

SmartGrowth Strategy 2023–2073

ISSUES AND OPTIONS PAPER

Urban Form and Centres

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Topic	Section 6: Urban Form and Centres
Issues	<ol style="list-style-type: none"> 1. Support for the proposed urban form and centres approach 2. Open space provision 3. Opposition to the urban form and centres approach 4. Commercial centres

Staff Narrative
<p><u>Overview of feedback received</u></p> <p>Issue 1: Support for the proposed urban form and centres approach</p> <p>11 submitters have indicated general support for Section 6: Urban Form and Centres. Five of the submissions state that investment is required to support the proposed urban form and centres approach, particularly as it relates to movement.</p> <p>Issue 2: Open space provision</p> <p>Three submitters raise the need to consider provision of open space to support the proposed urban form and centres approach. This includes the need for a city-wide amenity in the form of a botanic garden, and a query regarding the status of a 'Te Tumu Regional Park'.</p> <p>Issue 3: Opposition to the urban form and centres approach</p> <p>20 submitters have stated they do not support the approach to urban form and centres, raising the following specific matters:</p> <ul style="list-style-type: none"> • There is no clear vision for the city centre • Concerns regarding urban sprawl and associated costs • The need to support growth with appropriate infrastructure and planning • The need to support 'hyperlocal' communities • The need to protect the iconic nature of Mount Maunganui North • The need to better reflect the existing commercial centres hierarchy (considered as part of issue 4 below) • Reconsideration of UFTI's connected centres approach • Contradictions between growth numbers for the Western Corridor. <p>Issue 4: Commercial centres</p> <p>Six submitters identify issues related to commercial centres, specifically in relation to the hierarchy and status of centres shown (including Wairakei, Gate Pā and Tauranga Crossing), and the need for a sub-regional commercial strategy (commercial hierarchy study).</p>

Options Overview	
Issue 1: Support for the proposed urban form and centres approach	
Option 1A	Note the submissions and make no changes (recommended)
Option 1B	n/a
Issue 2: Open space provision	
Option 2A	Note the submissions and make no changes (recommended)
Option 2B	Note the submissions, and include a new directive to provide for a Botanic Garden within the sub-region
Issue 3: Opposition to the urban form and centres approach	
Option 3A	Note the submissions and make no changes (recommended)
Option 3B	Reinvestigate an alternate urban form and centres approach for the sub-region, that responds to matters raised by submitters, including: <ul style="list-style-type: none"> the need for reconsideration of UFTI's connected centres approach (including further assessment of previous options considered) reducing urban sprawl and associated costs providing growth with appropriate infrastructure and planning Supporting 'hyperlocal' communities Protect the iconic nature of Mount Maunganui North
Option 3C	Make amendments to the SmartGrowth Strategy 2023 to respond to contradictions between growth numbers for the Western Corridor.
Issue 4: Commercial centres	
Option 4A	Note the submissions and make no changes
Option 4B	Note the submissions and include a directive to complete a Commercial Centres Hierarchy for Tauranga and the Western Bay of Plenty District (including assessing the status of Wairakei, Gate Pā and Tauranga Crossing), including collaboration and integration between SmartGrowth partners as appropriate. (recommended)
Option 4C	Update the status of Wairakei, Gate Pā and Tauranga Crossing commercial centres status in response to the submissions received.

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

Option 1A: Note the submissions and make no changes (recommended)

Advantages

- As outlined within the Strategy, retaining the proposed urban form and centres approach will assist to respond to anticipated growth. Increasing housing density over time in existing urban areas and new growth areas will maximise development around centres, transport hubs, and corridors. Localised placemaking through spatial planning will emphasise improved amenities, restored and enhanced environmental assets, incorporating cultural values, diverse transportation choices, and addressing housing needs.
- The Transport System Plan (TSP) includes ongoing improvements to the sub-region's transport system of roads, rail, public transport, walking, cycling, parking and travel demand management.
- It is acknowledged that investment is required to support the proposed urban form and centres approach, particularly as it relates to movement. The need for 'radical change to the delivery, funding and financing model for growth has been identified' as a key directive, to support transport and urban form related outcomes.

Disadvantages

- Nil

Financial implications

Nil.

Other considerations: Nil

Issue 2: Open space provision

Option 2A: Note the submissions and make no changes (recommended)

Advantages

- Recognition for the need to support existing and future community wellbeing through provision of appropriate open space is **well captured within the Strategy and considered adequate**. This includes a key growth

Disadvantages

- Nil

<p>directive in the 'Te Taiao – our environment' section, which includes developing “an interconnected network of open spaces, reserves and ecological corridors”. The Urban Form and Centres section recognises the need for planning to include green spaces and “identify key reserves, open space networks and determine if additional upgrades or space is required.” Outcomes for open space and amenities are also supported through the Social Infrastructure section.</p> <ul style="list-style-type: none"> • TCC’s and WBOPDC’s open space, parks and reserves management and planning documents support this outcome through a programme of open space enhancements, including identifying improvements to reserves, open space networks and determining if additional upgrades or space is required. 	
<p>Financial implications</p>	
<p>Nil</p>	
<p>Other considerations: TCC and WBOPDC have a number of strategies and policies to assist in planning for future open space provision alongside community needs (including within intensification areas) such as the TCC Open Space Level of Service Policy and supporting strategies, e.g., TCC Play, Active Recreation and Sport Action and Investment Plan and TCC Reserves and Open Space Action and Investment Plan.</p> <p>The submissions included a query regarding the status of a 'Te Tumu Regional Park'. It is noted that as part of ongoing work associated with the Structure planning of Te Tumu it has been identified that a significant amount of land is potentially impacted by natural hazards or is otherwise inappropriate for delivering housing due to a range of ecological, cultural, historic or important landscape related matters. Nevertheless, these areas do provide the potential for use as open space to serve a future community, and also a chance to be included as part of a wider lower Kaituna Park, including adjacent BOPRC and Western Bay of Plenty District Council land. Opportunities will continue to be explored where the three Councils work together to plan and deliver cohesive, connected, open space/recreation areas within the Te Tumu/Lower Kaituna/Maketu area, on the land owned by WBOPDC, BOPRC and private property within Te Tumu.</p>	
<p>Option 2B: Note the submissions, and include a new directive to provide for a Botanic Garden within the sub-region</p>	

<p>Advantages</p> <ul style="list-style-type: none"> As outlined by the submitters, a city-wide botanic garden, has the potential to have a range of community and environmental benefits. 	<p>Disadvantages</p> <ul style="list-style-type: none"> This matter is most appropriately considered as part of either TCC's or WBoPDC's Long Term Plan process and related open spaces strategies. Significant financial costs, including land acquisition, infrastructure development, ongoing maintenance, and staffing. A botanic garden is not identified within existing strategies and the proposal does not take account of existing TCC and WBoPDC place-based strategies for open space and recreation provision. Opportunity costs for other uses in where land resource may be scarce.
<p>Financial implications</p> <p>This matter is most appropriately considered as part of either TCC's or WBoPDC's Long Term Plan process and related open spaces strategies. A proposed botanic garden or similar facility would have significant financial implications, including both initial capital investment (site and development) and ongoing operational expenditure. Operational expenditure in previous studies has indicated more than \$600,000 per year (2009 costs, not accounting for inflation).</p>	
<p>Other considerations:</p> <p>The submitter specifically notes that the Greerton Racecourse Reserve may be suitable for a botanic garden. It is noted that the recent Greerton Maarawaewae Study has confirmed that the Golf Course will remain, with further access for the community; the balance of the land is subject to a business case for the future of Tauranga Hospital, whereby the site is a possible location for future health facilities and recreation space. It is also noted that TCC manages the Sydenham Botanic Park; however, it is assumed that the botanic garden sought within the submissions is of a larger, more comprehensive scale.</p>	

<p>Issue 3: Opposition to the urban form and centres approach</p>	
<p>Option 3A: Note the submissions and make no changes (recommended)</p>	
<p>Advantages</p> <ul style="list-style-type: none"> As outlined within the Strategy, retaining the proposed urban form and centres approach will assist to respond to anticipated growth. Increasing housing density over time in existing urban areas and new growth areas 	<p>Disadvantages</p> <ul style="list-style-type: none"> Nil

will maximise development around centres, transport hubs, and corridors. Localised placemaking through spatial planning will emphasise improved amenities, restored and enhanced environmental assets, incorporating cultural values, diverse transportation choices, and addressing housing needs.

- It is estimated that between 37,000 and 43,000 new homes will need to be built over the next 30 years within the western Bay of Plenty subregion to meet housing demand, comprising a mix of detached and attached dwellings. Tauranga City will require another 30,000 to 34,000 new houses and Western Bay of Plenty District another 7,000 to 9,000 new houses for its future population. This demand is set within a context of a highly constrained environment that is subject to natural hazards, the effects of climate change and the need to protect and enhance the natural environment. The proposed urban form and centres approach provides both an up (intensification) and out (greenfield) response required to respond to growth needs of the sub region.
- The strategic approach to growth builds on the SmartGrowth Strategy 2013 approach and 2018 Future Development Strategy, both of which included full public consultation. These were premised on provision of greenfield Urban Growth Areas and the need to encourage a more compact urban form, with this approach remaining consistent through the Urban Form and Transport Initiative (refer below) and the current draft Strategy. Notwithstanding, the current draft Strategy also responds relevant changes (e.g., central government policy, market maturity in delivering higher density, and so forth) that continue to occur over time and influence implementation of the strategic outcomes.
- It is noted Structure planning and spatial planning will continue to be developed by TCC and WBoPDC for identified growth areas; and that TCC's City Centre Action and Investment Plan provides a clear vision for the city centre.
- Matters relating to the Commercial Centres Hierarchy are responded to below.

Financial implications	
Nil	
<p>Other considerations:</p> <p>Submissions raise matters relating to the need for reconsideration of UFTI's connected centres approach, including further assessment of previous options considered. The submission questions why the connected centres approach was the preferred option. The 'SmartGrowth Strategy Scenarios' report outlines the process stepped through assess options considered (including descriptions of those options and criteria considered); the report can be found at: https://www.smartgrowthbop.org.nz/articles/smartgrowth-strategy-2023-background.</p> <p>The report states that "Programme 2 – Connected Urban Villages, performed better than the other options in the assessments undertaken. However, while the philosophy behind Connected Urban Villages (Programme 2) was sound, the programme could not be completely delivered in its original form. The constraints mapping indicated that future development potential at scale is limited to the Eastern and Western corridors—and if necessary, the Northern Corridor—but only with considerable care and potentially some loss of productive soils. Balancing these factors, UFTI concluded that the optimal programme was a combination of Connected Urban Villages (Programme 2) and Two Urban Centres (Programme 3)... 'Connected Centres' combines the principles of the two programmes to develop an optimal and integrated land use and transport programme to be delivered over the next 50 years and beyond."</p>	
<p>Option 3B: Reinvestigate an alternate urban form and centres approach for the sub-region, that responds to matters raised by submitters, including:</p> <ul style="list-style-type: none"> • the need for reconsideration of UFTI's connected centres approach (including further assessment of previous options considered) • reducing urban sprawl and associated costs • providing growth with appropriate infrastructure and planning • Supporting 'hyperlocal' communities • Protect the iconic nature of Mount Maunganui North 	
<p>Advantages</p> <ul style="list-style-type: none"> • Detailed re-investigation could provide a more comprehensive understanding of the opportunities and challenges of different areas, providing more detail and direction on outcomes infrastructure, planning and community outcomes. 	<p>Disadvantages</p> <ul style="list-style-type: none"> • The proposed urban form approach builds on significant and recently completed work, including the Urban Form and Transport Initiative and Transport Systems Plan. It is important to balance the benefits with the practical constraints of time, resources, and the overarching goals of an urban growth strategy. • As outlined in the 'SmartGrowth Strategy Scenarios' report, a comprehensive approach to assess options has been considered (including descriptions of those options and criteria considered); the report can be found at:

<https://www.smartgrowthbop.org.nz/articles/smartgrowth-strategy-2023-background>.

- The current strategy, based on best practice urban form and supported by key directives, aims to address key concerns such as reducing urban sprawl, ensuring appropriate infrastructure and planning, and supporting local communities.
- Re-investigation will be time-consuming and resource-intensive, causing delays in the formulation and implementation of the urban growth strategy. Further detailed work in relation to supporting infrastructure and planning, potential growth areas, specific localised community outcomes (hyperlocal communities) and centres-based outcomes (such as Welcome Bay) will be provided for through structure planning, spatial planning, local area and community planning. Much of this work is underway in the form of spatial planning, Action and Investment Plans and Long Term Plan preparation.
- ‘Hyperlocal communities’ is a concept that can be facilitated through proactive engagement with communities as local planning occurs with those communities. This is supported through the 15minute neighbourhood concept integrated into the Strategy.
- Excessive detail might lead to overemphasis on specific areas, neglecting the broader regional context and potentially hindering the adaptability of the strategy.
- Recognition of the values of Mount Maunganui North are appropriately recognised through the Mount to Arataki Spatial Plan and Tauranga City Plan processes, which include assessment of coastal character, cultural view shafts and other relevant matters. Plan Change 33 is currently subject to the outcomes of the hearings process, with recommended decisions from the Independent Hearings Panel anticipated in March 2024.

Financial implications	
Reinvestigation would require significant operational expenditure to progress, including consultant fees and engagement costs.	
Other considerations: refer above; in relation to values of Mount Maunganui North, this matter has been considered through the Mount to Arataki Spatial Plan and Plan Change 33 processes.	
Option 3C: Make amendments to the SmartGrowth Strategy 2023 to respond to contradictions between growth numbers for the Western Corridor.	
Advantages <ul style="list-style-type: none"> • Nil 	Disadvantages <ul style="list-style-type: none"> • No change to the growth numbers for the Western Corridor is considered necessary – the housing numbers in the Strategy have been informed by the Housing and Business Capacity Assessment and information from the councils. It is noted in the Strategy that the wider Western Corridor area, which includes Tauriko West and Keenan Road, is being investigated as a Specified Development Project under the Urban Development Act 2020. Changes in the extent, timing, type, and scale of urban development may follow from this.
Financial implications	
There are no direct financial implications.	
Other considerations: Nil	

Issue 4: Commercial centres	
Option 4A: Note the submissions and make no changes	
Advantages <ul style="list-style-type: none"> • As outlined within the Strategy, “a key component of the connected centres approach will be establishing a commercial centres strategy throughout the sub-region to ensure that centres can thrive and meet the outcomes of UFTI in creating an integrated land use and transport network”. • It is acknowledged in the strategy that “further work is also required in terms of developing a detailed sub-regional commercial centres strategy. This will form part of the Implementation Plan supporting this strategy”. 	Disadvantages <ul style="list-style-type: none"> • It is acknowledged that there is the need for further work on a commercial strategy, in the form of a Centres Hierarchy Study that considers the hierarchy at a sub-regional scale. With no <u>specific directive</u> for a Commercial Centres Hierarchy, the current hierarchy outlined in the Strategy may be perceived to be the final position on the hierarchy.

<p>This will assist with ongoing refinement of commercial and local area planning, economic sustainability of centres, transport and community planning.</p> <ul style="list-style-type: none"> • Providing for the changes to the status of status of Wairakei, Gate Pā and Tauranga Crossing without further consideration of the wider sub-regional commercial hierarchy and context may result in predetermined outcomes that are not based on a consistent approach of all centres and therefore erroneous. As such, it is considered appropriate to develop a detailed sub-regional commercial centres strategy and update the SmartGrowth Strategy in due course, when this is completed. 	
<p>Financial implications</p>	
<p>Costs associated with undertaking the Centres Hierarchy study.</p>	
<p>Other considerations: TCC and WBoPDC will prepare a Commercial Centres Hierarchy assessment as part of proposed district and city plan changes proposed. TCC have recently approved a City Plan work programme including a Commercial and Industrial Plan Change. This will include the need to complete a Commercial Centres Hierarchy. Any work undertaken in this regard will be considered at a sub-regional level.</p> <p>It is also noted that the Strategy has reflected as much of Plan Change 33 as possible, noting that the decisions may change this. Plan Change 33 is currently subject to the outcomes of the hearings process, with recommended decisions from the Independent Hearings Panel anticipated in March 2024.</p>	
<p>Option 4B: Note the submissions and include an action in the Implementation and Funding Plan as follows: <i>“Working with partners and key stakeholders, prepare and implement a Commercial Centres Hierarchy for the sub-region, to assist in future planning and decision making.”</i> This shall include assessing the status of Wairakei, Gate Pā and Tauranga Crossing, including collaboration and integration between SmartGrowth partners and key stakeholders, as appropriate. (recommended)</p>	
<p>Advantages</p> <ul style="list-style-type: none"> • As outlined within the Strategy, “a key component of the connected centres approach will be establishing a commercial centres strategy throughout the sub-region to ensure that centres can thrive and meet the outcomes of UFTI in creating an integrated land use and transport network”. • The Strategy includes a comprehensive overview of the proposed approach to centres planning, including an <u>indicative</u> hierarchy (page 104). It is acknowledged in the strategy that “further work is also required 	<p>Disadvantages</p> <ul style="list-style-type: none"> • Following completion of the centres Hierarchy by TCC and WBoPDC, some refinements to the Strategy may be required. • There will be some time required to undertake the studies; however, this is required to ensure the outcomes are well informed.

in terms of developing a detailed sub-regional commercial centres strategy. This will form part of the Implementation Plan supporting this strategy". This will assist with ongoing refinement of commercial and local area planning, economic sustainability of centres, transport and community planning.

- Providing for the changes to the status of status of Wairakei, Gate Pā and Tauranga Crossing without further consideration of the wider sub-regional commercial hierarchy and context may result in predetermined outcomes that are not based on a consistent approach of all centres and therefore erroneous. As such, it is considered appropriate to develop a detailed sub-regional commercial centres strategy and update the SmartGrowth Strategy in due course, when this is completed.
- It is recommended that the Centres hierarchy work be completed by TCC and WBoPDC, with collaboration between the Council's and with SmartGrowth Partners as appropriate through the processes (acknowledging that each Council will have local considerations and stakeholders to engage with through their respective processes.
- The proposed approach will provide for appropriate engagement with partners and key stakeholders through the process, which may otherwise not occur with changes to the centres through the current process.
- Based on the above, it is recommended that an additional Urban form and centres directive be added, as follows: *"Working with partners and key stakeholders, prepare and implement a Commercial Centres Hierarchy for the sub-region, to assist in future planning and decision making."* The method of preparing the Commercial Centres Hierarchy shall worked through with TCC and WBoPDC and in conjunction with their existing work programmes.

Financial implications

Costs associated with undertaking the Centres Hierarchy study.

Other considerations: TCC and WBoPDC will prepare a Commercial Centres Hierarchy assessment as part of proposed district and city plan changes proposed. TCC have recently approved a City Plan work programme including a Commercial and Industrial Plan Change. This will include the need to

complete a Commercial Centres Hierarchy and respond to direction provided by the national Policy Statement on urban Development and National Planning Standards. Any work undertaken in this regard will be considered at a sub-regional level.

Option 4C: Update the status of Wairakei, Gate Pā and Tauranga Crossing commercial centres status in response to the submissions received.

Advantages

- it is acknowledged that there is a need for further work on a commercial strategy, in the form of a Centres Hierarchy Study that considers the hierarchy at a sub-regional scale. This will assist with ongoing refinement of commercial and local area planning, economic sustainability of centres, transport and community planning.
- Updating the status of particular centres has the potential to provide key stakeholders with some further certainty as to their status.

Disadvantages

- Notwithstanding the advantages, without the prerequisite assessment, this information may still be subject to change and it is inappropriate to change any single centre without a full assessment. This includes engagement with a wide range of partners and key stakeholders.
- Without the required assessment as part a Commercial Centres Hierarchy study (taking into account wider hierarchy and contextual analysis), there is potential that a change may not correctly reflect the future proposed hierarchy. This may lead to impacts on policy decision making and investment.
- Further work is required on a commercial strategy in the form of a Centres Hierarchy Study that considers the hierarchy at a sub-regional scale. This will assist with ongoing refinement of commercial and local area planning, economic sustainability of centres, transport and community planning.
- It is recommended that the Centres hierarchy work be completed by TCC and WBoPDC, with collaboration between the Council's and with SmartGrowth partners as appropriate through the processes (acknowledging that each Council will have local considerations and stakeholders to engage with through their respective processes).
- The proposed approach will provide for appropriate engagement with partners and key stakeholders through the process, which may not otherwise occur with changes to the centres through the current process.

Financial implications

Costs associated with undertaking the Centres Hierarchy study.

Other considerations: TCC and WBoPDC will prepare a Commercial Centres Hierarchy assessment as part of proposed district and city plan changes proposed. TCC have recently approved a City Plan work programme including a Commercial and Industrial Plan Change. This will include the need to complete a Commercial Centres Hierarchy and respond to direction provided by the national Policy Statement on urban Development and National Planning Standards. Any work undertaken in this regard will be considered at a sub-regional level.

It is also noted that the Strategy has reflected as much of Plan Change 33 as possible, noting that the decisions may change this. Plan Change 33 is currently subject to the outcomes of the hearings process, with recommended decisions from the Independent Hearings Panel anticipated in March 2024.

Recommended Decision
Issue 1: Support for the proposed urban form and centres approach
Option 1A: Note the submissions and make no changes
Issue 2: Open space provision
Option 2A: Note the submissions and make no changes
Issue 3: Opposition to the urban form and centres approach
Option 3A: Note the submissions and make no changes
Issue 4: Commercial centres
Option 4B: Note the submissions and include an action in the Implementation and Funding Plan as follows: <i>“Working with partners and key stakeholders, prepare and implement a Commercial Centres Hierarchy for the sub-region, to assist in future planning and decision making.”</i> This shall include assessing the status of Wairakei, Gate Pā and Tauranga Crossing, including collaboration and integration between SmartGrowth partners and key stakeholders, as appropriate.

Decision: Issue 1: Support for the proposed urban form and centres approach
Option 1A: Note the submissions and make no changes
Reason
<ul style="list-style-type: none"> As outlined within the Strategy, retaining the proposed urban form and centres approach will assist to respond to anticipated growth. Increasing housing density over time in existing urban areas and new growth areas will maximise development around centres, transport hubs, and corridors. Localised placemaking through spatial planning will emphasise improved amenities, restored and enhanced environmental assets, incorporating cultural values, diverse transportation choices, and addressing housing needs. The Transport System Plan includes ongoing improvements to the sub-region’s transport system of roads, rail, public transport, walking, cycling, parking and travel demand management. It is acknowledged that investment is required to support the proposed urban form and centres approach, particularly as it relates to movement. The need for ‘radical change to the delivery, funding and financing model for growth has been identified’ as a key directive, to support transport and urban form related outcomes.
Decision: Issue 2: Open space provision
Option 2A: Note the submissions and make no changes
Reason
<ul style="list-style-type: none"> Recognition for the need to support existing and future community wellbeing through provision of appropriate open space is well captured within the Strategy and considered adequate. This includes a key growth directive in the ‘Te Taiao – our environment’ section, which includes developing “an interconnected network of open spaces, reserves and ecological corridors”. The Urban Form and Centres section recognises the need for planning to include green spaces and “identify key reserves, open space networks and

determine if additional upgrades or space is required.” Outcomes for open space and amenities are also supported through the Social Infrastructure section.

- TCC’s and WBOPDC’s open space, parks and reserves management and planning documents support this outcome through a programme of open space enhancements, including identifying improvements to reserves, open space networks and determining if additional upgrades or space is required.

Decision: Issue 3: Opposition to the urban form and centres approach

Option 3A: Note the submissions and make no changes

Reason

- As outlined within the Strategy, retaining the proposed urban form and centres approach will assist to respond to anticipated growth. Increasing housing density over time in existing urban areas and new growth areas will maximise development around centres, transport hubs, and corridors. Localised placemaking through spatial planning will emphasise improved amenities, restored and enhanced environmental assets, incorporating cultural values, diverse transportation choices, and addressing housing needs.
- It is estimated that between 37,000 and 43,000 new homes will need to be built over the next 30 years within the western Bay of Plenty subregion to meet housing demand, comprising a mix of detached and attached dwellings. Tauranga City will require another 30,000 to 34,000 new houses and Western Bay of Plenty District another 7,000 to 9,000 new houses for its future population. This demand is set within a context of a highly constrained environment that is subject to natural hazards, the effects of climate change and the need to protect and enhance the natural environment. The proposed urban form and centres approach provides both an up (intensification) and out (greenfield) response required to respond to growth needs of the sub region.
- The strategic approach to growth builds on the SmartGrowth Strategy 2013 approach and 2018 Future Development Strategy, both of which included full public consultation. These were premised on provision of greenfield Urban Growth Areas and the need to encourage a more compact urban form, with this approach remaining consistent through the Urban Form and Transport Initiative and the current draft Strategy. Notwithstanding, the current draft Strategy also responds relevant changes (e.g., central government policy, market maturity in delivering higher density, and so forth) that continue to occur over time and influence implementation of the strategic outcomes.
- It is noted Structure planning and spatial planning will continue to be developed by TCC and WBoPDC for identified growth areas; and that TCC’s City Centre Action and Investment Plan provides a clear vision for the city centre.
- Further detailed work in relation to supporting infrastructure and planning, potential growth areas, specific localised community outcomes (hyperlocal communities) and centres-based outcomes (such as Welcome Bay) will be provided for through structure planning, spatial planning, local area and

<p>community planning. Much of this work is underway in the form of spatial planning, Action and Investment Plans and Long Term Plan preparation.</p> <ul style="list-style-type: none"> • 'Hyperlocal communities' is a concept that can be facilitated through proactive engagement with communities as local planning occurs with those communities. This is supported through the 15minute neighbourhood concept integrated into the Strategy. • Recognition of the values of Mount Maunganui North are appropriately recognised through the Mount to Arataki Spatial Plan and Tauranga City Plan processes.
<p>Decision: Issue 4: Commercial centres</p>
<p>Option 4B: Note the submissions and include an action in the Implementation and Funding Plan as follows: <i>"Working with partners and key stakeholders, prepare and implement a Commercial Centres Hierarchy for the sub-region, to assist in future planning and decision making."</i> This shall include assessing the status of Wairakei, Gate Pā and Tauranga Crossing, including collaboration and integration between SmartGrowth partners and key stakeholders, as appropriate.</p>
<p>Reason</p>
<ul style="list-style-type: none"> • As outlined within the Strategy, "a key component of the connected centres approach will be establishing a commercial centres strategy throughout the sub-region to ensure that centres can thrive and meet the outcomes of UFTI in creating an integrated land use and transport network". • The Strategy includes a comprehensive overview of the proposed approach to centres planning, including an <u>indicative</u> hierarchy (page 104). It is acknowledged in the strategy that "further work is also required in terms of developing a detailed sub-regional commercial centres strategy. This will form part of the Implementation Plan supporting this strategy". This will assist with ongoing refinement of commercial and local area planning, economic sustainability of centres, transport and community planning. • Providing for the changes to the status of status of Wairakei, Gate Pā and Tauranga Crossing without further consideration of the wider sub-regional commercial hierarchy and context may result in predetermined outcomes that are not based on a consistent approach of all centres and therefore erroneous. As such, it is considered appropriate to develop a detailed sub-regional commercial centres strategy and update the SmartGrowth Strategy in due course, when this is completed.

Date approved:

Approved by: