rezoning under Planning Act; in parallel, undertake further feasibility, funding and financing work to respond to funding gaps and needs to enable delivery.
- Te Tumu Trunk Mains
- Resolve access to Te Tumu: Securing infrastructure corridors through Tumu Kaituna 14 (TK14) land
- Te Puke Spatial Plan
- New schools in Te Tumu if that development proceeds. Te Kāinga would require careful consideration of school network provision.
- Te Kāinga Strategic Case in partnership with HUD.
- Tāngata whenua engagement with Te Ihu o te Waka o Te Arawa Forum at the WBOPDC.

- Delivery of community infrastructure to support growth and meet required level of service, including: Wairakei/Te Tumu active recreation and community facilities.
- Provision of an interconnected network of open spaces, reserves, and ecological corridors.
- Monitoring delivery of Rangiuru, Te Tumu and Te Kāinga through PDA tracker.
- Ongoing monitoring of the 11 Te Arawa Marae and Māori Land Trusts through the Papakāinga PDA.
- Monitoring Fast Track Approval proposals for Wairakei South and Tara Road through PDA tracker.

6.6.3 Key Actions Summary

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
26-27	**Te Kāinga** Understanding infrastructure and feasibility.	Short	$	WBOPDC
	Eastern Corridor Waters Infrastructure The Region, with Crown support, will explore methods of funding and financing the waters infrastructure requirements in the east that can operate within the intended Waters Done Well framework. This will include: • Infrastructure Funding and Financing Model (IFF) through an SPV. • Private Infrastructure Investment & Delivery	Short		**Regional Deal** TCC, WBDC, Waters CCO

6.7 Māori Housing / Papakāinga

6.7.1 Context

The SmartGrowth partnership has the opportunity to enable the development of Māori freehold land in the western Bay of Plenty subregion to contribute to the delivery of affordable, healthy, safe, durable, sustainable, and intergenerational housing solutions for whānau. The western Bay of Plenty subregion has an estimated 19,558ha of Māori freehold land in subregion which is approximately 10% of the total land area in the subregion.

Rural Māori freehold lands are most common type of Māori land in the western Bay of Plenty subregion, and is approximately 18,697ha, which is 96% of the total Māori land in the subregion. A total of 17,633ha (94%) in the WBOPDC and 1,063ha (6%) in Tauranga City. These rural land blocks enable a diverse range of land use activities that support many primary agriculture and horticulture production as well as cultural amenities and services including marae, urupā, kaumātua units, kohanga reo, hauora, whānau papakāinga and heritage sites.

Māori freehold lands in urban areas that are zoned residential total approximately 718ha in the subregion. A total of 616ha (86%) in TCC, with 306ha (43% of the TCC Total) are in the Te Tumu Kaituna blocks in Papamoa East. The balance of 102ha of residentially zoned Māori freehold lands are in the WBOPDC.

There is 37 Marae that are supported by whānau, hapū and Iwi as their cultural centres providing indigenous services and facilities across the western Bay of Plenty subregion. There is 24 Marae in WBOPDC, 11 Marae in TCC and 2 Marae on Motiti Island.

The collaboration between Marae and Māori land trusts on their common future housing needs and aspirations are aligned with the appropriate transport corridor:

- Northern and Western corridors with Te Kāhui Mana Whenua o Tauranga Moana at WBOPDC
- Eastern corridor with Te Ihu o te Waka o Te Arawa at WBOPDC
- Central corridor with Te Rangapū Mana Whenua o Tauranga Moana at TCC.

6.7.2 Existing Actions

There are several important actions that are either underway or planned that support and enable Māori housing. These are summarised below. They are critical projects but do not require a SmartGrowth partnership-led approach so have not been included in the key action’s summary:

- The SmartGrowth Western Bay of Plenty Te Keteparaha mō ngā Papakāinga (Māori Housing Toolkit) 2019.

- Monitoring the delivery of Māori Housing / papakāinga on Marae, Māori Land Trusts, Iwi Housing providers and other options through the PDA tracker.
- The delivery of Māori housing development workshops, and support services in the western Bay of Plenty subregion by Ara Rau Tāngata Inc.

6.7.3 Key Actions Summary

Empowering Delivery of Māori Housing is included as a Sub-regional Key Action in section 6.2.3 above. Empowering Delivery of Māori Housing requires a subregional approach to establish an agreed business case framework and resourcing approach.

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
15-01	**Iwi PSGE's and Māori Housing / Papakāinga** Work with Iwi Post-Settlement Governance Entities (PSGE) regarding opportunities to utilise and develop housing projects on commercial redress properties in WBOP sub-region.	Medium	Subject to a business case	TCC/WBOPDC
15-03 - 15-07	**Resourcing spatial planning models that engage with each of the appropriate tāngata whenua Council forums within each corridor:** a) Te Kāhui Mana Whenua o Tauranga Moana within the Northern and Western Corridors. b) Te Ihu o te Waka o Te Arawa within the Eastern Corridor. c) Te Rangapū Mana Whenua o Tauranga Moana within the Central Corridor. The CTWF will provide overall direction and co-ordination for	Short	$$	**CTWF.** SmartGrowth - Tū Pakari.

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
	each Iwi / Tāngata Whenua Forum.			

7.0 Key Actions: Spatial Planning

7.1 Context

This section sets out the Spatial Planning Key Actions that need to be completed to inform the development of a Regional Spatial Plan under the Planning Bill 2025.

There is emerging agreement across the region's local authorities on the thinking for the RSP: that it should take an approach which addresses "whole of region" components, with "sub-regional" chapters for WBOP, Rotorua Lakes and EBOP leveraging off the existing spatial plans/FDS that have been produced over the last 2 years.

Only the actions identified as being critical are included below.

7.2 Key Actions Summary

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
	Coordinate the pathway to an integrated regional spatial plan Map the development of a single, integrated regional spatial plan, including through: Coordinating a stocktake of existing spatial planning information (including any updated information) and reviewing direction provided in the SmartGrowth strategy. Testing alignment between existing SmartGrowth Spatial Planning Initiatives and RM Reform direction; Understanding how to incorporate national direction requirements; Pre-enactment work on Process Agreement. Engagement with Iwi and Hapū, and Stakeholders.	Short	$	**BOPRC**, TCC, WBOPDC

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
	Refreshed Sub Regional Spatial Plan Coordinate the investigations and evidence needed for a draft spatial plan chapter for the WBOP subregion for urban development and infrastructure within environmental limits and constraints, providing strategic direction for growth over a 30-year period.	Medium	$	**SmartGrowth**
	Population Projections Contribute to population projections project for the BOP Region as an input to the Regional Spatial Plan.	Short	$	**SmartGrowth**
	Katikati Spatial Plan Provide a framework for managing growth, infrastructure investment, environmental protection and community development over the next 30–50 years. Includes consideration of the SH2 Katikati Bypass for reducing heavy traffic through the town centre and improving safety and amenity.	Short	$	WBOPDC
24-26	**Te Puna Minden Spatial Plan** Provide a framework for managing growth, infrastructure investment, environmental protection and community development over the next 30–50 years.	Short	$	WBOPDC
6-00	**Supporting existing and future industry: Issues and Options Analysis**	Short	$	**SmartGrowth**

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
	Consider pathways for heavy and emitting industries to potentially relocate to low sensitivity areas and/or implement progressive environmental improvements. Consider feasibility, energy requirements, health risk, amenity and odour etc.			
17-00	**Allocation of Growth between East/West Corridor** Building on existing and planned work, investigate feasibility, timing, mix of uses and spatial extent of long-term urban development in the Eastern and Western Corridors. This work will need to undertake a cost-benefit, MCA or other evaluation of options to support decisions. Requires actions in Western and Eastern Corridors to be completed to inform this work.	Short - Medium	$	**SmartGrowth**
19-00	**Commercial Centres Strategy** Prepare a Commercial Centres Strategy, to assist in future planning and decision making for the sub-region, including relevant plan changes.	Short	$	**TCC**, WBOPDC
38-00	**Housing and Business Development Capacity Assessment** Prepare Housing and Business Development Capacity Assessment (or equivalent as may be required by	Short	$	**SmartGrowth**

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
	national direction) as an input to the Regional Spatial Plan.			
	Development Opportunities Coordinated assessment of urban growth proposals that sit outside the current Future Development Strategy and provides an input into future RSP considerations	Short	$	**SmartGrowth**
	Hamilton to Tauranga Corridor Spatial Plan Develop and maintain a coordinated, inter-regional spatial plan for the Hamilton–Tauranga Corridor that aligns land use, infrastructure capacity, and funding priorities across the SmartGrowth and Future Proof sub-regions to support staged growth, nationally significant freight and economic outcomes, and any necessary inputs to the Regional Spatial Plan.	Short	$	**SmartGrowth /FutureProof**
	Marae as Centres Implementation Framework Develop a Marae as Centres Implementation Framework to inform future planning and decision making for the sub-region to deliver the CTWF's growth, development, and protection outcomes for marae centres and Māori land.	Short	$	**Tū Pakari**
	Partnership to support the provision of health and education facilities	Short		**Regional Deal**

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
	The Western Bay of Plenty Sub Region and Health NZ will form an Independent Joint Planning Group with an agreement on a plan that meets the anticipated growth needs. The Terms of Reference for this group will be developed and agreed during the implementation planning phase. The Western Bay of Plenty Sub Region will work with the Ministry of Education (MoE) to form an Independent Joint Planning Group, with a Terms of Reference to be agreed during the implementation planning phase. This joint planning Group will then agree on a plan to be presented to decision makers that meets the anticipated growth needs.			

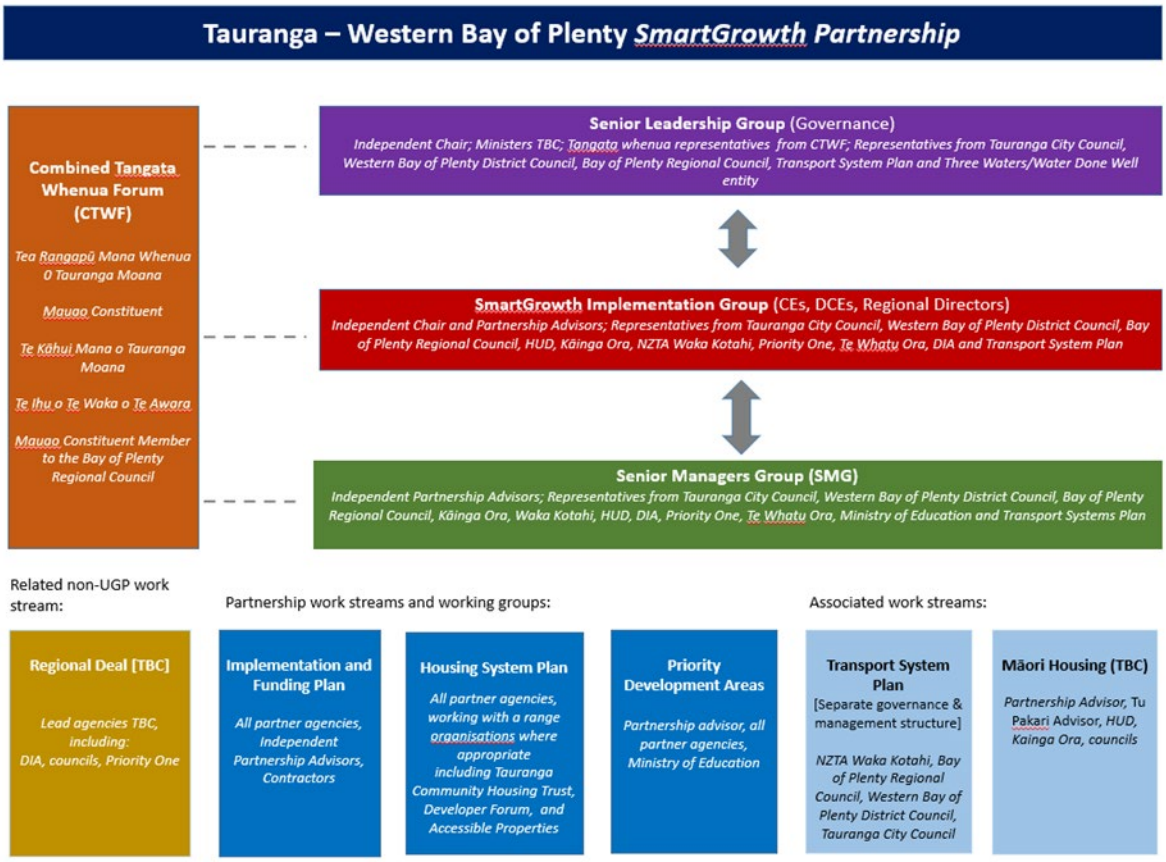
8.0 Key Actions: Urban Growth Partnership

8.1 Working Together: SmartGrowth Governance, Management and Operations

SmartGrowth provides a collaborative leadership approach to the management of key issues facing the western Bay of Plenty. Working together from one agreed Strategy allows for greater efficiencies and provides certainty to the community that partners are collaborating to manage growth.

This Implementation Plan relies on all partners working together to deliver on the strategy.

The current SmartGrowth structure is shown below:



The Implementation Plan is implemented through the SmartGrowth structure outlined above. There are a number of actions that require individual partners to implement. SmartGrowth has oversight of these actions and ensure they are monitored.

8.2 Targeted Delivery

8.2.1 Context

As outlined in the SmartGrowth structure diagram above, there are working groups and other entities connected to SmartGrowth that are important to implementation of the Strategy and delivery of the actions outlined in this Plan.

SmartGrowth has a Housing Working Group and a Priority Development Area Working Group in place. Other working groups are set up as and when needed.

The Combined Tāngata Whenua Forum (CTWF) has Te Rōpū Arotahi Working Group to provide strategic and technical leadership to enable the CTWF to be more effective and efficient in delivering their collective growth and development outcomes.

8.2.2 Priority One

Priority One is the western Bay of Plenty sub-region's economic development agency. Their role is to grow a sustainable economy that improves productivity and delivers prosperity to local people and communities. Priority One is a SmartGrowth partner and is represented at all levels including the SmartGrowth Leadership Group but in a non-voting capacity.

The economic component of the SmartGrowth Strategy is implemented via Priority One and its Economic Strategy: https://www.priorityone.co.nz/wp-content/uploads/Priority-One-Economic-Strategy-2021.pdf

The SmartGrowth Strategy is consistent with the Priority One Economic Strategy.

There are particular areas of interest for Priority One in SmartGrowth, including the provision of business land, transport access, affordable housing and promoting a circular economy.

8.2.3 Transport System Plan

The Transport System Plan (TSP) is a shared transport vision and plan for the next 30 years. The TSP brings together Tauranga City Council, Bay of Plenty Regional Council, Western Bay of Plenty District Council, Waka Kotahi NZ Transport Agency, tāngata whenua, Priority One, KiwiRail and Port of Tauranga to coordinate transport planning, investment and project decisions.

The TSP helps to deliver the SmartGrowth Strategy, which considers how transport along with housing, infrastructure, community facilities and the environment work together. The TSP has a separate Governance Board but works collaboratively to ensure decision making, planning and funding is coordinated.

The TSP also closely aligns with national and regional policy and strategic direction, including long-term plans, the regional land transport plan and the national land transport plan.

Further information on the TSP can be found at: https://www.smartgrowthbop.org.nz/our-focus/transport

Key TSP projects that are required to deliver the FDS have been included in this Implementation Plan.

8.2.4 Housing System Plan and Housing Working Group

The SmartGrowth partners have developed a sub-regional housing system plan. This plan 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.

This Implementation Plan contains key actions to deliver on this place-based housing plan. The Housing Working Group is responsible for leading most of these actions, acknowledging that a number will require specific partners taking accountability for particular actions. The Housing Working Group has membership from community housing providers, central government, councils, tāngata whenua and the private sector.

8.2.5 Priority Development Areas and Working Group

Priority Development Areas (PDAs) are identified to address the significant and urgent housing and business land needs within the SmartGrowth area with an enhanced, high-energy and 'can do' partnership focus that works to 'unlock' development at the required pace and scale.

PDAs are tracked and reported each quarter to the SmartGrowth Partners. PDAs seek to ensure close alignment, integration and coordination between respective key public sector agency programmes and actions.

The SmartGrowth PDA Working Group is responsible for providing information, tracking and reporting on the PDAs.

Current PDAs are

- Omokoroa
- Tauriko West and Tauriko Business Estate
- Te Papa
- Te Tumu
- Te Kainga
- Rangiuru

- Papakainga

Preliminary planning for Keenan Road and Upper Belk Road may result in these areas being included.

8.2.6 Te Rōpū Arotahi Working Group (TRA)

TRA—a solutions-focused working group—is responsible for providing strategic and technical leadership to enhance the CTWF's effectiveness and efficiency in delivering their collective growth and development outcomes. TRA includes members from the CTWF, the three local council kaupapa Māori policy teams, and the Tū Pakari advisory team.

The CTWF have developed Te Tūāpapa mō te rōpū Tū Pakari – The Foundation for the Combined Tāngata Whenua Forum. This foundational document, which outlines the collective vision, role, and guiding principles, identifies five key collective growth and development outcomes for marae, hapū, and iwi in the western Bay of Plenty sub-region. The implementation plan contains key actions that support and enable the CTWF to deliver their collective growth and development outcomes.

The CTWF's collective growth and development outcomes are monitored and reported annually to the SmartGrowth partners. These outcomes align closely with the aspirations of marae, hapū, and iwi, as well as with strategic outputs from the three iwi/tāngata whenua forums—Te Kāhui Mana Whenua o Tauranga Moana, Te Ihu o te Waka o Te Arawa, and Te Rangapū Mana Whenua o Tauranga Moana—and with hapū management plans.

8.2.7 Regional Deal

The Western Bay of Plenty Regional Deal, signed in May 2026, establishes a long-term partnership between central government, local government, tangata whenua and regional stakeholders to coordinate investment, infrastructure delivery and growth management across the sub-region.

The Deal recognises that the Western Bay of Plenty is one of New Zealand's fastest-growing regions and seeks to proactively respond to the challenges and opportunities associated with sustained population and economic growth.

The Deal aligns closely with the SmartGrowth Strategy, particularly through the delivery of Priority Development Areas, the Connected Centres and Corridors growth pattern, and initiatives that remove barriers to housing and employment growth.

The Regional Deal has a 30-year growth horizon supported by a 10-year implementation programme. Initial actions are focused on the period 2025–2035 and include growth-enabling transport infrastructure, housing and business land development, waters infrastructure planning, and coordinated investment in health and education facilities.

SmartGrowth will play a key role in supporting implementation by providing regional coordination, monitoring progress, aligning growth planning and infrastructure investment, and helping partners collectively deliver the Deal's commitments and outcomes.

8.2.8 Our Water Future

The “Our Water Future Programme” is a joint initiative of TCC and WBOPDC (in addition to 10 year and 30 year planning strategies) 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 giving effect to the principles of Te Mana o te Wai.

One of the key outcomes is to strategically align three waters infrastructure planning at a sub-regional scale in accordance with growth assumptions and ongoing spatial planning under SmartGrowth.

This work is ongoing with an immediate focus on reconsenting existing water takes and wastewater discharge consents, while advancing investigations into additional water takes, alternative water sources (rainwater storage, recycled wastewater etc), demand management (eg: Waterwatchers) and wastewater treatment and disposal methods to provide for growth into the future.

There is uncertainty at present in terms of how three waters will be delivered. All water supply authorities are required to provide delivery plans setting out their proposals by July 2025.

8.2.9 Social and Environment Sectors

SmartGrowth will continue to engage on a regular basis with social and environmental groups during the implementation of the SmartGrowth Strategy as set out through this Plan.

Some of these sectors are already represented in SmartGrowth Working Groups such as housing.

8.2.10 Infrastructure Providers and Development Sectors

SmartGrowth plays an important role in providing the foundation for others to plan from, both in the public and private sectors.

A strong evidence-base behind the growth scenarios, and commitment to where, how and when development will occur in the sub-region increases the level of confidence for other sectors to plan and make major investment decisions.

Under the NPS UD Policy 10, SmartGrowth is directed to:

- engage with providers of development infrastructure and additional infrastructure to achieve integrated land use and infrastructure planning; and
- engage with the development sector to identify significant opportunities for urban development.

SmartGrowth undertake regular engagement and consultation with key infrastructure providers, including health, education and utilities, in growth planning. This enables providers to plan for infrastructure to support well-functioning urban environments.

A Development Sector Group (DSG) includes a wide range of development sector interests involved in the growth and development of the western Bay of Plenty sub-region. The DSG is independent of SmartGrowth. It provides development industry input and information in relation to various strategy development and implementation processes being led by SmartGrowth or its partner agencies. Relevant draft reports, ideas, submissions, and proposed initiatives by partner councils or central government agencies are provided to the DSG for discussion and input prior to matters going to the SmartGrowth Leadership Group (SLG). DSG administration is supported by TCC.

Where there are studies or investigations, or proposals by either local government or the private sector, then a boundary- less approach is to be taken in the development of any studies, consideration of proposals or applications to ensure that consideration is given to the most appropriate outcome in the best interests of the sub-region in the long term.

8.2.11 Fast Track Approvals Projects

The Fast-track Approvals Act 2024 has expedited several significant infrastructure and housing projects, streamlining the consenting process to address regional growth and development needs.

These projects are part of a broader central government initiative to accelerate development in the region, addressing housing shortages and infrastructure needs.

Key Fast-Track Projects in the Western Bay of Plenty:

- Bell Road Development (Pāpāmoa): A proposed 340-hectare mixed-use development aiming to deliver up to 3,000 new homes and 60–80 hectares of industrial land.
- Tauriko West Development: A 132-hectare residential project planned to provide approximately 1,250 homes, aligning with the region's growth strategies.

- Takitimu North Link – Stage 2: A four-lane highway project extending from Te Puna to Ōmokoroa, designed to improve connectivity and support the region's transportation infrastructure. Approval granted in 2026.
- SH29 Tauriko Network Connections: Enhancements to State Highway 29, including the replacement of the Omanawa Bridge, to support increased traffic flow and regional development.
- Port of Tauranga – Stella Passage Development: Expansion of port facilities to accommodate growing export demands, crucial for the region's economic growth.

Progress on Fast Track Project is monitored quarterly alongside Priority Development Areas.

8.3 Other Growth Management Organisations

SmartGrowth works with other growth management organisations to share knowledge, promote consistency in approach and to identify opportunities for collaboration.

8.3.1 Rotorua and Eastern Bay of Plenty

SmartGrowth is working with Rotorua (Te Rautaki Whakawhanake i te Āpōpō o Rotorua) and the Eastern Bay of Plenty (Our Places) who have both developed spatial plans and future development strategies.

There are significant land use and infrastructure interdependencies between the subregions.

8.3.2 Future Proof

The Future Proof area sits within the Waikato Region and is made up of Hamilton City, and Waipā, Waikato and Matamata Piako District. Future Proof considers all of the major growth challenges impacting the sub-region.

Regular liaison at technical and governance level recognises the national importance of the economic corridor between Hamilton and Tauranga and the Port.

8.3.3 Other Urban Growth Partnerships

Liaison with Urban Growth Partnerships in Queenstown, Christchurch, Wellington, Waikato and Auckland occurs each quarter to provide a forum for information sharing and to promote alignment.

8.3.4 Upper North Island Strategic Alliance

The Upper North Island Strategic Alliance (UNISA) was established in 2011 and is a collaboration between Northland, Waikato and Bay of Plenty Regional Councils, Auckland Council, Whangarei District Council and Hamilton and Tauranga City Councils. UNISA covers a range of inter-regional and inter-metropolitan issues.

Further information can be found here:

https://www.waikatoregion.govt.nz/services/regional-growth-and-development/unisa/

SmartGrowth monitors the outputs from UNISA and any relevant projects that involve the western Bay of Plenty sub-region.

8.4 Monitoring and Reporting

8.4.1 Key Performance Indicators

SmartGrowth contains the following Key Performance Indicators (KPIs) taken from the Urban Form and Transport Initiative. These are currently under review to ensure that they align with the updated SmartGrowth Strategy and in particular the transformational shifts.

UFTI benefits	UFTI investment objectives	UFTI key performance indicators
Housing We have the housing we need and can afford	Housing affordability (as measured by the ratio of median gross (before tax) annual household income to the median dwelling house price/ rent) in the western Bay of Plenty sub-region is increasingly better than the national New Zealand average by 2070	**KPI**: Infrastructure costs per new dwelling/business as a proportion of the property costs compared to national average → **KPI**: % of households with housing costs greater than 30% of income ↑ **KPI**: Proportion of average household income spent on transport →
Movement We can move and enjoy our live, learn, work, and play lifestyle	Proportion of population living within travel thresholds (15, 30, 45 minutes) of key social and economic opportunities (including education, health care, supermarkets etc.) by different modes (walking, cycling, public transport, vehicles)	**KPI**: % of jobs that are accessible within a 30–45-minute travel threshold by private vehicles (currently 80%; 2070 ~67%), PT (currently 22%; 2070 ~58%) ↑, and cycle ↑, in morning peak **KPI**: Percentage of people living in an urban area within 500 metres of frequent PT services (≤ 15–10 minutes) ↑ **KPI**: Number of DSIs and FSI crashes within western Bay of Plenty sub-region by mode ↓
Environment The quality of our environment is improving	Transport-related greenhouse gas emissions in the western Bay of Plenty sub-region reach net zero by 2050 and maintain this level into the future	**KPI**: Tonnes of harmful emissions emitted per year from transport ↓ **KPI**: Mode share for people (% of travel by SOV/HOV/PT/Active modes) in AM peak period ↑
Prosperity Our economic productivity and prosperity are improving for all	The efficiency and effectiveness of the core freight network (road and rail tonnes per km) in the western Bay of Plenty sub-region is maintained	**KPI**: Predictability of interpeak travel times on freight priority journeys → **KPI**: Mode share of domestic freight (% of freight moved by, rail, and coastal shipping) ↑

8.5 Key Actions Summary

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
15-02	**Māori Housing Joint Agency Group** Develop a SG Joint Agency Group (JAG) to oversee Māori Housing delivery across the western Bay of Plenty sub-region, taking a WBOPDC & TCC Tāngata Whenua / Iwi Forum catchment approach	Medium	$	**CTWF**, SmartGrowth
16-02	**HSP: Monitoring** Detailed monitoring and market intel function.	Short	$	**HWG,** HUD
21-00	**Our Water Future implementation reporting** Development and implementation of Our Water Future (includes water, wastewater and stormwater). Reporting progress and implementation to Partners is necessary due to the link to potable water supply provision for future growth. Includes reporting on three waters infrastructure provision to marae centres and papakāinga.	Short	$$	**TCC**, WBOPDC
37-00	**Local Water Done Well Delivery Model** Implement the government's Local Water Done Well delivery model, consistent with TCC and WBOPDC decisions, to enhance infrastructure investment and ensure long-term	Short	$	TCC, WBOPDC

Action Number	Key Actions	Proposed Timeframe	Indicative Cost and Funding	Who
	financial sustainability of sub-regional water services. Consider Implications for governance and management of infrastructure delivery for RSP and future implementation..			

9.0 Managing Risk and Uncertainty

There is risk and uncertainty inherent in any long-term strategy. This includes changes in political, economic, social, technological, legal and environmental factors that influence the Strategy. Monitoring and review important to ensure that the Strategy adapts to any new initiatives and changes that occur.

A summary of the main factors and influences, risk level, and mitigation for SmartGrowth are outlined in the table below:

Change Factor or Influence	Risk Level	Mitigation
Population growth An envisioned population scenario of 400,000 people over the next 50+ years is used for the SmartGrowth Strategy. The FDS based on the NPDS UD plans for between 37,000 and 43,000 new homes over the next 30 years. There are many factors that influence population growth, including migration settings and economic cycles. Going for Housing Growth may require higher population growth assumptions to be used.	Moderate	The inherent uncertainty in population forecasting cannot be removed, but it can be managed to a more acceptable degree of uncertainty. Over the next 30 years Stats NZ projections are used. To help manage the uncertainties, these forecasts are reviewed regularly and adjusted as new information arises—such as Census data or similar.
Infrastructure Cost and Delivery The costs of constructing infrastructure has been rising. There are significant infrastructure constraints that need to be overcome to enable the Connected Centres programme.	High	SmartGrowth will actively monitor this and work on delivery constraints.
Funding	Critical	The SmartGrowth Partners are working closely to identify alternative funding

Change Factor or Influence	Risk Level	Mitigation
Current funding sources are inadequate to deliver the FDS / Connected Centres programme.		sources to enable implementation.
Regulatory and Delivery Risk Several of the Connected Centres growth areas rely on plan changes occurring and an assumption that development can physically occur in some locations. Should a major growth node or intensification fail to go ahead for legal / regulatory reasons or due to inability to develop land, the settlement pattern will be at risk and a full re-set of the plan may be required.	Moderate	This risk is managed through annual updates to the Implementation Plan as well as three yearly reviews of the FDS. The PDA tracker also helps to identify particular barriers and escalate these.
Changes in government policy The operating environment has changed substantially with a recent change of government and associated coalition agreement and will continue to change. It is important that strategy delivery responds appropriately to this changing operating environment.	Moderate	This is being actively tracked through the Operating Environment Statement contained in Appendix A.
Alignment Risk SmartGrowth and the Connected Centres programme relies on coordinated actions and investment decisions by several different agencies working together over multiple planning and investment cycles.	High	The SmartGrowth governance model is intended to manage this risk by providing a mechanism for regular review and alignment conversations. A Regional Deal and Coordination Plans under the reform may assist with achieving better alignment across different

Change Factor or Influence	Risk Level	Mitigation
		organisations. Also note action 3-02.
Global Events and Impact of Technology Global events such as the Global Financial Crisis, COVID pandemic and the Iran war can have a significant impact on the operating environment. Technology is also evolving rapidly. It is likely that over time, new technologies will impact on how we move people and the degree to which people still need to move around the sub-region to work.	Moderate	Careful monitoring of demand and an adaptive approach to implementation is required. This occurs through SmartGrowth's existing monitoring and reporting frameworks, including the TSP.

Appendix A: **Operating Environment Statement**

Operating Environment Statement - 2024-2027

As of June 2026

The Operating Environment Statement (OES) provides an outline of expected or likely policy settings at national, regional and local level that have the potential to have a significant impact on the delivery of the Future Development Strategy over the next three years.

Policy settings are monitored regularly, and an assessment made of the need for changes or adjustments to the Implementation Plan and, where necessary, updates to the Future Development Strategy and/or Spatial Plan.

Changing policy settings in the following areas are expected to have a significant impact on the delivery of the Future Development Strategy.

SmartGrowth Partnership

The NPS UD clearly mandates a joined-up approach to long term planning by defined Tier 1 and 2 authorities, with requirements for a Future Development Strategy and Implementation Plan.

Joint regional spatial planning that is robust and has weight in council land-use decision-making and investment ensures enough land and infrastructure is available to support housing and business growth objectives.

Central government partners have a major role in the provision of growth infrastructure, and engagement through the partnership will continue to support effectiveness.

Housing and Business

The sub-region has been significantly affected by the national housing crisis, with Tauranga City having some of the worst housing affordability in the country. The sub-region is one of the only areas in the country to have an identified housing and business and shortfall over a 30-year period. The sub-region continues to face significant challenges in enabling sufficient development capacity for both housing and business in the short, medium, and long term.

Under the "Going for Growth" policy, there will be new housing growth targets introduced for Tier 1 and 2 councils, requiring them to zone enough developable land (feasible housing capacity) for housing to meet 30-year long-term demand estimates but make it available over the short-term (0-3 years), not long term. Greater enabled capacity in existing urban areas and on city fringes is intended to bring down land prices and increase the supply of affordable housing.

New prescriptive rules and guidance will be set for how councils calculate how much housing capacity they need (e.g. requiring councils to use Stats NZ 'high' population projections and adding a 20% margin).

There will also be new requirements that price indicators (such as urban fringe land price differentials) do not deteriorate (and ideally improve) over time.

New central government tools will be introduced to monitor council compliance and a mandate to take action where there is unjustified non-compliance.

Facilitation of housing growth is an explicit goal of the Government Policy Statement on Land Transport, and one of the funding criteria in the National Land Transport Plan.

Enabling more density in transit corridors with the requisite infrastructure will support growth, with more flexibility for councils to reduce intensification in suburbs without infrastructure capacity.

Housing performance incentives are proposed for councils that deliver extra houses built in a Tier 1 and 2 Council above the long-term average for the Council. Budget 2026 has allocated $400 million over four years to introduce a new financial incentive for councils to encourage housing growth. Payments will be linked to housing growth and help councils manage the impacts of new development. Funding is expected to commence from 1 April 2027.

A Specified Development Project (SDP) under the Urban Development Act 2020 had been considered for the Western Corridor. In December 2024, the Ministers of Housing and Finance made the decision not to establish the Western Corridor as an SDP.

The Government has also released an updated Government Policy Statement on Housing and Urban Development 2025. This sets the direction for housing and urban development through outcomes and priorities.

The Government has released its decisions on the proposed National Environmental Standards for Papakāinga. Once implemented, the standards are expected to provide a nationally consistent framework for enabling papakāinga housing and associated activities on Māori ancestral land and Treaty settlement land.

While the standards are not yet in force, they signal a continued national policy focus on reducing barriers to Māori housing development. The proposed changes may have implications for future housing supply, district plan provisions, infrastructure planning, and the delivery of Māori housing initiatives across the western Bay of Plenty.

Allied to this, TCC has recently adopted a targeted distribution model for the Council's Papakāinga Fund, focusing on removing key barriers that have prevented developments from progressing.

Government has announced a new contestable Flexible Fund for social housing which became available in March 2026. A Housing Investment Plan has also been announced which will support between 675 and 770 social homes and affordable rentals in its initial phase. 40 to 50 of these are earmarked for Tauranga.

The Flexible Fund is focused on supporting providers capable of delivering social housing and affordable rentals, with a stronger emphasis on value for money and modest, competitively priced housing that maximises the number of households able to be accommodated. Proposals are expected to demonstrate strong delivery capability, community connections, and the ability to co-invest alongside government funding. In areas with high Māori housing need, HUD has indicated a preference for Māori-led proposals or those involving mana whenua partners.

Strategic Partnerships have been established with 5 CHPs including Accessible Properties. Strategic Partnerships are intended to evolve into enduring relationships to respond flexibly to future housing needs.

Infrastructure

From 1 December, Crown Infrastructure Partners (CIP) will be repurposed to be the new National Infrastructure Agency. The new Agency will coordinate government funding, connect investors with New Zealand infrastructure, and improve funding, procurement, and delivery to:

- Prioritise regional and national projects of significance.
- Facilitate or procure funding for regional and national projects of significance.
- Procure from government agencies for appropriate Crown projects.
- Oversee procurement from the private sector.

Regional Deals

The Government has released a framework for long-term regional deals. There will be a staged approach for rolling out Regional Deals around the country with up to five regions invited to provide straightforward basic proposals.

In May 2026 the Western Bay of Plenty subregion signed a regional deal with Central Government which outlines a series of commitments that will be delivered over a 10-year period. The signatories of the deal are the New Zealand Government, Tauranga City Council, Western Bay of Plenty District Council and the Bay of Plenty Regional Council.

There are seven priorities which have been agreed around the key themes of:

1. Transport Infrastructure.
2. Land & Housing Development.
3. Social Infrastructure (Health and Education).
4. Export Growth.
5. Economic Diversification.

Regional Deals will be a tool to help coordinate capital investment between central and local government and to enable regions to utilise new and existing funding tools to fund and finance infrastructure.

Infrastructure Plan

The NZ Infrastructure Commission - Te Waihanga has released a 30-year National Infrastructure Plan, setting out a long-term strategic framework for infrastructure investment across transport, housing, water, energy, and social infrastructure. The Plan emphasises stronger coordination between land use planning, infrastructure sequencing, and funding mechanisms, with an increased focus on infrastructure delivery that supports economic productivity and urban growth.

The Plan highlights the growing importance of coordinated spatial planning, infrastructure prioritisation, and investment readiness. This has direct relevance for SmartGrowth initiatives including Priority Development Areas, the Transport System Plan, and preparation for the future Regional Spatial Plan, where alignment between land use, infrastructure funding and delivery will be critical.

The following are some of the key, high level points in the NIP:

- New Zealand spends a lot on infrastructure but doesn't always get good value. This is especially true for transport where NZ spends more on land transport than any other infrastructure class.
- Most of the infrastructure we will need for the next 30 years already exists, but we need to look after it better (ie more needs to be spent on maintenance).
- As a country, we need to prioritise the right projects and make better use of what we have.

The NIP includes the following points that are directly relevant to the western Bay of Plenty sub-region:

- The Commission recommends implementing time-of-use charging.
- Major land transport projects need to be prioritised and sequenced – the suggested prioritisation of major transport projects in the NIP has Tauriko West as a priority project.
- Cameron Rd Stage 2, Tauranga Hospital upgrade, and Tauranga growth investigations are included in the Infrastructure Priorities Programme endorsements. The National Infrastructure Pipeline also includes Tauriko West (SH29), Memorial Park Recreation Hub and Te Papa Peninsular Stormwater Upgrade.
- Based on the change in average annual expected damage to private properties – risk is projected to increase most sharply for regions like Nelson-Tasman, Bay of Plenty and the West Coast.
- The Commission recommends a shift in how infrastructure is funded – funding network infrastructure like water and transport on a user-pays basis will enable more resources to be invested in social infrastructure such as hospitals and schools.
- The NIP has also identified that better spatial planning is needed to coordinate land use and infrastructure and shape how cities and regions grow.

The Government has prepared a formal response to the 16 recommendations made in the NIP which has cross party support. The Government has supported or supported-in-principle all of the recommendations.

The Government's response reinforces the role of regional spatial planning, indicating that these will both inform and be informed by national infrastructure priorities and should be guided by an understanding of the costs of delivery and demand pressures.

NPS on Infrastructure

A proposed new NPS for Infrastructure has been developed with the aim of ensuring that resource management decisions consistently enable infrastructure to be developed, operated and maintained, whilst also managing its effects on the natural environment. It is also proposed to strengthen the guidance that existing strategic planning, including future development strategies, can give to regulatory decisions under the RMA. This provides an important link back to the SmartGrowth Strategy for infrastructure decisions.

Designations and Ports

The Government is proposing to expand the scope of requiring authorities to include port operators and emergency service providers.

Default designation lapse period will be increased from 5 to 10 years to support route protection and reduce costs by simplifying the test to get a designation.

The duration of port coastal permits will be extended by a further 20 years.

Public Works Act

The Public Works (Critical Infrastructure) Amendments Bill passed into law in August 2025. It aims to speed up land acquisition for certain critical public works projects and ensure landowners are fairly compensated.

The changes are expected to accelerate the acquisition of land needed for public works projects that will be listed in Schedule 2A of the Public Works Act. These are based on projects listed in Schedule 2 of the Fast-track Approvals Act and the Roads of National Significance listed in the Government Policy Statement on Land Transport 2024.

Transport

The Government's top priority for investment through the draft Government Policy Statement on land transport 2024/25–2033/34 (GPS) is to support economic growth and productivity. Efficient investment in the land transport system connects people and freight quickly and safely, supporting economic growth and creating social and economic opportunities including access to land for housing growth.

Core to this priority is the re-introduction of the Roads of National Significance programme. Investment in Roads of National Significance with direct benefit in the SmartGrowth subregion are:

- State Highway 1: Cambridge to Piarere

- Tauriko West – Tupenga State Highway 29
- Tākitimu North Link Stage One
- Tākitimu North Link Stage Two

The Roads of National Significance have been included in the National Land Transport Programme (NLTP) for 2024-2027, although not fully funded with the exception of Tākitimu North Link Stage One. The key projects for the western Bay of Plenty in the NLTP include the RONS projects listed above as well as Connecting the People. Fifteenth Avenue to Welcome Bay; Domain Rd upgrade and funding for several business cases. There is also funding for increased maintenance and resilience.

Budget 2026 includes capital investment of $1.8 billion to build the Cambridge to Piarere Expressway, a key part of the interregional transport corridor.

Cameron Road Stage 2 has not been included in the NLTP. There is also very limited funding for walking and cycling and the Low Cost Low Risk programme.

There is funding for public transport although not to the level required to achieve the frequent network envisioned by Connected Centres.

Overall, there is an increase of planned expenditure in the subregion compared to the previous NLTP period, although there are areas that have been deprioritised, such as multimodal corridors, that are critical to achieving the SmartGrowth / UFTI long term vision of Connected Centres. These outcomes remain a critical component of the transport strategy and will be a focal point for future investment as funding becomes available for those activity classes.

Road pricing, such as tolling and time of use charging, will play a key role in the delivery of the Roads of National Significance programme as part of a wider package of transport revenue and investment tools. A commitment to consider tolling of RONS projects is a commitment under the Regional Deal.

The Land Transport Management (Time of Use Charging) Amendment Bill has now passed into law which establishes a framework for implementing time of use charging schemes. Tolling has been announced for the Takitimu North Link.

Investments in rail will be focused on the busiest and most productive parts of the existing rail network, to support efficient movement of freight. This will complement investment in the state highway network to deliver a productive and efficient supply chain. Budget 2026 includes $705 million capital and $477 million operating funding to renew and upgrade New Zealand's rail network.

In June 2026 Waka Kothi – NZ Transport Agency updated the national direction component of Arataki (30-year transport plan). One of the key shifts identified is to unlock the potential of cities and enable their growth. This emphasises the need for multi-modal transport networks, more efficient travel patterns through the careful use of tools like time of use charging, improving access to key activity centres and encouraging development in locations that reduce pressure on the transport system.

Long Term Plans 2024-2034

These plans, and in particular the Tauranga City Council LTP, have been adopted in a challenging fiscal environment where there is constrained investment in infrastructure delivery with a focus on continuing to undertake the required planning to accommodate growth and undertake necessary land purchase. The 2027 Long-Term Plans are currently under development.

Funding and Finance

The Infrastructure Funding and Financing (IFF) Act is being reformed to remove barriers to uptake and broaden project eligibility. Combined with targeted rates to fund greenfield developments, the aim is to remove the need for councils to fund greenfield infrastructure from their balance sheets.

Councils will be required to declare that infrastructure for new greenfield development will be funded from rates and levies applied to the new development, instead of being subsidised by other communities.

Proposed value capture tools will mean that new state highways facilitating housing growth could be partly financed by levies on land unlocked by the road. The same could be true of major new public transport projects in urban centres.

The Government has announced that development contributions will be replaced with a development levy system. This aims to standardise the methodology that local authorities use when charging development contributions and provide increased flexibility to charge developers for the overall cost of growth infrastructure across an urban centre. An exposure draft of the Local Government (Infrastructure Funding) Amendment Bill to implement the development levies system is currently being consulted on along with a Going for Housing Growth: Supporting Growth Through a Development Levies System consultation document.

The flexibility to set targeted rates for growth infrastructure will also be introduced. Councils will now be able to set targeted rates that apply only to new developments.

These changes will be progressed through a Local Government (Infrastructure Funding) Bill. Consultation has occurred on an exposure draft of this Bill. Legislation is expected to be introduced in 2026.

The Local Government Funding Agency (LGFA) has been reviewing whether it can prudently provide additional flexibility to councils to meet the future challenges faced by the sector. The LGFA have announced increased debt limits for high growth councils beyond the current ceiling of 285 percent of operating revenues to a level of 350%.

New guidelines for market-led infrastructure proposals have also been released along with a refreshed public-private partnerships framework.

The Government has agreed to progress a rates cap for local government. This is likely to be within a target range of 2 to 4 per cent per capita, per year. Targeted consultation with stakeholders to finalise implementation, local considerations and legal details will run from 1 December to February 2026. The Government aims to enact legislation during 2026 and be law from 1 January 2027. The full regulatory model will be in place by 1 July 2029.

Three Waters

“Local Water Done Well” is the Coalition Government’s plan for managing water services delivery and infrastructure following the repeal of Water Services Reform legislation (Three Waters).

"Local Water Done Well" is a new policy/legislation aimed at addressing concerns about New Zealand’s water quality and water services’ infrastructure investment, while keeping control over water services and assets local.

Government has advised that two pieces of legislation will be put forward to establish “Local Water Done Well”. The first was passed on 27 August 2024 and sets out guidelines relating to how councils will manage water services and water costs through the transition. It will also make it easier for councils to establish council-controlled organisations (CCOs). The legislation requires councils to develop Water Services Delivery Plans within 12-months.

The second was passed on 26 August 2025 and provides for the long-term framework of managing water services, including required guidelines for long-term financial sustainability, a complete economic system for controlling water-related costs, and a new range of structural and financing tools, including a new type of financially independent council-controlled organisation.

On 2 April 2026, Tauranga City Council and Western Bay of Plenty District Council agreed to establish a joint Water Organisation to deliver water services under the Government's Local Water Done Well reforms.

This followed a period of joint due diligence and is a significant step toward a more integrated sub-regional approach to drinking water, wastewater and stormwater service delivery. The new arrangement is expected to support greater coordination, financial sustainability and investment planning across the western Bay of Plenty, with implementation and transition work now progressing ahead of the new delivery model taking effect.

The Local Government Funding Agency (LGFA) has confirmed that it will provide financing to support water organisations established under Local Water Done Well and look to assist high growth councils with additional financing. The LGFA will support leverage for water organisations up to a level equivalent to 500 percent of operating revenues (around twice that of existing councils), subject to water organisations meeting prudent credit criteria. LGFA will treat borrowing by water organisations as separate from borrowing by parent council or councils.

Climate Change – Emissions Reduction

The Emissions Trading Scheme (ETS) is the Government's key tool to reduce emissions. The first emissions reduction plan (published in 2022) was in place until 31 December 2025, the end of the first emissions budget period. It was amended in December 2024 to align with the Government's climate strategy. The second emissions reduction plan covers the period 2026-2030 and differs from the first document with a focus on creating opportunities and minimising the cost of mitigating climate change.

The Government aims to double renewable energy through its Electrify NZ policy through cutting red tape and regulatory constraints. The Government is also committed to delivering 10,000 public EV chargers by 2030, subject to cost benefit analysis. Doubling renewable energy and delivering a comprehensive, nationwide network of public EV chargers will reduce New Zealand's emissions by enabling the electrification of New Zealand's vehicle fleet.

Resource Management System Reform

The Government is taking a phased approach to reforming the resource management system as follows:

- Phase One – repeal the Natural and Built Environment Act and Spatial Planning Act
- Phase Two - targeted changes to the existing resource management system:

  o Fast-track Approvals Act

  o Two bills to amend the Resource Management Act and a package of national direction – changes to the existing system that can address the most pressing issues in the short term.
- Phase Three – legislation to replace the Resource Management Act.

The Natural and Built Environment Act 2023 (NBA) was repealed in December 2023 as the first phase of reform.

The second phase of reform encompasses new fast track consenting legislation, amendments to the RMA as well as changes in National Policy Statement direction.

The third phase will develop replacement RMA legislation.

Fast-Track

The fast-track consenting process is intended to ease the delivery of locally, regionally, and nationally significant infrastructure and developments. The fast-track system sets out a 'onestop shop' process for approvals under a range of legislation, including the RMA. The process includes a referral by the Infrastructure Minister for suitable projects. Referred projects will go to an Expert Panel, which can approve or decline the project.

On 6 October 2024, the Government confirmed 149 projects for inclusion in the Fast Track Approvals Bill. The Bill was enacted on 23 December 2024.

The projects relevant to SmartGrowth and the western Bay of Plenty sub-region that have been included for fast-track are:

- Bell Road Limited Partnership Wairakei South Housing and Land Development: To develop between 123 – 340 hectares of rural land near Papamoa, for residential, commercial and industrial uses. If the full site is developed, the project will comprise of 2,000-3,000 new homes and 60-80 hectares of new industrial land, covering 153 hectares.
- Tauriko Property Group Limited Partnership - Tauriko West Housing and Land Development: To develop between 132 hectares of Rural zoned land at Tauriko for residential use, with approximately 1,250 homes.

- Ngā Pōtiki a Tamapahore Trust Tara Road Development Housing and Land Development: The project will include 605 residential allotments, and a 2.5-hectare commercial precinct.
- Port of Tauranga Limited Stella Passage Development Infrastructure: The project is for extension of the Sulphur Point (stage one) and Mount Maunganui wharves (stage two), and to carry out the associated reclamation and dredging of the sea bed.
- New Zealand Transport Agency Waka Kotahi Takitimu North Link Stage 2: To construct a four-lane, median-divided highway to replace the existing SH2 corridor between Te Puna and Ōmokoroa. This project is an extension of Takitimu North Link Stage One, which is currently under construction and will link Tauranga and Te Puna.
- Port of Tauranga Limited Capital and Maintenance Dredging Reconsenting Project: The project is to remove dredging material from the coastal marine area to deepen, widen and maintain the navigation channels of the Port of Tauranga.
- New Zealand Transport Agency Waka Kotahi SH29 Tauriko Network Connections (including Omanawa Bridge replacement): To develop SH29 and SH29A which form part of the key 'Golden Triangle' connection, including to the Port of Tauranga. The Omanawa Bridge is scheduled to be replaced in 2024-2027.

The projects in the list will be able to apply to the Environmental Protection Authority to have an expert panel assess the project and apply relevant conditions.

In June 2026, the Bell Road Limited Partnership lodged and had accepted their application with the Environmental Protection Authority.

National Policy Statement Direction

Ten new or amended national direction instruments under the Resource Management Act 1991 came into effect on 15 January 2026. Changes in national direction include:

- Resource Management (National Environmental Standards for Detached Minor Residential Units) Regulations 2025 - New regulation to reduce regulatory requirements for detached minor residential units (granny flats).
- National Policy Statement for Natural Hazards 2025 - A consistent approach for managing natural hazard risks in new development. Will provide a

comprehensive, nationally consistent framework for addressing the risks posed by these hazards, including increased risk from climate change.

- Targeted amendments to the National Policy Statement for Highly Productive Land - exempt resource consents for urban development on LUC 3 land from NPS-HPL restrictions and extend timeframes for mapping HPL.
- New Zealand Coastal Policy Statement - reduce restrictions for quarrying and mining on highly productive land. Targeted amendments to better enable the Government’s priority activities (infrastructure, including renewable electricity generation and electricity transmission, aquaculture activities and extraction of minerals) to locate in the coastal environment including the coastal marine area.
- Targeted amendments to National Policy Statement for Indigenous Biodiversity to reduce restrictions for quarrying and mining activities affecting significant natural areas.
- National Policy Statement for Freshwater Management - Targeted amendments to reduce restrictions for quarrying and mining activities in natural inland wetlands.
- Resource Management (National Environmental Standards for Freshwater) - Targeted amendments to reduce restrictions for quarrying and mining activities in natural inland wetlands.
- National Policy Statement for Infrastructure - New policy to manage and enable infrastructure development.
- National Policy Statement for Renewable Electricity Generation - Amendments to enable a significant increase in renewable electricity generation to improve security and resilience of electricity supply and to achieve emission reduction and energy targets.
- National Policy Statement for Electricity Networks - Amendments to enable electricity networks for electrification of the economy, support transition to renewable electricity generation.

A discussion document outlining proposals for urban development which are part of the Government’s Going for Housing Growth programme and will be given effect in the reformed RM system, was released in June 2025.

Targeted changes to the Resource Management Act

The Resource Management (Freshwater and Other Matters) Amendment Bill came into force on 25 October 2024. Among other matters, the amendments exclude the hierarchy of obligations in the National Policy Statement for Freshwater Management (NPS-FM) from resource consenting while a review and replacement of the NPS-FM is undertaken, suspend for three years requirements under the National Policy Statement for Indigenous Biodiversity for councils to identify new Significant Natural Areas and include them in district plans, speeds up and simplifies the process for preparing and amending national direction, restricts notification of freshwater planning instruments (regional policy statements and plans that give effect to the NPS-FM 2020) until a new NPS-FM takes effect.

The Resource Management (Consenting and Other System Changes) Amendment Bill was passed into law on 20 August 2025. The amendments give the Minister new powers to ensure compliance with national direction, including housing and business development assessments. The Minister can direct councils to prepare or amend documents in accordance with national direction and to direct what type of plan change is used to give effect to national direction. It also strengthens a consenting authorities' powers to decline a land use consent application if it considers that the activity will create a significant risk from natural hazards, increase an existing risk to become significant, or increase an existing significant risk.

Replacement RMA

The third phase of reform will develop replacement RMA legislation in the form of two new Acts:

Planning Act: to establish a framework for planning and regulating the use, development and enjoyment of land.

Natural Environment Act: to establish a framework for the use, protection and enhancement of the natural environment.

Legislation is expected to be passed later in 2026. The general thrust of the RM system changes is to better enable growth and development and respect private property rights within the framework of a market economy, while also improving environmental outcomes.

There will be one regulatory plan per region to be jointly prepared by regional and district councils. This will remove the hierarchy between regional and district plans. Spatial plans will form an important part of the new system. These plans are to be enabling of development within constraints (such as natural hazards and SNAs) and will be the first chapter in the combined regional plans.

Under the new legislation there will be greater use of national standards such as standardised zoning, to reduce the need for resource consents and to simplify council plans.

Local Government Reform

The Government has announced proposals that would fundamentally change local government in New Zealand. In 2025 the Government proposed changes which would replace elected regional councillors with new Combined Territories Boards made up of mayors from the region's city and district councils. Each Combined Territories Boards would prepare a regional reorganisation plan within two years of establishment.

Consultation on these proposals occurred in early 2026. As a result of that consultation, Cabinet has decided to:

- introduce a streamlined, voluntary Head Start pathway for councils willing and able to reorganise quickly, with outline proposals for new unitary authorities due by August, and final policy decisions on detailed proposals early next year; and
- Commence wider reform of local government after the 2028 local elections, with regional councillors replaced by some form of interim body (for example, a board of mayors, Crown commissioners, or a hybrid model) and final policy decisions on the 'backstop' next year.

Local Government System Improvements

In 2025 the Government introduced the Local Government (System Improvements) Bill. The Bill introduces five main changes:

1. Refocusing the statutory purpose of local government;
2. Placing focus on certain types of "core services";
3. Better measurement and publicising of council performance;
4. Strengthening council transparency and accountability rules, to improve the relationship between councils and their communities;
5. Reducing some regulatory requirements applying to councils.

The Government has recently announced amendments to the Bill which is currently before Parliament. The amendments will mean that only elected councillors will be able to vote on council committees. If enacted, this will have implications for the SmartGrowth Leadership Group which is a Joint Committee under the Local Government Act 2002.

Building Act Reform

The Government has announced significant changes to the building consent system. The building and construction sector's liability settings will be changed from joint and several liability to proportionate liability, and the amendments will also make it easier for Building Consent Authorities (BCA) to voluntarily consolidate their functions. This includes removing the requirement for a Territorial Authority to be a BCA providing they transfer their building control functions to another accredited BCA.

A draft Bill covering liability setting changes and measures to enable BCA voluntary consolidation is expected to be introduced to Parliament in 2026.

Ministry of Cities, Environment, Regions and Transport

The Government's new Ministry of Cities, Environment, Regions and Transport (MCERT) is scheduled to become fully operational on 1 July 2026, bringing together the former Ministry for the Environment, Ministry of Housing and Urban Development, Ministry of Transport, and local government policy functions previously administered by the Department of Internal Affairs.

A Chief Executive has now been appointed and transition activities are well advanced. MCERT has been established to provide more integrated policy leadership across housing, urban development, planning, infrastructure, transport, environmental management and local government.

For SmartGrowth, the establishment of MCERT is significant as it consolidates many of the central government functions most directly involved in growth management, spatial planning, infrastructure coordination and regional investment decisions, potentially creating opportunities for more integrated engagement on sub-regional priorities and implementation of the Western Bay of Plenty Regional Deal.

Tāngata Whenua/Māori

There have been a number of recent government policy changes that impact on tāngata whenua / Māori in the cultural wellbeing arena. This has seen Iwi from across the motu unite through the collective Kotahitanga and Mana Motuhake principles.

Some of these key changes will have impacts on the parts of the SmartGrowth Strategy 2024-74 that support the feasibility assessments and infrastructure design and build for housing on Māori land, co-governance, management and allocation of water for future use, growth and development, Māori wards and representation and the use and recognition of Te Reo Māori.

Appendix B: **Development Infrastructure**

Critical Development Infrastructure

The FDS identifies enabling infrastructure to support development including the following critical infrastructure.

The information provided is subject to ongoing change and is updated each quarter.

Funded means fully funded in Long-Term Plan, National Land Transport Plan or other funding plan.

Funding Key	
Funded or Signalled for Funding	
Partly Funded	
No funding allocated	
Subject to a business case	

Timing Key	
Short	2024-2027
Medium	2027-2034
Long	2034-2054

Area	Critical Enabling Infrastructure	Timeframe	Funding
Sub-region Wide	Te Manawataki o Te Papa (city centre) - library, museum, community hub space, waterfront public realm upgrades including destination playground	Short	
	Public transport services and infrastructure enhanced services	Medium	
	Hewletts Road sub area (Connecting Mount Maunganui)	Short	
	Connecting the People - Fifteenth Avenue to Welcome Bay	Short	
	Wider managed lanes network	Medium	
	Te Maunga Wastewater treatment plant upgrades	Medium	
	Waiāri Water Supply Scheme – Stages 2 and 3	Medium	
Northern Corridor	Public transport infrastructure and corridor improvements as identified in the public transport services and infrastructure business case	Medium	
	Takitimu North Link Stage 2	Medium	
	Park and ride - Ōmokoroa	Medium	
	Park and ride – Te Puna	Medium	
	SH2 revocation/repurposing – Public Transport	Medium	
	Tauranga Moana Coastal Cycle Trail	Medium	
	Ōmokoroa Library	Medium	

Area	Critical Enabling Infrastructure	Timeframe	Funding
	Ōmokoroa Swimming Pool	Long	
	Planning for Ōmokoroa school provision*	Medium	
	Katikati Bypass	Long	
Central Corridor	Public transport infrastructure and corridor improvements as identified in the public transport services and infrastructure business case	Medium	
	Accessible Streets	Short	
	Cameron Rd Multimodal Stage 2	Short	
	Te Papa/Cameron Rd Intensification – Wastewater, Water Supply & Stormwater projects	Short	
	Brookfield and Greerton Community Centres	Long	
Eastern Corridor	Public transport infrastructure and corridor improvements as identified in the public transport services and infrastructure business case	Medium	
	Wairakei WWPS to Te Maunga WWTP	Medium	
	Wairakei to Kaituna Stormwater Overflow – Phases 1 & 2	Long	
	Te Puke Wastewater Treatment Plant Upgrade	Short	
	Te Tumu Trunk Mains	Medium	
	Wairakei/Te Tumu Indoor Pool Development	Medium	
Western Corridor	Public Transport infrastructure as identified in the public transport services and infrastructure business case	Medium	
	Cameron Rd Multimodal Stage 2	Short	
	Tauriko West Enabling Works – Transport Improvements including public transport, walking and cycling	Short	
	Tauriko West - Tupenga (Phases 1-2) - Ōmanawa Bridge replacement and Route Protection (SH29 and 29A)	Short	
	Tauriko West - Tupenga Phases 3-4 - SH29 and 29A offline	Long	
	Western Corridor Ring Route (SH29 to SH36 Ring Route)	Long	
	Keenan Road access to planned urban growth	Short	
	Pyes Pā road multimodal upgrade	Medium	
	SH36 multimodal improvements to support planned urban growth	Long	
	Tauriko West Enabling Works – Wastewater and Water Supply	Short	
	Western Corridor Wastewater Strategy Implementation – Stages 1&2 - Tauriko West/Lower Belk/Keenan Road; Stages 3&4 – Upper Belk/Merrick Road	Medium - Long	
	Western Corridor Water Supply Strategy Implementation – Stages 1&2 - Tauriko West/Lower Belk/Keenan Road; Stages 3&4 – Upper Belk/Merrick Road	Medium - Long	
	Indoor Sports Centre and community centre	Medium	
	Relocation and expansion of Tauriko School, establishment of a new	Medium	

Area	Critical Enabling Infrastructure	Timeframe	Funding
	co-educational secondary school, possible educational provision elsewhere in the Western Corridor as growth proceeds*		

* Educational funding occurs in stages, with separate funding for land acquisition, design, and construction.

Appendix C: **Glossary and Definitions**

Abbreviations

APL	Accessible Properties Limited
BOPRC	Bay of Plenty Regional Council
CTWF	Combined Tāngata Whenua Forum
FDS	Future Development Strategy
HBA	Housing and Business Development Capacity Assessment
HSP	Housing System Plan
HUD	Ministry of Housing and Urban Development
HWG	Housing Working Group
IP	Implementation Plan
KPI	Key Performance Indicator
LTP	Long-Term Plan
NPS-UD	National Policy Statement on Urban Development 2020 (Updated May 2022)
OES	Operating Environment Statement
PDA	Priority Development Area
PSGE	Post Settlement Governance Entity
SH	State Highway
TCC	Tauranga City Council
TSP	Transport System Plan
WBOP	Western Bay of Plenty
WBOPDC	Western Bay of Plenty District Council
WWPS	Wastewater Pump Station

WWTP	Wastewater Treatment Plant

Definitions

Business land	Land used for commercial and industrial activities.
City centre	Areas used predominantly for a broad range of commercial, community, recreational and residential activities. The zone is the main centre for the district or region. For SmartGrowth, the City Centre refers to the Tauranga City Centre.
Connected centres	The preferred spatial scenario that underpins the SmartGrowth Strategy. This is set out in detail in the UFTI Final Report and supporting documents.
Greenfield	Sub-division and/or housing development of previously undeveloped rural land.
Industrial	Land that is predominantly used for manufacturing, servicing and distribution activities It may include retail which services the needs of the specific industrial business land area.
Infrastructure	All permanent installations of the sub-region and includes pipe, cable/wire, roading, electricity generation, waste management, open space and community facilities contributed to and accessible to the community.
Intensification	An increase in the density (of dwellings, activity units, population, employment etc) over the current density of a given area.
Planned growth area	Areas identified for growth where investigations have been completed.
Social housing	Housing provided by public and private agencies for those unable to afford market-based rentals.

Three waters	The combined water supply, wastewater, and stormwater networks that deliver water to residential, commercial, industrial and other users.
Western Bay of Plenty sub-region	Refers to the territorial areas of Tauranga City and Western Bay of Plenty District.

Appendix D: **Te Reo Māori terms**

Iwi	Refers to a Māori tribe (Ngāti Ranginui, Ngāiterangi, Ngāti Pūkenga, Ngati Awa and other). Iwi usually contain a number of hapū with a common ancestor.
Kaitiakitanga	Refers to the exercise of guardianship by the tāngata whenua of an area in accordance with their tikanga (traditional sustainable management practises) in relation to natural and physical resources; and includes the ethic of stewardship.
Manaakitanga	Respect and care for others – hospitality and generosity.
Mana whenua	Describes the ability to exercise "customary authority" by an Iwi and or Hapu over an identified area or site. Mana whenua can be held by more than one hapu or Iwi in relation to the same area or site.
Papakāinga	Describes development by tāngata whenua of an area on any land in the traditional rohe of tāngata whenua that is developed for live work and play including but not limited to residential, social, cultural, conservation and recreation activities including but not limited to marae community zones.
Tāngata whenua	Describes the direct kinship relationship a Māori person has to a particular area. This will relate to an area where an Iwi and or hapū hold mana whenua over that area. Tāngata whenua have a direct relationship with their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga.