



Section 2 – Strategic Alignment

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2 Strategic Alignment

2.1 General

The Development Code (the Code) does not exist in a vacuum. Instead the Code is a tool that helps to implement a variety of strategic aims for the Western Bay of Plenty District Council.

Historically the Code has been a largely technical document, aimed at ensuring the assets that either council builds, or which are built by developers and then vested to one of the councils, are built to an appropriate standard and that appropriate processes have been followed. This remains a core aim of the Code.

However, this version of the Code is intended to be broader in scope than previous versions. It will outline the strategic context that Council operates within and which infrastructure development will need to support. This strategic context will have down-stream impacts on the form of infrastructure that needs to be developed, and the function that that infrastructure needs to fulfill.

2.2 SmartGrowth Strategy and Implementation Plan

SmartGrowth is a strategy aimed at developing and implementing a plan for managing growth in the Western Bay of Plenty. This programme's social, economic and environmental goals can be achieved in a sustainable way leading up to 2050 and is being led by Environment Bay of Plenty, Tauranga City Council, Western Bay of Plenty District Council, and Tangata Whenua, on behalf of the community.

The SmartGrowth Strategy has been developed to provide a clear and unambiguous signal to the community on the long-term strategy the sub-region will adopt to manage growth.

Some of the key components within the Strategy include:

- Identification of the settlement pattern including an urban limit for the 50-year planning period
- Issues around location and nature of residential housing
- The principles of urban design
- Economic development (including the provision of adequate business land)
- Transportation and infrastructure development
- Open space and opportunities for sports, arts and leisure activities

Within these areas and others in the Strategy there are a wide range of actions covering a full spectrum of issues. Detailed information is provided for each action including an explanation, timeframe for completion, a list of lead and support agencies and cost estimates.



SmartGrowth's impact on the Code

SmartGrowth identifies the Code as a key implementation document that will incorporate changes and initiatives arising from SmartGrowth such as:

- Sustainable infrastructure
- Comprehensive urban design (urban design guidelines)
- Maximum and minimum levels of service
- Technical engineering
- Communications technology

SmartGrowth also acknowledges that changes will need to be made to the District Plan in order to give effect to some of the above issues in the Code.

For this reason, the Code has been restructured at the same time as the District Plan, and gives effect to the District Plan, with direct links between the two documents.

The following Council strategies are therefore given effect through the Code.

2.3 Walking and Cycling Strategy

Draft Vision: "To create a safe and accessible walking & cycling environment which encourages people to walk and cycle for both leisure and as transportation".

In order to fulfill the Vision for walking & cycling within the District three key objectives have been developed. These are:

- i. To make walking & cycling a more viable and convenient method of transport within the District
- ii. To improve the safety of walking & cycling within the District
- iii. To ensure that cycling and walking are promoted in the Council's land use and transport planning policies

Achieving the Strategy Objectives

A series of policies has been developed. These policies are statements of Council commitment.

- i. To make walking & cycling a more viable and convenient method of transport within the District: The future sustainability of our towns will be greatly improved by increasing the level of walking and cycling within the community. To date the Council has made investment into footpaths and road improvements but there remains a need to maximise the potential that walking and cycling can make to local transportation networks, the environment and the health of our communities.
- ii. To improve the safety of walking and cycling within the District: Whilst the safety of cyclists and pedestrians is clearly an important issue in terms of existing crash statistics, it is the



perception of walking and especially cycling safety, which is one of the most significant factors to address. Despite a relatively low level of overall accidents involving pedestrians and cyclists, the safety issue is one which residents commonly cite as that which puts them off walking and cycling.

- iii. To ensure that cycling and walking are promoted in Council's land use and transport planning, engineering and development policies.

In order to provide a legislative framework which ensures that the objectives of the walking and cycling strategy are met, Council policies must reflect the aims of the strategy and incorporate the actions within departmental agendas. The policy context for this strategy has illustrated how walking and cycling links to many sectors (health, environment & transport) and it is therefore crucial that the aims of the strategy are communicated across all departments and between regional and local organisations to ensure emerging policy reflects this.

2.4 Built Environment Strategy

Vision: The Western Bay of Plenty District Council guides development to ensure that the environment is valued, people enjoy a healthy and safe lifestyle that offers a choice for our diverse community; a District that residents love.

The Built Environment Strategy aims to guide the development of a sustainable built environment, taking the surrounding environment into consideration. The Strategy is based on:

- The community outcomes as included in SmartFuture
- The built environment directives included in SmartGrowth and the Bay of Plenty Regional Policy Statement
- National strategies, e.g. New Zealand Urban Design Protocol and National Guidelines for Crime Prevention through Environmental Design

Council would like to encourage a different way of thinking in executing development. It is about 'how my development can contribute to the community' as opposed to 'how the community can contribute towards my development'.

The objectives of the Built Environment Strategy are as follow:

- Provide guidelines to manage the effects of growth in both urban and rural areas
- Ensure that the scale of new development is in relation to the existing built environment
- Ensure proper integration between the public and private environment
- Promote the diversification of transport options
- Prevent crime through environmental design principles
- Protect and promote our heritage



- Recognise the relationship of Tangata Whenua to the built environment
- Ensure the development of functional and quality open space systems
- Ensure that the built environment caters for the entire community
- Build on the existing local identity and pride in the community
- Avoid or mitigate adverse effects of development on our natural environment
- Address issues related to affordability with diversity of housing options
- Integrate live, work and play principles

2.4.1 The Built Environment Strategy's Impact on the Code

The Built Environment Strategy advocates for more sustainable practices and encourages the following:

- Using designs and materials that will minimise stormwater run-off
- Treatment of stormwater at household and neighbourhood level before entering waterway
- Development of energy efficient buildings
- Use of renewable energy
- Practices that will save water