	Criteria	Sub-criteria/ description	Programme 1: Dispersed growth Lower density growth across the sub-region. A lot of unfocused cross movements to connect people between where they live, learn, work, and play.	Scoring	Programme 2: Eastern growth centre Higher densities along the Papamoa Coast where able, with most new dwellings going into Te Puke - Wairakei - Paengaroa area, essentially creating a new township of 40-50,000 people. Local connections between required as ~50% of jobs are likely to be local. High frequency, rapid express PT along TEL during peak commuter periods similar to Auckland Northern Bus Expressway.	Scoring	Programme 3: Northern growth centre Significant development of Te Puna to enable 30-50,000 people to live in the area, with growth contained into the Te Puna area (i.e. Minden is not developed). Coastal development along SH2 north to Waihi would be enabled and the current State Highway would be a 4-lane corridor. A local ferry service between Omokoroa, Te Puna and the CBD provides good alternative access. With the development of Te Puna, approximately 50% of jobs would be local, making Te Puna a significant employment area.	Scoring
UFTI INVESTMENT OBJECTIVES								
Inclusive access	Proportion of population living within travel thresholds (15, 30, or 45 minutes) of key social and economic opportunities (including education, health care, supermarkets) by different modes (walking, cycling, public transport, private motor vehicle) as benchmarked against the main NZ cities.		Land use settlement pattern is highly dependent on transport connections that enable people to travel across the sub-region. While there is some self-containment as per SmartGrowth principles, the distances travelled and the time taken to travel will increase which reduces access beyond the travel thresholds. Developing an effective and efficient PT system to serve the dispersed growth is complex and would result in a lower uptake of PT and mode shift to improve accessibility.		Building a new satellite city which enables access to be planned in from the get go. Programme assumes jobs are in the existing areas as current employment areas of CBD, Tauriko, and the Mount. With the development in the East and Rangiuru business park, significantly more jobs would be in the East reducing the need for commuting. One advantage is that more jobs are closer to Eastern Bay of Plenty. There is likely to be movement between the City and the East, and vice versa, as each polycentric centre offers different points of interest. With the considerable increase in people, community facilities and services (such as schools and healthcare) would be required to enable good access to the necessary social opportunities. There are some short term access outcome difficulties to overcome, along with the front loading of infrastructure to attract people, which is reflected in the score.		The significant development in the Te Puna area would support a '30 minute city' in respect of travel time with good public transport access via high frequency bus and ferry services. Access to Waikato via an inter-regional rail service would increase for those that wanted to commute between Tauranga/Hamilton/Auckland which expands the inter-regional borders. The scale of the development in Te Puna would require significant transport improvements to be made particularly on SH2 and parallel local roads.	
Economic prosperity	Housing affordability (as measured by the absolute and relative to other high growth centres) ratio of average income to average dwelling purchase (price/rent) in the WBOP is improving to be below the median by 2070.	1. Average income levels compared to average house prices? 2. Average income levels compared to average rental prices?	Land release reduces cost but lowers density and is likely to produce larger homes, reducing affordable options and typology choices. Programme unlikely to meet future demand for smaller homes in big houses. With the spread of infrastructure there is likely to be higher developer contribution costs. While the land supply could provide more affordable housing, travel costs are likely to be more because of the distance.		Large areas of land will enable supply and theoretically reduce the cost of housing. The affordability is very dependant on how it is developed. For the scale of this option, an 'Urban Development Approach' similar to a Hobsonville or Porirua type development is required to help ensure the township and development is well planned and a suitable level of diversity in the community, housing typologies, and people is achieved. Could limit greenfield expansion in other areas of the sub-region. While housing affordability in the long term could improve, there is likely to be some short term pain as the Eastern Development is planned and started.		Land is currently of high lifestyle and horticultural value which would increase the cost of development, making housinging less affordable than the Eastern programme. The geography away from the coast could increase costs as engineering is required to support housing. To accomomdate the number of people in the identified areas would require a relatively intense number of dwellings per hectare, which provides scale for social and affordable housing but would require strong intervention to achieve it.	
Economic prosperity	The efficiency and effectiveness of the core freight network (road and rail) in the WBOP is improving.	Journey time reliability of key routes (SH2 Omokoroa to Paengaroa; SH29 Tauriko; SH29A; SH36; SH33) within the subregion as benchmarked against other New Zealand high growth areas. Port freight efficiency is improving measured by 'Tonne Equivalent Freight Units Arriving by Road' / 'Total Tonne Equivalent Units of Port of Tauranga'.	Increased congestion and delay, needs significant investment to provide freight capacity. Constrained on key routes. No PT rail so no sharing of rail lines, rail capacity for PoT.		The increased travel from the Eastern area is likely to build demand on the currently underutilised TEL; however, as demand builds delays could occur particularly along Hewletts Road without a significant increase in PT use. The SH29/SH29A routes are likely to become a little more predictable when more people live in the East due to demand. Using the Matapihi crossing for PT and multi-modal access is likely to help free up Hewletts Rd for freight lanes, and there is likely to be less pressure on SH2 north.		The limited roading network in the northern aspect of the city (existing SH2, and TNL) is likely to concentrate traffic volume into fewer corridors than current which is likely to cause significant bottle necks for road freight. PT services would be on the same network which is likely to cause conflicts with freight and require time of day incentives to help manage. Freight coming east on SH2 would flow and access the Port as current.	
Environmental sustainability	Transport emissions in the western Bay of Plenty sub-region have reduced by 80% below 2005 levels by 2070 (30% below 2005 levels by 2030).	Measured by existing emissions and GHG inventory completed by BOPRC.	Reliant on EV uptake (same across all options). Low mode share for PT likely. Review to make sure that we're not double counting between access and emissions.		With the ability to design the Eastern Centre for PT and multimodal access, there is likely to be greater PT and active modes travel within the new centre. With supporting policies (parking etc) to support PT use, the majority of commuters would be using PT. Within the existing communities, there is likely to be greater resistance to use PT and private car travel is likely to continue to dominate.		Movement focused on public transport via road and ferry based services along with the proximity to the CBD would reduce the distance of most travelling for work and educational purposes. The proximity to the CBD could reduce the uptake of PT as the distance is likely to be seen as 'driveable'. A considerable uptake in electric vehicle and personal mobility to reduce transport based emissions would be necessary but no worse than other programmes as proximity is a significant positive.	
CRITICAL SUCCESS FACTORS								
Adaptability	Adaptability	Is the programme adaptable to uncertainty? I.e. rate of demographic change, climate change, economic growth, etc? Is there agility in the programme to easily adapt to change without needing a blank sheet approach?	Developer led, reactive response. Not entirely unplanned. More adaptable as less constraint on location.		Programme requires significant lead investment which could be easily sunk if economic or market conditions change significantly. Creates potential adaptiveness capacity in terms of industrial growth around the port and enables land use changes nearby. However, this programme has less adaptability compared to others, as growth is locked into the East of the sub-region to ensure the success of the eastern development.		Limited adaptability in terms of committing to a land use pattern in a similar way to the Eastern Satellite City programme. However, the certainty of the commitment is also a positive for other reasons. There is some agility in the delivery with careful staging.	
Adaptability	Interdependencies	Does the programme rely on external factors to be realised, (e.g. other partners outside of the UFTI Partnership i.e. MOH relocated hospitals, MOE opening schools OR projects such as interregional rail, potentially increasing the risk to delivery and alignment?	Relies on Government to provide transport and schools etc. Needs a lot of new infrastructure across multiple portfolios. Investment among partners (local, central government) likely to be more one sided to central.		Building new city which would be challenging and complex to start. Significant reorientation of regional facilities i.e. hospital, schools, stadium, recreation etc would be required. Scale of development significant and not the usual in NZ, as such this programme would require strong government support and interventions which increases risks. Private sector JV as part of the UDA is likely to be critical for the success of delivery with Government hold most of the risk to improve value for money. There is a significant risk of poor social outcomes in the short term until such time that the community has depth and diversification.		Relies heavily on investment in inter-regional rail to provide inter-regional and freight movements. Central government led investment across the board would be required in terms of transport, education, social services etc likely to be significant to enable successful delivery. The benefits accrued are unlikely to be in line with the investment required by government. While there is considerable investment required by local government this is likely to be less than other partners.	
Implementability	Feasibility	**Technical factors** How straightforward is it to implement this programme? Are there any foreseeable technical risks involved in developing or implementing this programme? To what extent does the programme create additional exposure or risk to adverse effect? How complex is it to provide the necessary horizontal infrastructure to service the land use (feasibility and volume)?	Difficult to deliver transport corridors, not impossible technical issues to overcome.		Technically feasible with a challenging and complex process that would require very complex and deliberate management to deliver successfully. The scale in terms of quantum and quality of skills required for this type of development are likely to be scarce which would increase the technical risk profile.		Technically feasible with challenges and complexities that will add risk and cost. Access likely to be the biggest challenge with constraints in corridors and crossing the Wairoa river.	
		Regulatory factors What is the extent of regulatory intervention required and level of complexity in gaining statutory approvals i.e. RMA, Public Work Act, LTMA; Maori Land Court What is the likely extent of changes required to the RPS and/or District Plans and zoning rules to enable the programme?	RPS, District Plan, NPS issues. Doesn't comply with NPS. Requires more planning litigation to achieve.		Significant changes to plans along with government regulatory intervention are necessary to ensure success and start the eastern city. The programme is likely to be very dependent on government support to execute the plan and get the development underway. Carefully working with Iwi to identify culturally important areas/sites would be required to ensure protection and management, however, this process could be complex and involve some regulatory manoeuvring . From an RPS/NPS perspective, LUC 2 and 3 land would be affected by the change in land use.		Likely to be complex to achieve because of the current horticultural land use and high land values. Converting current LUC2 and LUC3 lands to housing and commercial development could be challenging from a regulatory perspective	
		Market influence How realistic is it for UFTI partners to influence the land use pattern for the programme to achieve these goals? How complex would new approaches or measures be for UFTI partners to implement to support these goals and what is the envisaged level of success?	Market driven development, less ability to partnership and work collaborative under this model.		Completely changes current land use patterns which would affect speculative land owners. Unlikely to have broad market buy-in. Government would have to be the developer through an UDA. Some progressive developers would see the opportunity, but they are likely to be few in the immediate future. Significant challenges in marketing the concept and achieving community diversification would be necessary to encourage take up initially.		Market could respond better than some other intensification programmes such as the Eastern Satellite due to proximity and peninsula lifestyle. However, based on Omokoroa, likely to be a hard sell to develop with access perceptions being significant and the intensification and scale required. The intensity of development would mean that amenity would be critical to support liveability which could be difficult in terms of influence.	
	Financial	**Operational** The extent of any factors that might affect the ability to operate the programme over its projected life?	Operational costs would be high because of low patronage to service kilometres on PT. Ops related to 3W could be significant because of dispersal of growth.		Opportunities to remove operational inefficiencies as a result of new build likely to be an advantage.		Concentration is likely to increase operational efficiencies across the board in the long term. Likely to be operational costs in the short to medium terms	
		Life cycle maintenance The extent to which there are factors (costs) that might affect the ability to maintain the programme over its projected life?	Road and 3W maintenance would increase with dispersement of growth. Relative to other programmes this would have the most significant costs associated.		Same as above		Same as above	
		Capital The extent to which the capital costs of the programme can be funded from known sources? The extent to which new and innovative financial instruments are required to fund the programme? The extent of mitigation costs required to manage risk exposure?	Lots of new capacity for all infrastructure types, high cost, no funding evidently available. Unlikely to compete well on a national funding priority scale. WBOP would neither have the alignment or population scale to warrant significant national investment.		There would need to be considerable capital investment to develop the programme. In addition to the normal infrastructure (3 waters, and transport) there would be need for some new regional facilities; however, the costs are likely to be less than the dispersed growth programme. Would need some new regional facilities but provides value for money better than the dispersed growth programme. The lead infrastructure cost would be hard to leverage off the development. Investment is a high risk strategy with limited return on investment.		Transport capital costs likely to be significant and considerably more so than other programmes because of the increasing capacity in a tight and technically difficult coastal corridor to Omokoroa and maybe Katikati. The constraints in the corridor and the lack of alternative transport connections is likely to mean new offline routes are required, significantly increasing capital investment required. Further investment to support the large scale development (schools, medical centres, and other government services) would also require capital investment.	
Potential affects	Safety & Human Health	To what extent might the programme enhance safety for people? What is the likely impact on personal safety / security? To what extent might the programme result in significant risk to human health related issues such as noise, air quality, or contaminated land?	More road based travel more risky. Higher exposure. Auto centric urban form would lead to reduce social connectively and decreases ability to positively influence social and health outcomes.		New road infrastructure in the growth area would improve safety in this location, but still likely to be road travel dependent overall which increases exposure to related risk. Social outcomes will be challenging to achieve until a complete community can be developed; this is a short to medium term challenge.		Upgrades to SH2 would significantly reduce DSI upon the current situation. Other health aspects likely to be the same as other programmes. Active modes are likely to increase within the Te Puna centre with an increased up take of personal mobility options which have the potential to increase health outcomes.	
	Environmental	To what extent might the programme impact on the built environment, including heritage value? To what extent might the programme impact on the natural environment?	Developer led development leads to minimum urban planning to meet requirements unless well managed. High potential for poor built and natural environment outcomes. Heritage would be protected to the extent of legislative requirements		Natural environment impacts in locale related to the new growth area. High capability soils impacted. Some ecological areas potentially impacted. Opportunity to develop using environmentally friendly methods and design for new buildings to be environmentally efficient. Large scale growth area provides ability to avoid some ecologically and cultural sensitive areas.		High productivity soils would be impacted. Concentration of development limits ability to avoid some ecologically and culturally sensitive areas, and the most culturally and ecologically important areas would require careful management and strong will to protect and manage. Opportunities to develop using sustainable methods and design for new buildings increases the potential to be environmentally efficient.	
	Amenity and urban form	The extent to which the programme provides for green space and biodiversity corridors? The extent to which the programme improves urban form for access to support live, learn, work and play?	Can provide opportunities, similar to existing model. Concept of blue green corridor possible. Significant risk of poor urban form planning without strong council/partners to invest in community amenities. Review to get the nuances; disperment means that distances are greater which affects access or greater assets that create an affordability.		Retains greens spaces in west and does not increase demand on those facilities and spaces directly. Opportunity to masterplan for green space and biodiversity corridors as building a new city from ground up effectively. Urban form is flexible based on design criteria locally, however at a city scale this growth area may create a less efficient urban form as it locates most growth at east end of the City away from most major regional travel destinations.		Planning required to enable green space and biodiversity in Te Puna otherwise this would be lost with the proposed scale of development. The flood plains along the Wairoa River could provide an opportunity for additional amenity and biodiversity within the sub-region which would be beneficial. Assumes master planning would enable a live, learn, work and play perspective, and this would be done well. The proximity to the city is useful, but current location of the best regional facilities would create additional journeys, until such time as a greater geological balance is achieved	
	Community	To what extent does the programme create highly liveable places? Will the programme enhance local streets, neighbourhoods and strengthen inclusive communities?	Dispersement and car centric designed unlikely to be build communities or neighbourhoods. Community disjointed and spread out with market driven development. Place marking would require extensive investment and effort to enforce or correct.		Local streets, neighbourhoods, and inclusivity can be determined during master planning process. The development would enable the development of amenity and play facilities as a new development area during master planning process.		Concentration of dwellings in Te Puna would create the potential for distinct communities to be developed. Master planning an opportunity to form distinct and functioning communities with complimentary local streets and amenities; however, the risk of getting sub-optimal master planning would require careful and ongoing management to avoid poor social outcomes.	
	Land requirements	To what extent might the programme impact on property? What is the level of complexity in the current land ownership? To what extent might the programme impact on any Maori owned land? To what extent might the programme impact on other infrastructure providers?	Some infrastructure would impact on property but this would be minimal as growth is predominantly market led and a risk aversion approach applies. Limited opportunity to work with Maori Owned land to develop if aspirations align.		Unlikely to have extensive land requirements due to land availability in the Eastern end of the sub-region, although the agricultural/ horticultural production use at current time would require change. Use of the TEL and interchanges and Rangiuru minimise land requirements for infrastructure. Maori owned land creates an opportunity for development if wanted.		Land has strong cultural significance with the connection to Tauranga Moana. Some of the land is currently of high lifestyle and horticultural value and across different ownerships. Other land parcels are held in Maori land trusts which could be difficult to navigate through if the trustees have diverging views on the future development. While these issues are complex they are not impossible.	
	Policy integration	To what extent does the programme contribute to the outcomes sought by central government, particularly in relation to Transport and Kāinga Ora? To what extent does the programme integrate transport and land use and make best use of existing infrastructure? To what extent does the transport package support the desired land use and urban form?	Poor integration, poor use of existing infrastructure. Does provide development opportunities but is less efficient. Conflict with some NPS's but supports others. Poor mode shift but provides land for UG. Doesn't achieve transport outcomes but does achieve some UG outcomes by increased land supply opportunities (i.e. quantity is an attribute).		Good use of TEL and existing town centre (existing infrastructure). Distance to existing employment locations nearer Tauranga means some short term negative impacts on mode share; however, these would recover in the medium and longer term. The large scale and UDA type opportunity for master planning to achieve social and housing supply outcomes is likely to be beneficial in terms of achieving all of government outcomes.		Concentrating growth closer to the CBD supports access objectives and opening up larger growth areas increases the opportunities to support Iwi economic aspirations if they are aligned. The development in Te Puna makes use of proposed TNL corridor and an effective PT system along with PT uptake would be required to avoid SH2 / TNL being heavily congested.	
	Economy	To what extent might the programme impact economic growth in the sub-region? To what extent might the programme enhance the development potential of adjacent land/ attract new jobs/ assist existing businesses?	No driver to create new jobs other than infrastructure based growth, similar to existing. Reactive growth trajectory. Provides space for growth. A lot of spending on roads etc. Building over productive land. Congestion can impact on economic growth, higher transport costs. Continued lack of diversity in the economy without economic direction and development, as a result long term economic drivers likely to reduce with automation, and congestion putting sustained economic growth in the sub-region at risk.		Enables new growth for the City, including potential for new employment land. Builds on current planning and investment into Rangiuru business park and Paengaroa. Doesn't support the CBD as much as other programmes as it creates a potentially competing centre and moves population base away from centre. Does allow for the Port to expand considerably over time, which could enable value to be enhanced in Mount Maunganui.		Should support economic growth through connection to the Upper North Island through regional rail assuming this is achieved. Should support new job growth in the CBD as well as not restricting job growth in other areas. Slightly better than business as usual.	
		Ranking		9		5		6

	Criteria / Sub-criteria	Programme 4: Two urban centres Highest growth concentrated in Tauranga (Te Papa and Otumoetai Peninsulas), Tauriko, and to the East (Wairakei, Te Tumu, and Te Puke) which builds on the current SmartGrowth land use pattern. Core PT corridors provides for journeys into and around the sub-region. The new growth areas enable and support going both up and out.	Scoring	Programme 5: Rail enabled growth Higher densities at a number of nodes along the rail corridor from Omokoroa/Te Puna to Te Puke/Paengaroa; high frequency bus corridor with higher densities at nodes along the Te Papa spine that provide access to new housing areas, the hospital, and connect Tauriko to the CBC and vice versa. Employment is primarily in the CBD and existing job centres, with Rangiuru Business Park providing a new employment area in the east of the sub-region. The sub-region's economic development efforts to develop depth and diversity to the economy are successful.	Scoring	Programme 6: Three Rail stations Most growth centred around three centres (Omokoroa/Te Puna - CBD - Te Puke Paengaroa) with a fewer number of rail hubs along the route which minimise infill along the rail corridor. The rail service is frequent and the fewer stops mean that it is faster for people travelling for work and education purposes. The Te Papa PT spine provides a vital connection between the rail and other areas such as Greerton and Tauriko.	Scoring
UFTI INVESTMENT OBJECTIVES							
Inclusive access	Proportion of population living within travel thresholds	Most facilities and jobs would be within 30-45 mins and local facilities providing good local access. The three centres of Te Papa/ Otumoetai, Tauriko, and the East provides a structure to the urban form and provides good access throughout via PT services, assuming the growth is evenly spread between the centres. Provides a level of certainty similar to other programmes in the sense of providing growth "bookends" that increase certainty in terms of investment location and patronage location. Because of the fewer growth areas, the sub-region is more compact and provides greater access to the key social and economic opportunities in a shorter timeframe. However, there is considerable risk of extending further into the Kaimai's which would be difficult to service via PT.		A number of transport nodes provides an opportunity for intensification along the rail corridor and increases access to social and economic opportunities within the 30 and 45 min timeframes. The self-contained local hubs provide an urban village environment with good access to education, health, and other critical service within the 15min frame. Regular passenger trains providing access into the CBD and connecting with the Te Papa spine is assumed which will provide excellent access. Access to Mount Maunganui is via PT and prioritisation is in place as it is difficult to achieve a Mount Maunganui rail stop without impacting on export movement.		Similar to other PT based programmes in the sense of providing greater access via the PT system. With fewer growth areas there is greater potential for self-containment and the creation of 15 min access to most social and economic opportunities. The frequent passenger rail system would provide 30min access to the majority of employment opportunities within the sub-region. The Te Papa PT spine and prioritisation would provide access from Tauriko into the CBD and vice versa and connect with the passenger rail services.	
Economic prosperity	Housing affordability	Greater opportunity to go up and out with supporting eastern development to provide additional land supply. With the connection to the Rangiuru Business Park and industry in Te Puke there is potential to encourage higher wage jobs when compared to the base programme, as future economic development opportunities come onboard and provide greater depth and diversity to the economy. The requirements to go up are less than other programmes (Compact and Connected for example) and therefore there is greater potential to encourage more mixed use within the centres.		The increase in infill around the PT hubs has a greater chance to achieve a mix of housing typologies. Assumes long term affordability improves with the ability to increase housing along the rail corridor over time, and consideration of the total cost of living lower with greater modal choice, and concentration of service around rail hubs has been considered. Opportunity for lower cost housing in Te Puke, Paengaroa areas without creating additional transport costs is significant. With more CBD job growth, and increased potential for niche manufacturing, there is greater opportunity to increase average incomes and less reliance on a low wage economy.		Should be as good if not slightly better than other PT based programmes as growth areas are larger, perhaps offering more green field growth options as well as mixed typologies around stations. Should encourage higher professional job base in CBD as well as supporting service / horticulture industries etc in rural areas around Te Puke and to the north.	
Economic prosperity	The efficiency and effectiveness of the core freight network	Growth and intensification in Tauriko, Te Papa and Otumoetai areas likely to create greater temptation to use single occupancy travel options and therefore would impact more heavily on Takitimu Dr and SH2 east, particularly as providing PT services into the Tauriko extensions is complex and difficult to do well. The temptation would need to be managed by Travel Demand Management measures and time of day/ use charging. Other tools like parking plans and parking charges would need to be in place to help support the use of the PT services.		Rail capacity improvements on ECMT (double tracking, passing lanes etc) enable freight and passenger trains to be accommodated. Modal shift to PT assumed to create capacity on roads for freight that has to travel via the SH network. Because of the reduction in the number of commuters, use of the roading network to access industrial areas and the Port etc will have increased. Travel Demand Management measures are still required to support the use of PT.		Rail capacity improvements on ECMT (double tracking, passing lanes etc) enable freight and passenger trains to be accommodated. Modal shift to PT assumed to create capacity on roads for freight that has to travel via the SH network. Possibly some impact on SH2 north and south with the additional growth in these areas that does not utilise rail.	
Environmental sustainability	Transport emissions	Proximity to jobs and other recreational facilities likely to reduce the distance travelled but on the reverse less likely to encourage significant modal shift that would be necessary to lock in emission reductions. Potentially greater reliance on electric vehicles and other low carbon technologies which could increase the risk of non-achievement.		Increase in modal shift to rail passenger and low emission travel options expected to reduce transport emissions. While the distances are shorter than some programmes, the concentration of growth around hubs and the rail corridor mean that travelling is predominately via the PT system. The use of PT and the uptake of PT means there is considerably less reliance on other low carbon technologies to come to market and be viable than other options considered.		Possibly slightly more car based outcome than rail focussed growth as larger growth around centres may be more car based, although this could be countered by an increase in personal and active mobility within the centres. Over time, as the PT system develops, the modal shift would grow and become the norm, reducing the reliance on low carbon technologies to come to fruition in the private vehicle market.	
CRITICAL SUCCESS FACTORS							
Adaptability	Adaptability	Less adaptability in terms of picking main growth winners, but countered by intensifying existing areas and building east.		Permanence of rail will drive investment in higher density urban form. Adaptability less in terms of structure, but countered by delivery flexibility i.e. not all rail nodes need to be completed at once, and adaptability in shaping the urban form to fit. Development around rail nodes does require a strong economy and property market to assist in execution. Programme supports the ability for additional growth. Programme does have significant short vs long term tension that would require strong community and political leadership to deliver over time.		Less adaptability than some of the other PT based programmes that have more nodes throughout the sub-region and on corridors. The use of three centres does focus efforts in terms of concentrating the urban form, however, the connection to the rail system provides a permanence and certainty that is difficult to replicate in non-rail programmes. Agility is retained in the delivery with the ability to focus on fewer centres . Programme is reliant on growth at the ends of the passenger rail service to be successful.	
Adaptability	Interdependencies	Less complications than with some other options as continuing to use SmartGrowth settlement pattern as a base with refinements to encourage greater intensification of urban areas around the CBD. Consideration of schools necessary and whether upgrades are required out east. With a strong PT system and the certainty of transportable communities, most of the current regional facilities can stay as they are with the required additional capacity to cope with the increased population demand. Would need developers onboard and active partnering along with some urban renewal, and an UDA type intervention.		To build right this needs lead investments required to develop public realm infrastructure and amenity. Assumes government support for the rail backbone and station infrastructure, and initial urban nodes to show proof of concept. Central investment countered by strong local investment in master planning and community realm improvements. Overall, while initial investment is high, there is greater opportunity to recover through strategic property investments. Would require investment on other government services i.e. schools etc over time as the student demand changes. Positive opportunity for community outcomes created.		Lead investment required but traditional infrastructure via Kiwi rail/NZTA. Flexible to traditional growth in Te Puna and Te Puke as well as higher densities around stations. Local investment master planning required and UDA style controls could be used to make it work and speed up delivery. Would require investment in schools etc over time as the student demand changes. Positive opportunity for community outcomes created.	
Implementability	Feasibility – Technical factors	Infill development, while technically feasible, would be complex and require increased capacity and capabilities to manage risks. New development in the East enables potential for residential onsite factory production which would help manage known risks.		Technically feasible with some new risks to the sub-region that can be managed. Level of strategic planning required to deliver over a long time horizon is significant. Infill development around the transport corridors while technically straightforward can be difficult to achieve well.		Technical risks will be around delivering rail capacity and possibly road and underground capacity in new areas, however this should be straightforward as it is traditional infrastructure. The greater mix of compact and medium density is likely to contain more manageable risks in terms of delivery and adverse effects.	
	Feasibility – Regulatory factors	This programme does not appear to impact productive lands as per some other programmes as a result of a more muted eastern development around Wairakei, Te Tumu, and Te Puke. The supply of new residential land in the east provides the sub-region with substantial growth capacity. Degree of RPS / DP changes is less extensive than other options, such as Eastern Satellite City.		This programme does not appear to impact productive lands as per some other programmes as a result of a more muted eastern development around Wairakei, Te Tumu, and Te Puke. The supply of new residential land in the east provides the sub-region with substantial growth capacity. Degree of RPS / DP changes is less extensive than other options, such as Eastern Satellite City.		Higher density areas near stations may be more difficult to achieve and require regulatory intervention but some flexibility will exist with traditional, medium density options in growth areas. Fewer centres for growth could be an advantage compared to other programmes that have greater but smaller nodes included. Rail has a stricter regulatory than other PT systems but not unachievable.	
	Feasibility – Market influence	Aligns quite well with existing growth areas, particularly in Tauriko and out east. Initial intensification in the Otumoetai and Te Papa Peninsulas could require partnership model between local government/central government and developers to show proof of concept. Central intensification would require a change in the developer's current economic model to increase the number of dwelling and typologies necessary to cater for future demand.		Strong Government partnership to get plan up and running would be critical. Public and private investment would be required for success, with government holding the riskier elements of the programme. However, the concept is proven and shown to deliver considerable benefits across the 4 Wellbeings once implemented. Building in existing communities increases complexity, but not unachievable.		The market will need to be encouraged and supported to develop high density mixed use around the core stations to enable rail. The programme offers some flexibility to develop medium density in growth areas further from stations, but these will need to be connected to stations and opportunities via facilities for micro mobility and PT.	
	Financial – Operational	East development provides potential for some operation efficiency in terms of infrastructure services. PT operational costs would increase along with efficiency as greater patrons/service km.		Switching to passenger rail service would require additional operational funds in the short term, but significantly increases opportunity to rebalance patrons/service km ratio from current. Operational costs across the transport system would change and theoretically achieve greater value for money over programmes that have fewer PT elements and more capital investment in capacity to manage demand and enable movement.		Switch to Rail would require additional operational funds but increases opportunity to rebalance passenger/service km ratio from current. Possibly higher operational cost for running buses around larger growth areas to connect residential with stations and opportunities. The concentration of people in the core centres is deemed to bring operational efficiencies.	
	Financial – Life cycle maintenance	Reflects good use of existing infrastructure elements. Concentration of growth along corridors and at key nodes expected to lead to less overall length of horizontal infrastructure than in other options (such as the Dispersed Growth programme). Because of the infrastructure utilisation the programme would lead to more efficient life cycle costs.		Rail use will increase maintenance costs of rail network but also should reduce maintenance costs of roads etc through mode shift to PT. Better than base case with more efficient urban form and service requirements. Utilises existing assets and builds from based rather than adding to length and spread.		Rail use will increase maintenance costs of rail network but should also reduce maintenance costs of roads etc through mode shift to PT. With the greater concentration of services in fewer areas, the maintenance of other infrastructure over the lifecycle could be an advantage.	
	Financial – Capital	Maximises investment in existing areas but loads people into Tauriko which could be detrimental to the function of the SH corridors (SH29, SH26), particularly at the intersections. Cost in reallocating road space to support the PT prioritisation necessary to support the modal shift required. The programme enables a degree of investment certainty across the government (local and central) portfolio as well as for private investment as the sub-region's urban boundaries are set for the foreseeable future. The investment in the Eastern corridor would be substantial but not as much as other programmes such the Dispersed Growth.		Significant upfront and lead investment (rail, community amenity and public realm etc) from all partners to deliver, but maximise use of existing infrastructure and delivers long term value for money with the permanency of rail. Value capture uplift, partnership investment and other finance would be required, but investment certainty increased which would be positive for some investors. Economic carrots and sticks likely to be required to encourage change, which could be challenging to initiate particularly when changing status quo.		Significant upfront and lead investment likely to be required, but with fewer rail hubs there are some efficiencies that can be gained compared to the alternative rail programme. To transition to a rail passenger system, bus would be used first which would require some prioritisation investment, however, this is unlikely to be wasted as it can be used for active modes once the rail system is up and running.	
Potential affects	Safety & Human Health	The design of new communities in the East and with infill in other areas presents an opportunity to reset the speed environment suitable for active modes and to support communities. Travel via the TEL is assumed to be safe with 4* corridor, and PT prioritisation lanes would increase modal shift helping to reduce road risk exposed. The greater uptake of personal mobility option has the potential to encourage people to be more active in their travel supporting a healthier lifestyle.		Done well, would increase public and personal safety across the board. Well being and health outcome likely to be more positive. Some safety issues at level crossings and personal safety at stations and on trains required managed approach.		Mode shift to rail should reduce exposure to risk on roads. Well being and health outcomes likely to be positive. Some safety issues at level crossings and personal safety at stations and on trains will need to be managed.	
	Environmental	For the most part the impacts to the natural environment are known and manageable through known mitigations. There is potential that development in the east could impact on some LUC 2 and 3 land which is currently used for horticulture, but less so than other programmes. The impact of the built environment is likely to be positive with a focus on building communities and developing good urban form to support a live, learn, work, and play lifestyle.		Concept proven internationally to enhance built environment. Concentrated development avoids need to expand into higher value horticultural and rural lands. Some impact to the natural environment with new rail stations.		Concept proven internationally to enhance built environment. Concentrated development avoids need to expand into higher value horticultural and rural lands. Some impact to the natural environment with new rail stations, but the concentration of growth around three key nodes is seen as a positive.	
	Amenity and urban form	Development in the Te Papa and Otumoetai areas and in the East near the coast supports the desirable live, learn, work, play lifestyle; however, Tauriko less so. Te Papa and Otumoetai with infill development could present some resolvable challenges (property) to create amenity value and biodiversity corridors, however, planning with the community is likely to help reverse potential adversity.		Provides green space and biodiversity opportunities outside of the rail corridor and development nodes. Less opportunity within the rail corridor. Development in Te Puna as a result of a rail node would remove sub-regional greenspace near Tauranga, but development in the East opens up greenspace opportunities. The intensification near rail stations forces excellent urban form because of concentration which results in complete communities based on live, learn, work and play principles. PT connections support the rail corridor and provides good access and support to live, learn, work and play.		Provides green space and biodiversity opportunities outside of the rail corridor and development nodes. Less opportunity within the rail corridor. Development in Te Puna as a result of a rail node would remove sub-regional greenspace near Tauranga, however limited development in other areas that are not on the corridor opens up greenspace opportunities. The intensification near rail stations forces excellent urban form because of concentration which results in complete communities based on live, learn, work and play principles. PT connections support the rail corridor and provides good access and support to live, learn, work and play.	
	Community	Can allow for an acceptable allocation of amenity and play facilities as a new development area during master planning process in the eastern development. Developing a structure plan that connects development across TLAs will be critical from a liveability and community perspective. Including liveability aspects in the Te Papa, Otumoetai, and Tauriko areas to support greater densities will be critical to maintain community attractiveness. However with the development in Tauriko, with communities on both sides of SH29, it is difficult to achieve an integrated community.		Creates liveable communities with a strong community identity near the rail corridor, with high level of change required. Less extent of change required on other corridors (perceived), but critical all multi-modal corridors are done well and prioritise the main movement. Trade-off between the function of the current urban streets and their future urban arterial function (across different modes) would be required. Short term pain but excellent long term gain if the community can hold the course. Score = 3 for long term outcomes; but balanced out and down to recognise the extent of short term pain.		Similar to Programme 4. Allows for new communities to be developed and supported through good urban form design and delivery. With the development of new growth in the North and East of the sub-region, the opportunity for new and enhanced community facilities would increase.	
	Land requirements	Unlikely to be extensive land requirements as the land use pattern general supports existing with some intensification in key areas. Development in the East is an unknown entity in the short term with current issues going through the court.		Property impacts become likely, particularly near the rail corridor as intensification takes place. Although this would happen gradually and progressively over time. Property for rail hubs would be required which could involve compulsory acquisitions. Because of the staging delivery a number of the most adverse property effects could be managed.		Opportunities and impacts on property with land close to stations needing to be higher density, but also opportunities to develop medium densities further from stations in the growth areas. Generally likely to be positivity received by property owners, particularly given the permanency of development within the three centres along the rail corridor.	
	Policy integration	Good alignment to transport outcomes as the land use pattern makes good use of existing infrastructure - particularly the TEL - and supports multi-modal use with the use of the BRT and bus priorisation. Good alignment to the government housing and urban growth outcomes in the sense of going up and out. A programme of social and affordable housing is likely to support housing outcomes.		Excellent ability to achieve both urban development and transport outcomes. With government partnership, scale provides opportunities to develop social and affordable housing.		Supports GPS transport through mode shift and access to opportunities. The concentration of growth in three areas provides good new land supply which would support housing affordability. The scale of development around the three centres would allow for sufficient scale to enable social and affordable housing development that is well connected to economic and social opportunities.	
	Economy	Provides some potential for improved diversification in the economy by building on current planning and investment into Rangiuru business park and Paengarao. Growth in the East could help develop a complementariness to the Tauranga CBD with the different centres supporting different economic drivers. Concentration of people in the CBD would help create the talent required to drive a greater demand for higher paying jobs. Other than Tauriko, the development supports the amenity value of being close to the sea.		Likely to be positive for the economy with significant new opportunities coming to fruition. Develops an urban form that will attract professionals and new industries to the sub-region attracted by the ease of movement and lifestyle. Some collateral damage would occur as the economy shifts over time, however, this would be less than the disruption from the gig economy movement and automation. Programme enables better balance to be achieved between movement of people and freight without requiring some of the economic sticks included in other programmes.		Expected to promote job growth in the city centre and the regional areas through rail and opportunity to develop in Te Puke etc supports Rangiuru and Wairakei (and Rotorua and Whakatane).	
	Ranking		6		4		1

	Criteria / Sub-criteria	Programme 7: Connected urban villages Growth focused along core PT prioritisation corridors. The PT corridors provide a transport spine and encourage infill development around key transport based hubs. Main PT spines are Omokoroa-Te Puna-Bethlehem-CBD-Mount-Papamoa-Wairakei-Te Tumu and from the CBD to Tauriko. PT priority corridors provide frequent and easy access for commuters and encourage both infill and modal shift.	Scoring	Programme 8: Compacted and connected city Growth concentrated in Tauranga with large apartment buildings providing housing for most. The concentration of development in the centre enables a highly urbanised environment creating vibrancy and high energy. A core PT corridor network (with ferry access from the Mount) provides access into the centre where office type work increases the average wage considerably and where most of the job growth will occur as a result of sub-region's economic development efforts.	Scoring	Programme 9: Respond to hazards New growth inland away from areas more prone to hazards. PT priority corridors provide access and choice with the main corridor being the Te Papa spine to support growth in Tauriko. The increased population in the eastern aspects of the sub-region more likely to warrant an express bus type service to Tauranga via the TEL.	Scoring
UFTI INVESTMENT OBJECTIVES							
Inclusive access	Proportion of population living within travel thresholds	A number of core PT nodes are established on the main transport spines with frequent and express PT services, providing excellent access to social and economic opportunities. The nodes provide infill opportunities for local communities and enable easy access to necessary facilities within the 15, 30, and 45 minute travel times. Because the roading corridors are used, access is generally excellent but can be prone to delays particularly when incidents occur on the network. Jobs can be more dispersed and do not need to be as strongly located in the CBD as per other programmes		The concentration of people and services in the CBD in a highly urbanised environment provided excellent access to jobs, education, and other social opportunities. Vast majority of trips are local and short in nature, ideal for personal mobility devices.		Land use pattern relatively dispersed as any available land that is less exposed to hazards is developed. While the land use pattern is not as dispersed as the base case, there remains pockets of development that are hard to connect via an efficient PT system. The lower density employment area are more difficult to serve with PT, and reduces the uptake of personal mobility, both of which would help increase access.	
Economic prosperity	Housing affordability	The multiple nodes provide excellent infill opportunities and different housing typologies. Because of the road based PT system, providing good and timely access to Te Puke and Paengaroa is more complex reducing the opportunity to increase greenfield development in the east of the sub-region. The significantly improvement transport choice for the majority would help reduce the cost of travel.		Constrains growth to the Central Tauranga Peninsulas (Mt Manganui, Te Papa, Otumoetai and Tauriko) which is likely to make land and therefore housing more expensive, unless apartments provide affordable options via scale. Assume wage growth linked to CBD growth which would help increase wages and therefore affordability. In the short term, affordability would be poor which has been considered in the score, however, there are considerable longer term benefits if done well.		Higher densities than the base case and more potential achieve lowers housing costs but will need regulation and active intervention in promoting growth areas. Without intervention = -1. Not putting people in high risk areas would support Tauranga being more affordable in the longer term.	
Economic prosperity	The efficiency and effectiveness of the core freight network	Less risk of rail capacity constraints for freight but greater potential for congestion impacts and mode conflict particularly in peak periods. Travel demand management measures, including time of day charging and parking measures, would help encourage the use of PT. SH2 corridor likely to be working hard to manage both commuter, PT and freight traffic, which will increase the risk of delays and reduce efficiency.		Use of frequent PT to connect and move people within a concentrated area would reduce the traffic impact on freight thoroughfare. Movements across the Harbour bridge corridor may be constrained and therefore create congestion. Ferries between the Mount and CBD may take some traffic. Land use pattern would have minimal impact on the rail being used solely for freight purposes.		May shift traffic from Hewletts Road. Barkes Cnr and SH29 would have high demands and possible congestion as commuters and freight traffic are travelling on the same main corridors. SH2 north likely to be congested as more people are located in the North of the sub-region. The function of 15th Ave and Turret is more likely to be used as a defacto SH to SH connector and therefore difficult to provide amenity.	
Environmental sustainability	Transport emissions	Use of the PT spines to move more people would reduce transport emissions and require less dependence on a high uptake of private electric vehicles, or other low carbon vehicle technology. With the PT spines there is further opportunity to provide additional walking and cycling connections to further help reduce emissions. The concentration of infill development near PT hubs is likely to help reduce travel distances and therefore reduce single occupancy vehicle trips.		Significant opportunity to enable a very high mode shift with the concentration of people and housing in the Central Tauranga area.		Slightly better than DG due to more concentration of people and density which would enable a better PT system than current, but this is countered by the dispersement across developments that are less prone to hazards. As such, the PT and active mode share would be better than the base case but not as good as other programmes.	
CRITICAL SUCCESS FACTORS							
Adaptability	Adaptability	Potential for many concurrent development areas establishing some market and feasibility resiliency. Less lead investment than some other options to encourage development. Transport network is less reliant on individual corridors or modes than other options.		Limited adaptability in terms of committing to a land use pattern. However, the certainty of the commitment is also a positive for other reasons. There is some agility in the delivery; however, this would be constrained and less than most other programmes.		Avoids hazards, proactively responds to climate change and risk. Could be less adaptive as it restricts growth areas away from coast. Moving away from coast improves resilience and less reliance on existing bridges.	
Adaptability	Interdependencies	Greater opportunity to incrementally adopt over time and spread investment, however, there is greater risk for stopping half way through. Regional and local council with NZTA delivery mainly. Existing funding tools for transport are applicable. Needs developers to support.		Makes good use of existing social and service infrastructure in the Central Tauranga area. Would result in significant re-planning of schools and other services which have been developed on a more dispersed land use pattern. Likely to load investment on Local Government's balance sheet with significant capacity improvements required to locally delivered and serviced infrastructure. Execution requires very strong and mature Government partnership via a UDA type arrangement to support and implement the interventions necessary for success. More complex than other programmes.		Similar to Programme 1, but with greater opportunities to partner with government on core services i.e. school, health etc. Increased opportunity to partner with developers to support growth pattern. Urban form slightly more dense which supports more local live, learn, work and play...to a degree. Central/local govt investment mix likely to rely more on central but place making would be critical which requires substantial investment.	
Implementability	Feasibility – Technical factors	Technically feasible and the model is well proven in other metropolitan areas. Use of a UDA type model would help bring land parcels together and reduce the complexities and risks associated with the infill development.		The scale of the intensification (multi-story apartment buildings) would be difficult to achieve well. While technically feasible, the scale requires a strong quality element which typically occurs through evolution i.e. Hong Kong apartments.		Programme more challenging from a capacity and capability perspective as infrastructure build required in a shorter space of time i.e. 20-30 years after the existing SmartGrowth pattern is filled up. Need to deliver in a short period has potential to increase risk and cost.	
	Feasibility – Regulatory factors	Impact to productive lands less than other programme as Te Puke development is smaller and Te Puna is not planned for additional development. The new growth along the Papamoa Coast along with infill development provides the growth capacity required and still leaves Te Puke and Paengaroa to come on board for development if future demand occurs. Degree of RPS / DP changes is less extensive than other programmes, such as Eastern Satellite City. UDA type intervention required to make it work to gather the scale required for the initial developments to provide the structure to support further infill. Complex but achievable.		High risk. Consenting is likely to be extremely complex and challenging and could create significant delays which would put pressure on partners to change tact to a different land use pattern. A significant change to legislation to support body corporates and long term leases would be required to support this type of intensification. Likely to be significant challenges in the courts as SmartGrowth partners seek to control development outcomes in the first 20 years to force upwards development.		Significant change from coastal lifestyle desire likely to mean significant challenges via the courts. Potential development in Te Puna, Matapihi could be challenging depending on scale, approach, and the partnership formed to undertake the development. Regulatory powers could be required to move people away from hazards, however, this is likely to be resolved in part by insurance premiums.	
	Feasibility – Market influence	Continues growth along coast and shifts focus of inland development towards investment into public transit. Market should be amenable to either of these as locational deciding factors for growth as they offer an amenity value. Government intervention likely required in transit oriented areas to encourage an appropriate outcome to capitalise on public transport investment.		Unlikely to be sufficient market demand to support the scale of intensification required to force the compact and connected urban form. As such, would be difficult for UFTI partners to achieve the desired land use pattern without considerable intervention into the market.		Significant changes are required which the market and community will take some time to adjust to. Significant changes from the current coastal lifestyle desire will mean the change is hard and complex. Developers unlikely to be supported at least in the short-medium term.	
	Financial – Operational	PT system would require a considerable operation boost and investment. Greater value for money is likely to be achieved as patrons/service kms increase and greater efficiencies in PT system are generated. For horizontal infrastructure the infill development could increase operational costs as the demand on existing assets increases.		Concentration is likely to increase operational efficiencies across the board in the long term. Likely to be operational costs in the short to medium terms.		Concentration of people/dwellings in the centre could reduce the extent of operational PT increases, balanced by increase in quantity and frequency of PT service to the east of the sub-region. 3Ws cost unlikely to be significantly more than base case. Paengaroa could require additional 3 Waters services.	
	Financial – Life cycle maintenance	Reflects good use of existing infrastructure elements. Concentration of growth along corridors and at key nodes expected to lead to less overall length of horizontal infrastructure than in other options (such as Dispersed Growth). Therefore, leads to efficient life cycle costs.		Concentration of services within the Central area likely to increase the complexities associated with the life cycle maintenance of all services. However, amalgamation of services has significant benefits.		Dispersement and continued reliance in some on vehicles for travel would mean no significant life cycle maintenance issues.	
	Financial – Capital	Significant investment would be required to develop the PT priorisation spines and corridors that are necessary to support the infill development along these routes. The investment required would be less than that required to add more capacity to roads as existing corridors could be used first. Investment is scalable as improvements can be completed over time as PT services increase with demand. The greater use of PT would enable some delay in investment in road capacity, but investment in a number of intersections throughout the transport system to prioritise people throughput would be required.		Optimising transport assets and concentrating them into a much tighter area. Underground assets won't have capacity and will need significant upgrades, but the payback is better in the longer term. Complex, innovative, and long term partnerships across all sectors would be required to support the scale of development necessary. Significant new investment is likely from all partners.		A number of current back roads would need upgrading along with new water infrastructure and capacity upgrades to support housing away from hazards and prone areas. Considerable new infrastructure investment required, with limited cost recovery from urban development opportunities.	
Potential affects	Safety & Human Health	Provides for additional mode choice and improves safety along SH2 and other PT corridors. Likely to be a substantial amount of private motor vehicle travel particularly in the short and medium terms despite investment into the PT priority corridors which reduce safety and health benefits. Less influence on urban form to derive wellbeing benefits than other programmes (.e.g. Rail Focused Growth).		Assumes significant changes to the way the city currently works which would be positive for active modes and travelling around. Concentration and core PT network would enhance human health benefits, and is likely to have a positive personal safety impact (CPTED - more people, more eyes).		Pull back from hazards reduces exposure to events. Local community road safety could be improved if urban form supports densities, however, exposure over distances travelled within the sub-region and higher speed environments on the arterial network connecting communities would be the same as present, albeit safer with roading improvements. Options such as speed management in urbanised areas would enhance active modes and safety. Personal mobility movement within communities could be enhanced but likely to be difficult to connect when commuting.	
	Environmental	Concentrated development avoids need to expand into higher value horticultural and rural lands. Concentration of development in CBD forces trade off of space which may impact heritage elements as development pressure increases.		Assumes that the built environment would be to a high standard due to concentration of buildings and people. Natural environment impacts likely to be concentrated in one area but not worse than that of dispersed land use patterns.		Higher densities forces consideration of the built environment and would require careful planning to ensure there is green space and amenity. Heritage in the Te Papa area and other areas could be compromised due to trade off with space. Avoidance of development past the Wairoa River could be beneficial from an environmental perspective.	
	Amenity and urban form	Provides good opportunities for green space and biodiversity along the PT corridors and elsewhere, but complex where undertaking infill. Good opportunities to consider green space and amenity in the development of the nodal centres to support higher intensification around the PT hubs. Without strong integrated structure planning that connect Te Puke area with Wairakei, the TEL will adversely sever the community. The severance of Tauriko West with SH29 is problematic and challenging.		Considerable efforts would be required to support the amenity and urban form of the plan. Significant green spaces and biodiversity corridors likely to be at the edge of the city rather than in where space is a premium. Considerable efforts and cost would be required to support the scale of intensification as the concept is relatively foreign for NZers.		Strong requirements for community amenity and green space/ biodiversity corridors likely to be needed particularly in the Te Papa area with competition for space. Strong connection to the coast in the east would be required to support good live and play outcomes. Similar to the Dispersed Growth programme, and would require structure and master planning to help ensure amenity is built into new communities.	
	Community	Depending on form creates strong liveable communities based around the transport nodes/hubs. Done well the frequent PT service could encourage a significant uptake of active modes particularly as e-mobility increases. Opportunities to support active modes through investment is high and increases the good potential to enhance community wellbeing, and streetscapes.		Likely to be extremely complex in developing and supporting well functioning communities in a small (relatively to NZ) space. Some benefits from diversity in the communities but this is likely to be washed out by other factors.		Increased population in certain area would force greater consideration of liveability. Master planning approach would be required with strong urban form aspects necessary.	
	Land requirements	Likely to be significant number of individual properties affected depending on routes. Impact is not necessarily taking whole but proportions of to allow for addition road space to be allocated for PT services. No real distinction between affected property. Increased use of Matapihi bridge could be complex depending on iwi aspirations.		The complexity in changing current land ownership structures necessary to support the scale and intensification of development are likely to be extremely challenging.		Slightly greater impact than the Dispersed Growth Programme overall. Less flexibility in terms of locating communities and service would have some impact on property particularly in the Te Papa/Tauriko areas as greater densities would be likely to be necessary.	
	Policy integration	Excellent ability to achieve both urban development and transport outcomes. With government partnership, scale provides opportunities to develop social and affordable housing, but this is less than other programmes and would require a change in property ownership to achieve housing outcomes.		Excellent alignment to transport outcomes in terms of access and choice (good multi-modal, and bad for SOV choice). However poor housing and urban development outcomes likely as balance of opening additional land supply would be extremely limited despite having developable land available.		Achieves better transport outcomes by using existing assets where relevant. Some PT improvement would improve multi-modal shift, but not likely to be significant. Less perceived urban growth opportunities but should be enough for NPS.	
	Economy	Success of the programme reliance of economic development being chased and achieved. Greater risk in quantum of commercial property is not concentrated enough to support numerous nodes, reducing agglomeration and vibrancy benefits. Does enable better balance to be achieved between movement of people and freight without requiring economic sticks, but not to the same extent as some other programmes.		The current economy is unlikely to support this scale of change and a significant structural change to the economy would be necessary to support the high wages needed to support this urban style of living. On balance likely to cause poor economic outcomes in the first 50 years with benefits accruing in a much long time horizon i.e. 100 year plus.		Likely to be a loss of productive land, with a sharp economic adjustment required. A strong driver to create jobs would be necessary to help manage the adjustment. The more intense and forced spatial form can enable job growth, but would require strong political leadership to achieve change.	
	Ranking		2		3		8

KEY

High

Neutral

Low