

# Western Bay of Plenty Subregion

This proposal covers the Western Bay of Plenty subregion. This incorporates Tauranga City and Western Bay of Plenty District geographical areas. The authorities that are party to this proposal are:

1. Tauranga City Council
2. Western Bay of Plenty District Council
3. Bay of Plenty Regional Council
4. Priority One (Economic Development Agency)
5. Tauranga Moana Combined Tangata Whenua Forum

Western Bay of Plenty's Urban Growth Partnership, SmartGrowth, is a supporting partner.

The Western Bay of Plenty subregion has close working relationships across all three councils, which have existing growth partnerships and established plans in place. We are ready to go.

Primary contacts for this proposal:

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# 1 | Executive Summary

## Leading New Zealand's Growth

Our 30-year vision is to lead New Zealand's growth by:

1. Boosting export earnings
2. Enabling future growth
3. Creating a sustainable, resilient and liveable city

The Western Bay of Plenty subregion represents one of the strongest opportunities for economic growth in New Zealand. Our location in the Golden Triangle, good climate, and New Zealand's largest port make us an attractive destination for investment, businesses and people. Growth in our area has been rapid in the past few decades and we are now experiencing constraints. We need to remove barriers to future growth. Our Future Development Strategy (FDS) will deliver 40,000<sup>1</sup> houses, 35,500 jobs and 600ha+<sup>2</sup> of industrial land within the first 30 years, and will contribute towards an additional 70,000<sup>3</sup> houses (beyond 30 years). This will drive our 4.6% annual average GDP growth<sup>4</sup>. Councils are committed to growth and have already enacted plan changes that enable intensification alongside commitments to Greenfield Land Development through their long term plans (LTP).

We are stable, well aligned, and have a track record and willingness to adopt new approaches to achieve our collective outcomes. The initiatives and projects within this regional deal will target growth and align with our 30-year vision. The main initiatives are:

1. **Deliver the Western and Northern Corridors** with major roading projects - Tauriko Network Connections and Takitimu North Stage 2, enabling housing and industrial land development.
2. **Develop the Eastern Corridor** by unlocking key land development projects; Te Tumu, Rangioru and Te Kāinga.
3. **Enable Exports, Resilience and Decarbonisation of freight** led by the Connecting Mount Maunganui project.

Collectively they will leverage central and local government investment in infrastructure to unlock and accelerate additional land for housing and industry. A stable platform for continued export growth through improved connectivity to the Port of Tauranga will deliver national economic benefit. Central to the success of this deal will be the ability to deliver, this will be enabled by a strengthened SmartGrowth partnership and intent to form a dedicated delivery vehicle (ideally in partnership with government) for land development.

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<sup>1</sup> FDS Residential Growth Allocations (30 years)

<sup>2</sup> FDS Business Employment Land

<sup>3</sup> FDS Residential Growth Allocations (Beyond 30 years)

<sup>4</sup> WBP Sub Regional Average GDP compound annual growth rate over the last 10 years is 4.6%

**Table 1 Total Enabled Residential Growth<sup>5</sup> (SmartGrowth Future Development Strategy)**

HOUSING	Residential Growth Allocation		
	FDS	FDS	
	1-30 Years	30+ Years	Total
Northern Corridor	4,380	10,000	14,380
Central Corridor	13,890	22,000	35,890
Eastern Corridor	11,920	21,300	33,220
Western Corridor	9,290	14,500	23,790
Papakainga	579	1,500	2,079
<b>TOTAL</b>	<b>40,059*</b>	<b>69,300*</b>	<b>109,359*</b>

*\* In this proposal the numbers used are generally rounded to 40,000, 70,000 and 100,000*

There are three core commitments that we will seek from central government:

- A. **Certainty of investments and delivery timeframe** for core transport investments (largely part of the Roads of National Significance programme (RONS), which are needed to enable land development.
- B. **Provision of funding and financing tools** to ensure that growth can pay for growth.
- C. **Commitment to providing tools or legislation to fast-track developments** and ensure that the path to enabling land and housing developments is efficient and timely.

The partners of this regional deal will commit to ensuring that land is developed quickly and capital is provided for infrastructure for swift delivery of these projects. Tauranga City Council elections in 2024 provide the subregion with stability of leadership and a mandate until 2028. This proposed regional deal will be significant for New Zealand, we will be able to form a constructive and beneficial agreement with the Government with urgency, and deliver actions over the next 12 months

Growth infrastructure funding is a well-known challenge for councils and ratepayers, which hampers land development and fails to keep up with demand. This regional deal will accelerate the provision of land for housing, assist intensification, and allow councils to provide the necessary infrastructure at the time of demand. We forecast that 40,000 - 100,000+ houses would be enabled long term through this deal, with a subregional approach that will include local and central government, Tangata Whenua, developers and local community trusts. Papakainga housing also represents a considerable opportunity to unlock housing; the subregion has developed a 10-year pipeline for this, requiring an integrated response.]

## 2 Alignment with the Strategic Framework

[Subregional economic growth (GDP) is expected to increase at an average of 4.6% per year through this regional deal, compared to approximately half that, should the current barriers remain. Economic growth would be realised through residential and industrial development, trade and increased exports, with an expected additional 35,500 jobs created. The subregion has historically outperformed New Zealand's rate of economic growth; 4.6% compares very favourably to medium term economic forecasts (2.34% over the next 5 years according to Treasury<sup>6</sup>).

<sup>5</sup> FDS Residential Housing Allocations.

<sup>6</sup> <https://www.treasury.govt.nz/publications/efu/half-year-economic-and-fiscal-update-2024>

Delivery of connected and resilient infrastructure is a core outcome of this proposed regional deal. It directly supports both a growing economy and the need to support New Zealand's key export port. It includes major transport infrastructure, through the Roads of National Significance (RONS), and local transport and water infrastructure. This investment will enhance connectivity and resilience within the upper North Island and drive export growth.

The Western Bay of Plenty subregion suffers from acute housing shortage and affordability. This region has not met the Tier 1 National Policy Statement for Urban Development (NPS-UD) requirements since they were introduced. The situation has worsened over the past few years despite all the tools in the current toolbox being applied. This regional deal will provide new tools to help local councils to address this with increased financial capacity and streamlined process to enable more housing development. Greenfields Land Development at Tauriko and Te Tumu in particular would be accelerated with these tools.

This regional deal aligns with secondary objectives through private sector collaboration, such as the Port, export sectors (such as kiwifruit) and private sector developers. Local and central government will work closely in an existing partnership (SmartGrowth) to ensure that growth is enabled and infrastructure is delivered in a timely way, and will require the adoption of new tools to do so. This proposal will help mitigate resilience risks to the subregion and New Zealand's largest port. ]

### 3 What drives growth in your region?

[The Western Bay of Plenty is an economic powerhouse, delivering unparalleled economic results for New Zealand. GDP has increased 148% since the year 2000, compared to a New Zealand increase of 87%. In this region, jobs in the economy have grown by 94% (55% for NZ), and business units have grown by 85% (60% for NZ). Population has increased by 76%, double the national rate of 38% in the same period.

Drivers of this growth have been varied. The Port of Tauranga is a key economic asset and as a result, businesses have been drawn to the region, helped by the location within the Golden Triangle. Availability of commercial land (such as the Tauriko Business Estate) near the Port has led to expansion of businesses, particularly in the construction sector. This is further boosted by strong export industries. Kiwifruit, in particular, brings a large amount of economic value, with Zespri headquartered here and annual orchard gate returns totalling over \$2b<sup>7</sup>. We are a desirable place for people to live, work, study and visit, with close proximity to Auckland and Hamilton, and a great climate.

Future growth prospects are equally significant for the subregion. Growth expectations for kiwifruit are very strong, with New Zealand production expected to double in the next 10-year period. Population is expected to increase in line with forecasts for the upper North Island and will be supported by strong job creation. Growing innovative industries, such as aquaculture, will allow increased economic diversity and develop new export streams. We expect to increase highly skilled employers in line with The University of Waikato's expansion in Tauranga and be an attractive place for foreign direct investment. The Port of Tauranga enables over 50% of New Zealand's export trade and contributes to the national agenda of doubling export revenue and improving productivity.

The region has a clear plan for future growth and the ability to generate significant export income if the right tools are put in place. To enable this, we need certainty of government infrastructure investment, provision of funding and financing tools, and commitment to bring developments forward. This regional deal will enable growth of 35,500 jobs, 40,000+ houses and will drive an expected 4.6% GDP growth. The estimated GDP derived from housing alone is estimated to be \$6.35b<sup>8</sup>.

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<sup>7</sup> Zespri Annual Report 2024

<sup>8</sup> Priority One/NZIER Economic Analysis 2024/25.

**Table 2** 2025 Estimated GDP from Housing Development.

Region	Tauranga	Western Bay of Plenty	Total
Additional housing supply	30,450	9,609	40,059*
People per dwelling <sup>9</sup>	2.70	2.60	
Population growth	79,515	24,983	104,498
GDP per capita (\$) <sup>10</sup>	\$65,994	\$44,026	
GDP growth (\$ billions)	\$5.25b	\$1.1b	\$6.35b
* In the proposal, this number is expressed rounded to 40,000 houses in total. The detailed figure is used for the GDP calculation.			

## 4 Central and Local Government Partnerships

The Western Bay of Plenty has SmartGrowth, a long established, successful Urban Growth Partnership. SmartGrowth includes the three local councils and central government agencies (particularly MHUD, KO, NZTA and DIA), Tangata Whenua, and Priority One (economic development agency), and consults the community on growth plans. The development sector are involved in the work of the Partnership through several channels, including a well-supported Development Sector Group. Tangata Whenua has established forums in support of subregional growth plans and Māori housing, providing a key connection to Māori land opportunities and will play a strong role in helping to deliver on regional deal benefits in this area.

SmartGrowth actively promotes alignment between entities managing growth within the Western Bay of Plenty on long-term spatial planning and future development strategies. It has a strong link to the Western Bay of Plenty Transport System Plan – a transport planning and prioritisation function. SmartGrowth has now moved from strategy to a delivery focus, which includes restructuring of its joint governance arrangements to respond effectively to government reforms.

We have a track record of embracing new methods to solve barriers to growth – such as using Infrastructure Funding and Financing Tools (IFF) and participating in the investigation of a Specified Development Project (SDP). There are several subregional projects in the Fast-track Approvals Act, including the Port of Tauranga, energy sector and land developments. Where relevant, the SmartGrowth partners<sup>11</sup> are working with these projects to ensure they are incorporated into spatial and infrastructure plans. The subregion has actively implemented tolls for the past 30 years to deliver its strategic roads: including the Tauranga Harbour Bridge; Tauranga Eastern Link; and Takitimu Drive.

Water reforms are being advanced - Tauranga City Council and Western Bay of Plenty District Council are working together on Local Waters Done Well (LWDW). This is an extension of the current arrangements that includes joint contracts and shared services. Tauranga City Council elected members formally resolved in December 2024 that the preferred way forward is “the establishment of a three-water jointly owned Council Controlled Organisation (CCO), which is mutually beneficial for Tauranga City Council and partner councils”. Both councils have resolved to work together to progress the option of establishment of a jointly owned CCO. While Western Bay of Plenty District Council has not yet passed a formal resolution on a preferred option, with a decision due 3<sup>rd</sup> March 2025, the Mayor and CEO are actively supporting the councils working together. Work on progressing this joint CCO option includes alignment of consultation material. Options of working with a larger group of councils are also being progressed, the most advanced being consideration of a four-council arrangement alongside Whakatāne District Council and Thames Coromandel District Council.

<sup>9</sup>Statistics NZ – Census

<sup>10</sup>Mid-year 202: MBIE's MTAGDP database

<sup>11</sup> Smart Growth Partners: TCC, BOPRC, WBDC, Tangata Whenua, Central Government.

The subregion confirms that it intends to meet expectations for other reforms and has actively participated in some already. RMA reforms, Going for Housing Growth, adopting MDRS rules and the Infrastructure Priorities Programme (IPP) are of particular importance given the housing challenges the region faces.

There is an expectation that policy and legislation reform will form a major component of a regional deal for this area. We are seeking to remove barriers to land development to enable future growth, this is especially relevant in areas where central government infrastructure is planned (e.g. Tauriko West). We anticipate this will take the form of new tools for funding and financing, and for streamlining zoning and consenting processes.]

## 5 Commitment to Regional Spatial Priorities

[The Future Development Strategy<sup>12</sup> has been developed and published by SmartGrowth and approved by partners in August 2024. This adopts a 'Connected Centres'<sup>13</sup> growth scenario and assumes a population of 400,000 over the next 30 - 50 years (currently 224,800). It identifies areas for growth, development and improvement including housing, business, transport and infrastructure, and takes into account the environment along with the challenges the subregion faces.

The Future Development Strategy is in accordance with the National Policy Statement – Urban Development (NPS-UD). This is supported by an implementation, funding and financing plan, along with resource management and monitoring. The proposed initiatives in this deal have been specifically identified as critical.

Through SmartGrowth, the subregion has shown commitment to growth and has developed plans accordingly, however lacks the tools to adequately implement these plans at pace. The gaps lie with funding and financing tools, and fast-track consenting. Reliance on transport funding cycle is a barrier, as the National Land Transport Plan (NLTP) is three years, which is misaligned with LTP cycle, at 10 years. Transport infrastructure plays a critical role in urban development and housing. There is also an opportunity to align health and education investments with these regionally agreed plans.

This regional deal will improve implementation by providing councils with the tools to enable delivery in an efficient and timely way. There are two main improvements that we would expect to make a significant contribution. Firstly, councils need to have enhanced funding and financing tools to have the capacity to invest in infrastructure development. Secondly, policy and legislative changes to streamline planning and consenting of Greenfield Land Development, and intensification across our urban areas. ]

## 6 Capability, Capacity and Readiness to Implement and Deliver

[The SmartGrowth partnership (outlined in Central and Local Government Partnerships) incorporates all key stakeholders and provides the subregion with an existing structure and working relationships. It is envisaged that SmartGrowth would provide the basis for a delivery and governance structure. Recent changes have made SmartGrowth more delivery oriented and there is the potential to create a dedicated delivery vehicle in partnership with central government.

This regional deal will involve private sector and community providers. It will take the form of subregional housing initiatives involving Tangata Whenua, community trusts via the [REDACTED] [REDACTED] developers and councils. The Port of Tauranga will invest in infrastructure when consents are approved, and in line with transport infrastructure investments made from central and local government.

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<sup>12</sup> [SmartGrowth Strategy 2024-2074](#)

<sup>13</sup> Connected Centre's is a Spatial concept set out in the SmartGrowth Strategy.

The subregion has a successful track record in delivering multi-agency projects such as Tauriko Enabling Works (~ \$250m), Rangiuru Interchange, and Ōmokoroa/SH2 roundabout. An expert oversight group operates to ensure delivery on time and budget. The inclusion of independent, skills-based expertise is regarded as an important factor in future success.

## 7 Regional Deal Priority Projects/Initiatives

As a partnership we have undertaken a structured process to develop and select our projects. Working as a subregion, we analysed 56 projects drawn from local and regional government and business. These were analysed against our key criteria, including our regional spatial plan, and reduced to 11 core primary projects grouped into three initiatives. These projects were refined further resulting in 5 major projects that all deliver significant impact for our regional economy. The primary projects are outlined below. Secondary programmes that would benefit from general government assistance are not listed here.

1. **Deliver the Western and Northern Corridors** Unlocks land and improves housing availability. Enables inter and intra-regional freight corridors.
  - a. **Tauriko Network Connections (TNCSH29 Upgrade RONS)**
  - b. **Greenfield Land Development**
  - c. **Takitimu North Link 2 (TNL2 RONS)**
2. **Develop the Eastern Corridor** Accelerates industrial and housing land for growth.
  - a. **Greenfield Land Development**
    - i. Te Tumu
    - ii. Te Kāinga (Eastern Centre)
    - iii. Rangiuru Business Park
3. **Enable Exports, Resilience and Decarbonisation of Freight** Future-proofs port access and directly reduces transport emissions.
  - a. **Connecting Mount Maunganui (Hewletts/Hull/Totara upgrade)**

Figure 1 illustrates the location of the corridors in our region along with the major transport corridors.

Figure 1 Corridor Map

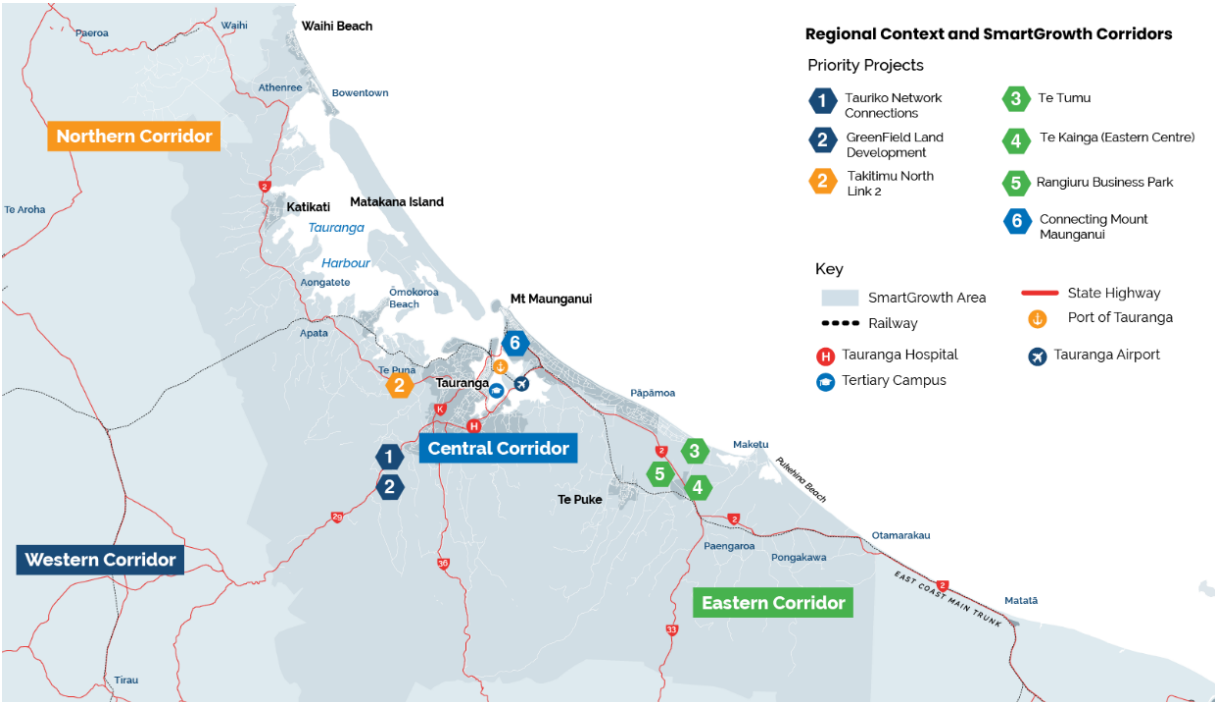




Table 3 shows the specific benefits linked to the three initiatives and primary projects.

Table 3 Specific Initiative Economic Benefits

Corridor		Specific Benefits
Western	Northern	13,000 - 24,500 Homes
		210ha Industrial Land
		18,500 Jobs
Eastern		4,200 - 12,200+ Homes
		17,000 Jobs
		148ha Industrial Land
Central/Enabling Exports		4.6% GDP Growth

The table below provides an overview of the costs and the delivery estimates across all projects at a high level.

Table 4 Initiative Summary

		Costs	Delivery
Northern Corridor			
Roading	TNL2	\$700 - \$900m	10 Years
Western Corridor			
Roading	TNC	\$2.3 - \$2.6b	10-15 Years
Greenfield Land Development	ALL	\$2.5b	15-30 Years
Eastern Corridor			
Greenfield Land Development	Rangiuru	\$500m	10 years
Greenfield Land Development	Te Tumu	\$720m	20-30 years
Greenfield Land Development	Te Kāinga	\$1.7b	30+ years
Central Corridor/Enabling Exports			
Roading	CMM	\$276m – \$373m	10 Years

TNC and TNL2 are already approved with the Roads of National Significance (RONS).

Specific and detailed responses to questions relating to each project are set out within Appendix 2.

The financial and economic information contained in this proposal is robust. Housing, employment and costing data has primarily been sourced from the SmartGrowth strategy, council LTPs and government agency business cases (e.g. NZTA), and has been independently reviewed.

Where projects extend outside the timeframe of LTPs, the costs have been sourced from the same council data and/or verified by independent sources. Economic data is sourced from Priority One, private sector, Infometrics and NZIER. Major projects are lodged with the Infrastructure Priorities Programme and have been through a structured subregional selection process for this proposal.

## 8 What will your region bring to a regional deal?

### Our subregion will commit to:

- Local infrastructure investment to enable growth outcomes, delivering houses and jobs.
- Working collaboratively with the Government to implement new funding, financing and planning tools. Acknowledging that the Government has considerable work underway in this area, including Local Water Done Well, Going for Housing Growth and RMA reform. Rollout of these tools will benefit from being implemented in partnership with local government.
- Streamlining processes to free up or consent land to meet our regional growth objectives.
  - Commitment to swift progression of all available options for development in support of the SmartGrowth strategy, including intensification and Greenfield Land Development.
- Work with government on future investment methods, including opportunities for foreign direct investment and public private partnerships.
- Investment in local roads and public transport infrastructure to support major government infrastructure investments.
- Progressing port infrastructure and fast tracking.
- A joint approach to address affordable / accessible housing, particularly for Papakainga. This will be supported by a collective of Tangata Whenua, community trusts, [REDACTED] and developers. ]

## 9 What are you seeking from central government as part of a deal?

### Certainty of investments and delivery timeframe:

- Completion of government infrastructure investments in this subregion, specifically SH29 Upgrade / Tauriko Network Connections (RONS) and SH2/Takitimu North Stage 2 (RONS).
- Agreed allocation of National Land Transport Fund (NLTF) funds to this subregion including:
  - Commitment to progressing Connecting Mount Maunganui.
  - Provision of the recommended 51% Funding Assistance Rates (FAR) contribution toward local roading spend from council.
- An agreed 10-year plan and certainty for central government investments, including for health and education portfolios in the subregion, with regionally led prioritisation.
- Progression of work around strategic issues to provide certainty to the subregion: Tauranga hospital infrastructure, the rail network, and four laning between Tauranga and Hamilton.

### Provision of funding and financing tools:

- Introduce new funding and financing tools for local government to enable growth to pay for growth.
  - These may include incentive payments or GST share for agreed levels of housing, road pricing, value capture, or financing tools such as IFF, in consultation with the subregion and alongside recent LGFA changes.

### Providing tools or legislation to fast track developments:

- [REDACTED]

- Co-ordination and support for councils to execute the growth plan for this subregion, in particular to remove barriers and streamline developments.

Support for export industries, particularly in the form of seasonal labour, skills development, decarbonisation of freight and research in marine sciences (via the Regional Infrastructure Fund).

The initial focus for this regional deal is to address infrastructure barriers to growth, however in the longer term we would expect it to evolve to include more export, productivity, inwards investment and skill-based actions, and the evaluation of a special economic zone (SEZ). ]

## 10 Further Supporting Information

Additional supporting information may be provided but may be excluded from consideration in the assessment process. Please provide a schedule of any additional supporting information provided.

[**APPENDIX 1** - Objectives, Initiatives & Projects - summary

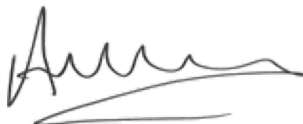





**APPENDIX 2** - Initiative & Project Details

**APPENDIX 3** - A3 Regional Deal summary – our proposal on one page.

*This proposal does not override the statutory roles and functions of the local authorities' party to the deal. Projects/initiatives, funding and/or other commitments not in a current Long-Term Plan will need to go through the relevant process for adoption prior to inclusion in a finalised Regional Deal. ]*

# 11 Approval

Please confirm that this regional deal light-touch proposal is approved by each local authority who is a party to the proposal, as listed in Page 1. You could do this by each local authority providing a signatory or have it signed by an authorised person on behalf of all local authorities to be partners to the regional deal.

Approval of proposal
<p><b>Title of the proposal:</b> Western Bay of Plenty subregion - Leading New Zealand's Growth Chair/Mayor names and signatures</p> <p><b>Tauranga City Council</b> Mayor Mahé Drysdale</p>  <p><b>Western Bay of Plenty District Council</b> Mayor James Denyer</p>  <p><b>Bay of Plenty Regional Council</b> Chair Doug Leeder</p>  <p><b>SmartGrowth Combined Tangata Whenua Forum</b> Co-Chairs Matire Duncan, Matemoana McDonald</p>   <p><b>Priority One Western Bay of Plenty Inc.</b> Chair Todd Muller ]</p>  <p>Date: 25/02/2025</p>

## **12 APPENDIX 1 – Objectives, Initiatives & Projects**



30 Year <b>VISION</b>	<b>Leading New Zealand's Growth</b>		
<b>OUTCOMES</b>	<ol style="list-style-type: none"> <li>1. Boost Export Earnings</li> <li>2. Enable Future Growth</li> <li>3. Create a Sustainable, Resilient &amp; Liveable City</li> </ol>		
<b>Initiatives</b>	<b>Deliver the Western &amp; Northern Corridors</b> Unlocks land and improves housing availability and regional freight corridors.	<b>Develop the Eastern Corridor</b> Accelerates industrial and housing land for growth.	<b>Enable Exports, Resilience &amp; Decarbonisation of Freight</b> Future proofs Port access and directly reduces transport emissions.
<b>Primary Projects</b>	<ul style="list-style-type: none"> <li>✓ Tauriko Network Connections (SH29 upgrade RONS)</li> <li>✓ Land development – housing &amp; industrial (incl. Tauriko West)</li> <li>✓ Takitimu North Link Stage 2 (RONS)</li> </ul>	<ul style="list-style-type: none"> <li>✓ Land development – planning and infrastructure (Te Tumu / Te Kāinga / Rangiuru)</li> </ul>	<ul style="list-style-type: none"> <li>✓ Connecting Mount Maunganui (Hewlett's / Hull / Tōtara upgrade)</li> </ul>
<b>Secondary Projects</b>	<ul style="list-style-type: none"> <li>→ Energy Demand &amp; Resilience</li> <li>→ Marine Research Station (RIF proposal)</li> <li>→ Horticulture Workforce (RSE immigration settings)</li> <li>→ Tertiary Precinct / Student Accommodation (Crown land transfer)</li> <li>→ Social Housing (affordable homes enabled through policy)</li> <li>→ Health facilities for current demand &amp; future growth (business case)</li> <li>→ Freight decarbonisation programme for exporters (market security)</li> </ul>		
<b>Interventions</b>	<b>Funding &amp; Financing Tools:</b> Work in partnership to provide solutions to funding and financing through new & existing tools. Potential tools may include: increased debt limits, enhanced IFF, housing incentives, road tolling, time of use charging and improved working capital for developments.		
	<b>Policy &amp; Legislative Changes:</b> Streamlining existing legislation and fast-tracking to speed up development. Priority tools: RMA reform, intensification policies, urban development policies.		
	<b>Coordinated Team:</b> Central government team tasked with getting things done.		

## 13 APPENDIX 2 – Initiative & Project Detail

The three key initiatives and the primary projects within these are listed below:

1. **Deliver the Western and Northern Corridors** Unlocks land and improves housing availability and regional freight corridors.
  - a. **Tauriko Network Connections (TNC) (SH29 Upgrade RONS)**
  - b. **Greenfield Land Development**
    - i. Tauriko Business Estate
    - ii. Tauriko West
    - iii. Keenan Road
    - iv. Upper Belk Road
  - c. **Takitimu North Link 2 (TNL2 RONS)**
2. **Develop the Eastern Corridor** Accelerates industrial and housing land for growth.
  - a. **Greenfield Land Development**
    - i. Te Tumu
    - ii. Te Kāinga (Eastern Centre)
    - iii. Rangioru Business Park
3. **Enable Exports, Resilience and Decarbonisation of Freight** Future-proofs port access and directly reduces transport emissions.
  - a. **Connecting Mount Maunganui (Hewletts/Hull/Totara upgrade)**

### Risk Management

The initiatives and projects outlined within this proposal are large, long term infrastructure projects with complex risk management profiles. The specific risks in each project are not detailed within this proposal document.

For this subregional deal there is a strong focus on effective governance and operational delivery. Many of these projects are highly interconnected and have dependencies between them. They also may have common contractors drawn from a small pool of large providers. As a result a well-connected, joined up approach will assist to manage risks in a preventative and proactive manner.

A skills based approach to governance and management will ensure that we have experienced and competent people in place to ensure projects are aligned and well managed.

### 13.1 Deliver the Western & Northern Corridors

**How each project/initiative will unlock economic growth in your region or otherwise contribute to the vision of your region through a deal.**

This initiative leverages the two significant roading investments in SH29 and SH2 to unlock greenfield residential and industrial land development for housing growth and job creation. It improves the movement of goods to and from the Port of Tauranga, Hamilton and Auckland. Both of these RONS projects help to deliver the SmartGrowth Connected Centres strategy by improving intraregional transport links and spatially aligning housing with employment. This initiative also delivers productivity improvements through enhanced transport linkages.

**This initiative is underpinned by three primary projects:**

- Tauriko Network Connections
- Greenfield Land Development
- Takitimu North Link Stage 2

Tauriko Network Connections (TNC) involves upgrades to SH29, SH29A and SH36 through a mixture of improvements to the existing network and the building of a new 4-lane section of SH29 through Tauriko village. Takitimu North Link (TNL2) completes the planned Takitimu North Link between the Ōmokoroa urban growth area and Tauranga City. The Greenfield Land Development within this initiative mostly comprises of the enabling infrastructure for residential and industrial land development in and around the TNC upgrades.

**Additional supported projects within this corridor that would be enabled are:**

- Katikati urban development.
- Ōmokoroa / Apata industrial development.

**The anticipated economic costs and benefits (monetised and non-monetised) – both local and national.**

**Initiative Benefits**

This initiative, comprising of the Western and Northern Corridors, will enable 13,670<sup>14</sup> houses in the first 10-30 years and identifies another prospective 24,500<sup>15</sup>. Increased housing supply in the subregion improves housing availability and affordability. These developments would also yield an estimated 18,500 jobs within the Western Corridor which are in proximity to new housing. With a 20% increase in trips projected by 2048, it proactively resolves chronic congestion, ensuring the productivity of vital trade transport links to the Waikato and Auckland.

The monetised benefits of the Western Corridor have been estimated at \$2.43b through the Tauriko Network Connections NZTA Detailed Business Case (DBC).

In the Northern Corridor, the non-monetised benefits of the TNL programme (1&2) are estimated in the NZTA Business Case as follows:

- Improve safety to reduce deaths and serious injuries (around 45% reduction expected).
- Improve access and reduce significant congestion for local people and regional freight from the Western Bay of Plenty and Coromandel to Tauranga and the Port. Travel time reliability from Ōmokoroa to Bethlehem of 14 minutes +/- 2 minutes instead of frequent and unpredictable delays of an hour or more.
- Support greater travel choice through public transport prioritisation and shared paths, which will improve mode shift options.
- Support economic development and population growth in the Western Bay of Plenty in line with the Urban Form and Transport Initiative.
- Improved resilience of the road network.
- Additionally, this project improves resilience and productivity through providing a stronger link to the Golden Triangle for freight traffic.

**Economic Costs**

*Alternative scenarios are investigated through the business bases of the large regional projects and are not detailed in the light touch proposal.*

**The anticipated costs, any revenues and a summary of how each project/initiative will be funded**

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<sup>14</sup>FDS Residential Growth Allocations next 30 years.

<sup>15</sup>FDS Residential Growth Allocations beyond 30 years.



## Cost Summary

1. **Tauriko Network Connections (TNC)** Estimated cost between \$2.23b - \$2.6b over the delivery period.
2. **Takitimu North Link (TNL2)** Estimated cost between \$700 - \$900m over the delivery period.
3. **Greenfield Land Development** Estimated cost of \$2.5b+.

## Funding Summary

Both TNC and TNL2 are currently in the Roads of National Significance (RONS).

Greenfield Land Development could be funded through a mixture of council funding and IFF, development contributions, funding rates assistance (local roading), waters, variable road pricing, and a housing incentive for greenfield housing.

The following provides an overview of the known attributable funding stack:

Water DCs / Water growth charges – \$1,065b
Rates / DCs other vested assets / other – \$253m
DCs / Rates / Non-water growth charges – \$479m
NLTF / FAR Local Roading Contribution – \$590m

Local infrastructure (roading and water) forms a large component of the funding required for this project. Local councils will provide funding for this and expect a regional deal to provide additional methods to fund / finance the project to ensure there is available debt capacity, a lower burden on existing ratepayers and sufficient incentive for growth. These may include housing incentives, refined development contributions, and enhanced IFF.

## Estimated timeframes to commence and complete each project/initiative.

1. **Tauriko Network Connections:** 10 years
  - a. Commencement date to be confirmed.
  - b. An NZTA rephasing of the programme of work should enable the core project to be completed within 10 years.
  - c. Work has commenced on the enabling works (Considered a separate project)
2. **Takitimu North Link 2:** 10 - 15 years
  - a. TNL1 is anticipated to be completed in 2028
  - b. TNL2 is expected to be construction ready by 2028
3. **Greenfield Land Development:** 15+ years
  - a. Tauriko West: Start Date 2027 – 20 year timeframe
  - b. Tauriko Business Estate Extension: Start Date 2027 – 10 year timeframe
  - c. Keenan Road: Start Date 2034 – 15 - 20 year timeframe
  - d. Upper Belk Road: Start date 2034 – 30+ year timeframe

## Whether the projects/initiatives are included in current council planning, such as in the LTP and infrastructure strategy.

This initiative aligns with the SmartGrowth strategy of Connected Centres. The programmes are part of the LTPs of these organisations.

Nationally, the initiative features two RONS projects that are identified in the NLTP 2024-2027.

**For any proposed infrastructure projects, if these are included in the National Infrastructure Pipeline and/or the Infrastructure Priorities Programme (as managed by the Infrastructure Commission – Te Waihanga), please include any initiative identifiers from these systems to support easy identification.**

1. RONS Takitimu North Link Stage 2 (NZTA\_120532016)

2. Tauriko West Enabling Works (IP010577)
3. RONS SH29 Tauriko (NZTA\_000032024)

**How each project/initiative relates to the central government interventions requested. Note any potential risks and how these will be mitigated.**

The programmes are likely to require central government interventions that can broadly be grouped into: fast tracking, policy/legislative, and funding/revenue tools. The Government is currently in a major reform programme which address RMA, growth infrastructure funding and transport funding.

**TNC & TNL2**

- Fast-tracking: this would likely be used by NZTA in concert with the region to ensure that these two critical infrastructure projects achieve their desired outcomes within a reasonable timeline. TNL2 is likely to benefit from this.

**Greenfield Land Development**

- Introduction of streamlined plan change pathways for greenfield development.
- Rationalisation and amendments to National Policy Statements; including Freshwater Management (NPS-FM), and Indigenous Biodiversity (NPS-IB).
- Amendments to Development Contributions (DC) provisions in the Local Government Act:
  - Allow for withholding of building consent if DCs not paid.
  - Provide for reimbursement of developers when they are required to finance infrastructure with broader growth benefits.
  - Address under recovery bias in the DC framework to allow full cost recovery.
- Reform NZTA Business Case process to improve time and efficiency.
- Enhanced and Improved IFF tools.
- Consider funding mechanisms such as value capture and housing incentives.

**Risk Management**

Is covered at a subregional level in the introduction to this section.

**If each project/initiative relates to a central government priority and how (note not all projects need to align with government reforms).**

The Western and Northern Corridor initiative aligns with all three of the government priorities of building economic growth, delivering connected, resilient infrastructure and improving the supply of affordable quality housing.

- This initiative will underpin the continued economic growth of the region through the provision of affordable housing and improvements in productivity arising from industrial land and improved transport.
- Nationally, the infrastructure investments in the two Roads of National Significance (RONS) would enhance the upper North Island exports and trade with improved roading and resilience in both the northern and western freight corridors.
- It directly aligns with the Government's 'Going for Housing Growth' programme through the provision of significant residential housing allocations.

## **13.2 Develop the Eastern Corridor**

**How each project/initiative will unlock economic growth in your region or otherwise contribute to the vision of your region through a deal.**

The east is a regionally important area for development. The Tauranga Eastern Link (TEL) has opened up this area for effective development in line with the region's spatial plan. It provides access to much-needed industrial land for employment and land for housing and community facilities. The regional deal will accelerate the pace of these developments.

This initiative is comprised of Rangiuru Business Park, Te Tumu and Te Kāinga (the Eastern Centre).

1. **Rangiuru Business Park** provides zoned industrial land that forms a business park in the Eastern Corridor.
2. **Te Tumu** is a Greenfield Land Development that is primarily residential.
3. **Te Kāinga** (Eastern Centre) is a proposed purpose-built city that is a strategic response to the long-term growth challenges.

Rangiuru Business Park provides important industrial land for businesses that would have effective rail and road connectivity to the Port of Tauranga, which helps the region to drive export growth. Te Tumu and Te Kāinga both offer significant housing growth potential, which contributes to housing availability and affordability. Te Tumu is a development that faces barriers around unlocking Māori-owned land and provision of infrastructure. Te Kāinga is a project of scale that needs political support from government and an expedited consenting process during the timeframe of this deal.

Two housing developments (Bell Road and Tara Road)<sup>16</sup> are included in the Fast-track Approvals Act. If these developments receive consents, they would be part of this Eastern Corridor development. Benefits, costs and funding for these projects are unclear at the time of writing and are expected to be addressed in the coming months.

### **The anticipated economic costs and benefits (monetised and non-monetised) – both local and national.**

#### **Initiative Benefits**

This initiative will contribute significantly to the growth within the Western Bay region.

**Rangiuru Business Park** 148ha of developed zoned industrial land with the enabling infrastructure implemented.

- 4,000 jobs created.
- \$330m of investment and economic activity through development.
- Actively supports Urban Growth in the Eastern Corridor

**Te Tumu** 740ha of zoned residential development.

- 4,200 houses.

**Te Kāinga** 800ha sustainable city of mixed zoned residential and commercial development.

- Up to 8,000<sup>17</sup> houses within 30 years and provides for an additional 18,000 - 20,000 houses.
- 13,000 jobs.

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<sup>16</sup> These developments housing allocations are not included in regional totals.

<sup>17</sup> FDS Residential Growth Allocations up to 30 years.

## Economic Costs

Alternative scenarios are investigated through the business cases of the large regional projects and are not detailed in the light touch proposal.

**The anticipated costs, any revenues and a summary of how each project/initiative will be funded.**

## Cost Summary

- **Rangiuru Business Park** – [REDACTED]
  - Stage 1 & 2 – [REDACTED]
  - Stage 3 & 4 – [REDACTED]
  - Rail siding – [REDACTED]
- **Te Tumu** – \$ 719m
  - Transport – \$184m
  - Waters – \$535m
- **Te Kāinga** – \$1,686m (high level only)
  - Transport – \$470m
  - Waters – \$640m
  - Community facilities – \$573m

## Funding Summary

**Rangiuru Business Park** Currently this is funded by Quayside Holdings (owned by BOPRC), but there are [REDACTED]

[REDACTED] Rangiuru Business Park enables infrastructure links into Te Kāinga and also improves resilience for Te Puke.

**Te Tumu** There is a FAR/NLTF component (\$94m) to the local roading cost of \$184m total, [REDACTED]

**Te Kāinga** This longer term project within in our Future Development Strategy can be brought forward with government support. Significant work has been completed in partnership with MHuD to develop a business case with flexible funding models. A public private partnership (PPP) has been investigated and could be viable.

## Estimated timeframes to commence and complete each project/initiative.

- **Rangiuru Business Park** Stage 1 underway, stages 2, 3 and 4 have not got a confirmed commencement date, 10 years duration.
- **Te Tumu** 2035 commencement, 20 - 30 year duration.
- **Te Kāinga** 5 - 10 years development commencement, can be expedited, 30+ years duration.

**Whether the projects/initiatives are included in current council planning, such as in the LTP and infrastructure strategy.**

All projects are included in the long-term spatial planning via SmartGrowth and are considered in the detailed planning of the respective organisations including Tauranga City Council, Western Bay of Plenty District Council and Quayside Holdings Ltd.

**For any proposed infrastructure projects, if these are included in the National Infrastructure Pipeline and/or the Infrastructure Priorities Programme (as managed by the Infrastructure Commission – Te Waihanga), please include any initiative identifiers from these systems to support easy identification.**

- Rangiuru Business Park – Enabling Infrastructure for Stage 1 (IP011927)
- Rangiuru Business Park – Enabling Infrastructure for Stage 2 (IP011928)

It is proposed that Te Kāinga and Te Tumu will be filed with the IPP in the first quarter of 2025.

**How each project/initiative relates to the central government interventions requested. Note any potential risks and how these will be mitigated.**

The Eastern Corridor has a lot of growth housing which would benefit from government interventions that support housing availability and affordability. It also unlocks valuable industrial land that would assist in growing exports and providing employment in more efficient locations relative to housing.

- **Te Tumu and Te Kāinga**
  - Introduction of streamlined plan change pathways for Greenfield Land Development.
  - Rationalisation and amendments to National Policy Statements, including Freshwater Management (NPS-FM) and Indigenous Biodiversity (NPS-IB).
  - Amendments to Development Contributions (DCs) provisions in the Local Government Act to:
    - Allow for withholding of building consent if DCs not paid.
    - Provide for reimbursement of developers when they are required to finance infrastructure with growth benefits.
    - Address under recovery bias in the DC framework to allow full cost recovery.
  - Reform to the NZTA Business Case process to improve time and efficiency.
  - Certainty of acquisition of land for schools would assist TK14 land being unlocked.
- **Rangiuru Business Park**
  - Aspects may benefit from the Fast-track Approvals Act.
  - There is potential for a reformed or enhanced IFF.
  - Potential connection with the Regional Infrastructure Fund (RIF) for some components such as the rail siding in later stages.
- **Te Kāinga**
  - [REDACTED] This could enable both affordable and social housing.
  - Requires political support and expedited planning changes.

**Risk Management**

Is covered at a subregional level in the introduction to this section.

**If each project/initiative relates to a central government priority and how (note not all projects need to align with government reforms).**

The Eastern Corridor initiative aligns with all three of the Government priorities of building economic growth, delivering connected resilient infrastructure and improving the supply of affordable quality housing.

- This corridor is an essential part of the spatial plan for the subregion. Te Tumu and Te Kāinga provide a growth-oriented supply of housing over the next several decades within the context of a spatially approved plan.
- Rangiuru Business Park is projected to have a direct impact on exports and is projected to enable 4,000 jobs and \$330m of economic benefit<sup>18</sup>. It is also projected to improve business productivity and household incomes.
- Alignment of government capital investment in education with subregional urban development plans will enable and accelerate housing development in the Te Tumu area.

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<sup>18</sup> NZIER

## 13.3 Enable Exports, Resilience and Decarbonisation of Freight

### How each project/initiative will unlock economic growth in your region or otherwise contribute to the vision of your region through a deal.

This initiative incorporates the important regional project of Connecting Mount Maunganui and the decarbonisation of freight and logistics. These projects are considered critical to the growth of the Port of Tauranga and New Zealand's exports.

- Connecting Mount Maunganui (RONS).
- Freight and logistics decarbonisation.

Tauranga is a critical part of New Zealand's export and freight infrastructure. Port of Tauranga accounts for about 50% of the value of this country's exports. It is also the fastest-growing port (250% in the last 10 years). Currently, SH2 / Hewletts Road experiences peak period congestion extending beyond typical commuter peaks. The current configuration and modal priorities are affecting the movement of people and freight to and through the area. Traffic volumes range from approximately 30,000 - 44,000 vehicles per day at the western end of the corridor. Recent traffic growth for Hewletts Road is about 5% per annum.

In future, freight volumes in the Bay of Plenty are expected to grow significantly based on forecast export growth and inter-regional demand. Between 2020 - 2030, freight volumes at the Port of Tauranga are anticipated to increase by 49 - 61%, with freight volumes on the SH2 Waihi to Tauranga Corridor anticipated to increase by 24 - 49%, and on SH29 by 30 - 74%. Given the Port's location, this will increase pressure on the local transport network.

Connecting Mount Maunganui has been agreed by the Western Bay of Plenty subregion local authorities and Waka Kotahi as a high-priority programme. The Hewletts sub-area provides a crucial point of connection for both people and goods regionally, nationally and internationally (with connection to the Port). The current design has major congestion and safety issues. These will only get worse with increased population and port activity. Improving the sub-area transport network is essential to achieve urban form and housing outcomes across the subregion, particularly the wider Eastern Corridor. It is the No. 1 ranked intervention in the Transport System Plan<sup>19</sup>. The central roading corridor will also constrain planned development of the Eastern Corridor (Papamoa, Te Tumu, Te Puke and Eastern Centre) and Mount Maunganui intensification.

The Port plans to extend the container berth and deepen the Stella Passage, which are considered part of this initiative and are dependent on being consented. Due to international commitments to reducing carbon (NetZero - 2050) along with consumer and regulatory pressure the decarbonisation of freight and logistics is considered a structural issue to the regional economy. This will require coordinated effort over the next 25 years between central government, private sector and local councils.

### The anticipated economic costs and benefits (monetised and non-monetised) – both local and national.

#### Initiative Benefits

Currently the Port of Tauranga ships 50% of the value of New Zealand's exports and has contributed to the region's GDP, which has grown from \$5.4b in 2000 to \$12.4b in 2022. If this growth is maintained, subregional GDP could grow to \$35b in the next 10 years. The project will help:

Improve reliability and the number of people and goods moving through the area.

<sup>19</sup> The TSP is a body that prioritises transport investments to meet SmartGrowth objectives.

- Improve road safety for everyone (noting deaths and serious injuries that have occurred in this corridor in recent years).
- Increase public transport and active travel use for journeys in the area, and between the two sides of the harbour.
- Provide accessibility between Mount Maunganui, the eastern side of the harbour and Tauranga; and reduce transport-related emissions and environmental effects.

As part of the draft indicative business case being prepared by NZTA, a number of benefits were monetised. The monetised benefits for the preferred short-list option are (\$m discounted present value):

**Table 5 Monetised Benefits**

Travel time (PT users)	\$39 - \$68m
Travel time (heavy vehicles)	\$39m
Travel time (light vehicles)	\$319m
Road safety	\$27m
Cyclist health	\$12m - \$71m
Urban realm	\$3m - \$19m
Bus stop facilities	\$7m - \$12m
<b>Total</b>	<b>\$446 - \$555m</b>

### **Economic Costs**

There are limited alternative options for upgrading the roading infrastructure in Connecting Mount Maunganui given the location of the Port of Tauranga and the arterial roading that exists through a built-up industrial and residential area. These are detailed in the IBC and not detailed here.

### **The anticipated costs, any revenues and a summary of how each project/initiative will be funded.**

#### **Cost Summary**

Summary Costs:

- Total programme cost estimate \$276 - \$373m

#### **Funding Summary**

Connecting Mount Maunganui is a complex project that incorporates both State Highway upgrades with wide-ranging improvements to local roading.

- State Highway improvements
  - This would require NLTF or other government funding, which is not allocated.
- Local roading improvements
  - FAR and Tauranga City Council funding local roading

### **Estimated timeframes to commence and complete each project/initiative.**

The Indicative Business Case (IBC) is complete, the Detailed Business Case (DBC) has an 18-month timeline and the delivery is estimated to be within a 10-year period from initiation.

### **Whether the projects/initiatives are included in current council planning, such as in the LTP and infrastructure strategy.**

Connecting Mount Maunganui is a recognised priority for Western Bay of Plenty. The SmartGrowth Connected Centres concept is the over-arching strategy that identified Hewletts Road as having freight, public transport and multi-modal commuting options. Funding for elements of the local roading component are already within the LTP of Tauranga City Council.

**For any proposed infrastructure projects, if these are included in the National Infrastructure Pipeline and/or the Infrastructure Priorities Programme (as managed by the Infrastructure Commission – Te Waihanga), please include any initiative identifiers from these systems to support easy identification.**

- SH2 Hewletts Road sub-area access (NZTA\_149142021)
- TSP002 – Connecting Mount Maunganui (Hewletts Rd) (IP006736)

**How each project/initiative relates to the central government interventions requested. Note any potential risks and how these will be mitigated.**

This initiative is not currently funded within the NLTF, but is considered a regional priority, which would require a conversation at a national level. From a revenue perspective, this initiative may benefit from road network pricing/variable road pricing.

Given the complexity of this programme, it may benefit from fast tracking to ensure it can be delivered within the timeline.

#### **Risk Management**

Is covered at a subregional level in the introduction to this section.

Port of Tauranga investment would be placed at risk by inadequate roading connections to the Port. In turn, this creates capacity constraints that form a risk for New Zealand.

**If each project/initiative relates to a central government priority and how (note not all projects need to align with government reforms).**

This initiative aligns with all three of the Government priorities of building economic growth, delivering connected, resilient infrastructure and improving the supply of affordable quality housing.

- Growth is achieved by future-proofing port access, improving productivity and enabling freight volumes to grow.
- The roading investment will directly deliver more connected, resilient infrastructure for the Port and through traffic.
- It directly supports housing through removing transport constraints for Greenfield Land Development.

[



# 14 APPENDIX 3 - A3 Regional Deal summary ]



# WESTERN BAY OF PLENTY LEADING NEW ZEALAND'S GROWTH

Western Bay of Plenty is strategically important to New Zealand. It is a gateway to global trade and one of the fastest growing cities with a vibrant, developing culture. We are an innovative, export-driven economy that is progressive and adaptable. Our approach is pragmatic and commercial. Supporting us will unlock growth not just for our region but New Zealand as a whole.

## Why this region?

**Ready to go** Our plans are well developed, validated and ready for implementation.

**Aligned through SmartGrowth** We have partnerships between central, regional and local government.

**Proactive & Innovative** We have a track record of funding and financing complex problems.

## Outcomes

**Unlock** 40,000 homes (within 30 years)

**Enable** 70,000 homes (beyond 30 years)

**Create** 35,500 jobs

**Drive** 4.6% GDP growth

**Grow** exports

## What happens if we don't?

**\$6.35b lost GDP** Stalled export growth and constraint on productivity growth.

**Increased house prices** A continued under-supply of houses, with a rise in house prices from an average \$1m to \$1.6m.

**Congestion** Degradation in transport productivity.

**Quality of Life** Significant deterioration in affordability & standard of living.

## Economic Powerhouse

**Population** The region has grown by 77% since 2000 (compared to 43% nationwide). The Western Bay of Plenty subregion has a population of 224,800.

**Regional Economic Engine** The region's GDP has grown 152% since 2000 (compared to 91% nationwide).

**Connecting the Regions** The Bay of Plenty sits within the Golden Triangle, which includes 50% of the country's population and 42% of its freight movements, and is responsible for 59% of GDP.

**New Zealand's Biggest Port** Port of Tauranga has experienced container growth of 67% since 2013, and is the gateway for 50% of the country's export trade.

## Objectives

### Enable Future Growth

Infrastructure to ensure adequate provision of housing and transport capacity, currently constraining our growth.

### Boost Export Earnings

We will increase income generated from export trade through development of infrastructure and policies that supports the region, primary sectors, industry and decarbonisation of supply chains.

### A Sustainable, Resilient & Liveable City

We will deliver more affordable housing, incorporate resilience into infrastructure planning, and improve the efficiency of the transport network.

## Structure & Ask

We have developed a clear set of aligned, mature initiatives and projects that are capable of delivering outcomes regionally and nationally. They have been through a regional qualification process and are aligned with our SmartGrowth 'Future Development Strategy'.

**There are three coordinated initiatives that are designed to deliver these outcomes for our region:**

- 1. Deliver the Western and Northern Corridors**
  - Unlocks land and improves housing availability and regional freight corridors.
- 2. Develop the Eastern Corridor**
  - Accelerates industrial and housing land for growth.
- 3. Enable Exports, Resilience and Decarbonisation of Freight**
  - Future-proofs port access and directly reduces transport emissions.

Along with these initiatives, we are seeking central government assistance in three key areas: removing red tape, new funding and financing tools, and coordinated support across government agencies.

**The three key areas for assistance are:**

1. Policy & legislation
2. Funding & financing
3. Coordinated support

## Funding & Financing

The investment would be driven by new funding and financing tools enabled through government legislation. Within a growth pays for growth framework, these could include: housing incentives, road tolling and time of use charging, value capture and restructured development contributions.

## Strong Partnership

The Western Bay of Plenty subregion is aligned and ready to work with central government to create a meaningful partnership that will deliver growth in GDP, jobs and housing for our region and for New Zealand.

**Our regional partnership includes:**

- Tauranga City Council
- Western Bay District Council
- Bay of Plenty Regional Council
- Te Rangapū Mana Whenua o Tauranga Moana
- Te Kāhui Mana Whenua o Tauranga Moana and Te Ihu o Te Arawa Waka
- Priority One (economic development agency)

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