UFTI Implementation Principles

Final June 2020

1 Introduction to principles

The principles focus on elements of urban design and urban planning of critical importance to achieving the benefits of the optimal UFTI programme. They are high-level and aspirational outcome statements to guide the implementation of the optimal UFTI programme through the upcoming SmartGrowth joint spatial plan.

Some UFTI implementation principles may conflict, such as the need to enable greenfield development on soils which are highly productive because there are limited areas to develop. During planning decision making processes a deliberate balancing of trade-offs will be needed from time to time. The collaborative methods underpinning the way SmartGrowth works are expected to sufficiently manage the balancing of these principles together by the partners. In developing the principles it is noted that whilst three waters infrastructure is an important consideration in spatial planning it was not part of UFTI's scope. It is therefore expected that the new joint spatial plan will develop similar implementation principles for management of the three waters aspects of urban growth.

2 Sources

The following sources were considered during development of the principles.

Government

- GPS for Land Transport (2018 + draft version, 2021)
- Urban Growth Agenda

Waka Kotahi NZ Transport Agency

- Arataki
- Keeping Cities Moving

UFTI

- Summary of submissions database
- Foundation Report and Interim Report
- Various technical reports produced for UFTI
- Tangata Whenua UFTI Review

SmartGrowth

- Future Development Strategy Actions

BOPRC

- Regional Land Transport Plan
- Regional Policy Statement
- Climate change action plan

WBOPDC

- Spaces and Places Strategy
- Built Environment Strategy

TCC

- Manual for Streets
- Urban Design Strategy
- Age Friendly City Strategy
- City Centre Strategy
- Tangata Whenua Urban Design
- TCC planning guidance
    - Residential outcomes framework
    - PC26 urban design criteria
    - Urban design objectives from Te Tumu, Tauriko West etc

Tangata whenua

- Tauranga Moana Iwi Management Plan 2016-2026

3 UFTI Implementation Principles

Topics	Principles	Need	Main Sources
1. Macro urban form	**The sub-region's urban form presents good quality, compact mixed-use urban development with density and large destinations focused on PT nodes and along corridors.** *Features* • *Infrastructure (including social infrastructure), services and policy change is planned and allocated to enable UFTI's optimal programme. Future land requirements are identified and protected as early as practicable for PT, transport and other strategic infrastructure, regional facilities, and catalyst project needs.* • *Management of urban growth takes a transit-oriented community design approach, providing integrated delivery of land use and transportation at each scale of urban form. Medium and high density developments and major trip generators are located at PT nodes and along corridors to improve access by PT. Te Papa, including the CBD, is the primary employment centre in the region and becomes an increasingly vibrant place through ongoing residential and employment intensification and enhanced amenity, anchoring redevelopment.* • *New development is purposefully balanced between intensification and greenfield growth to ensure delivery against intensification targets.*	High frequency PT benefits from density concentrated along corridors and nodes in areas of high access to PT service Density done well supports agglomeration benefits which enhance GDP / wage improvements and relative improvement of housing affordability to incomes UGA connections: quality-built environments, whilst avoiding unnecessary urban sprawl; assist emission reductions and build climate resilience; enable quality-built environments Our urban form should enhance transport's role in providing connections between people, product and places.	Urban growth agenda Arataki Keeping Cities Moving BOP RLTP UFTI Interim Report Comparative Cities Phase 1 and 2 Reports Stakeholder feedback WBOP Built Environment Strategy
2. Mode shift + micro mobility	**Shared and active modes (including micro-mobility) are the most popular choices for local trips, enhancing travel choice and mode share throughout the sub-region.** *Features*	Mode shift has positive social and economic outcomes as well as reduction of GHG emissions Micro-mobility represents an opportunity for our transport system to	Arataki Keeping Cities Moving BOP Mode Shift Plan (in draft)

Topics	Principles	Need	Main Sources
	• *Improved quality, quantity and performance of public transport facilities and services, and walking and cycling facilities.* • *Most short trips are taken by active modes or micro-mobility* • *Safe and direct walking, cycling and micro-mobility connections to major destinations.* • *Integrate cycling and micro-mobility connections with PT nodes and corridors.* • *First mile-last mile integration of cycling and micro-mobility with frequent / rapid PT to maximise catchments and ridership.* • *Investment into PT services and public amenities can shape travel behaviour, so it is important that alternatives to the private car are available from day one in new developments. These services will need to be competitive for availability, travel time, and cost.* • *Public transport and infrastructure investment focused on service delivery that is reliable and direct to meet existing demands and attract new users.* • *Incorporate a PT service hierarchy that is easy to understand and allows users to identify areas that are supported by frequent public transport services.* • *Actively manage parking pricing at key destinations and areas of influence to encourage PT use, active modes use, and high car parking turnover in commercial places.*	be more effective for short to medium length trips but needs enablement Transform urban mobility by shifting from a reliance on single occupancy vehicles to more sustainable transport solutions for the movement of people	BOP RLTP UFTI Interim Report UFTI report: Mode Shift and Multi Modal Solutions Tauranga City Council Streetscape Design Guide DRAFT - March 2019 Tauranga Cycle Plan & Western BoP W&C Action Plan (in draft) Stakeholder feedback PT Blueprint
3. Community design	**Communities are distinctive places focused around public open spaces, major amenities (such as civic facilities or cultural assets), and frequent transit where people have easy access to daily destinations to live, work, play and learn while travelling along streets that are great urban spaces.**	UGA connections: assist emission reductions and build climate resilience; enable quality built environments, whilst avoiding unnecessary urban sprawl; improve access to employment, education, services	Urban Growth Agenda BOP RLTP, RPS Comparative Cities Phase 1 and 2 Reports

Topics	Principles	Need	Main Sources
	Features • *Master planning helps address integrated approaches to land development, access, parks/open spaces and other amenities, and place-making – including resolution of reverse sensitivity challenges in greenfield areas.* • *Land use mix and diversity is planned to accommodate half of employment locally in order to mitigate overall required vehicle kilometres travelled.* • *Strong community identity is enabled by creative place making and amenity provision, including emphasis on providing open spaces and parks which support opportunities for play and social connections. Civic facilities are central and well-connected within each community (e.g. theatres, museums, schools, sports facilities, etc)* • *Streets are safe and attractive for people walking and cycling, supporting local businesses and contributing to quality urban form.* • *Infrastructure is integrated with development, especially transport as this is a key urban form driver and shaper.*	To mitigate required vehicle kilometres travelled, provide for half of trips with local destinations in each community	UFTI Interim Report Stakeholder feedback
4. Neighbourhood design / urban design	**Neighbourhoods are structured so higher-density, mixed-use, walkable, human-scale development focuses around frequent transit, while built form and open spaces express our distinct culture and let people socialise and enjoy our natural assets.** *Features* • *Open spaces are readily accessible from residences, leading to improved social connections, vibrancy, and connection to natural areas such as the harbour.* • *Intensification and redevelopment provide for densities which*	High frequency PT requires density at nodes and the approach of transit-oriented community design can enable integrated land use-PT outcomes that improve inter-related success factors (such as density, urban for, mode shift). Communities built in this way have proven to be particularly liveable, sustainable, and resilient places. Transit-oriented communities also make it possible to operate efficient, cost-effective transit service.	Urban Growth Agenda Comparative Cities Phase 1 and 2 Reports UFTI Interim Report BOP RLTP Stakeholder feedback

Topics	Principles	Need	Main Sources
	can support provision of PT service levels in existing urban areas. • *Place making and amenity of sufficiency to support urban lifestyles and urban recreation, and the opportunity to better connect our communities through story telling expressed through public art, architecture, parks, and open spaces.*	UGA connections: Improve access to employment, education and services; assist emission reductions and build climate resilience	
5. Social equity	**Infrastructure and urban form improve all people's access to opportunities necessary to satisfy essential needs and advance wellbeing.** *Features* • *Strengthen existing communities and improve housing choice.* • *Preserve* and strengthen features that make a place special. • *Inclusive access to high-quality social and economic opportunities (such as to schools, parks, healthy food, recreation, work, healthcare) through provision of accessible PT options and alternative modes.* • *No one community is overburdened by the negative impacts of the sub-region's growth.*	The benefits of growth and change should be shared equally, and disparity reduce over time Inclusive access is important to ensuring all people can reach essential services	GPS-Land Transport (draft) 2021 Targeted Community Insights Report Stakeholder feedback
6. Housing quality / affordability	**New developments and urban regeneration projects provide for a mix of housing types and tenure, places for people to play, and include social and affordable housing options.** *Features* • *Quality of developments is balanced with cost effective and sustainable approaches to construction and urban design.* • *Opportunities to locate social and affordable housing in areas of high PT access are addressed.* • *A range of housing typologies is provided.*	Wider range of housing can support supply which meets our changing needs Quality and cost effectiveness need to be in balance which will change from place to place UGA connection: Improve choices for the location and type of housing	Urban growth agenda Stakeholder feedback

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7. Aged care + accessibility	**People can choose to live independently in their communities and are enabled to age-in-place.** *Features* • *Day to day services are within easy reach and accessible, PT is available when needed, care and support is available close to where people live, housing is suitable for different stages of life, parks and open spaces are conveniently located and accessible.*	Demographics of the sub-region are likely to continue to have a mix of aging population and inward migration of people seeking the lifestyle the Western Bay of Plenty has to offer. The urban form and transport system need to cater for both these groups of people.	Stakeholder feedback Tauranga Age Friendly City Strategy 2013-2023
8. Strategic corridor function	**A sub-regional network of strategic transport corridors integrates the purpose and context of each corridor by balancing place and link functions and user priorities.** *Features* • *Implements UFTI's strategic function classifications and any future agreed refinement.* • *Efficient and safer state highways, supporting key freight routes for our region to improve connections for economic purposes.* • *Take an integrated approach in aligning transport with land uses / place functions* • *Modes are prioritised by corridor allowing for prioritisation to improve user experiences and efficiency.* • *Corridors reflect an appropriate level of place and link functions.* • *User experience is a consideration and may change across the day and as the network and land uses evolves.* • *The multi-modal transport system has a key role in the movement of people and goods (general traffic), however certain strategic journeys or routes will require prioritisation for particular modes of transport.*	Encourage the right management approach to strategic corridors, helping to prioritise ongoing investment which can strengthen transport outcomes for the primary designed strategic purposes of a route. This should lead to an overall improvement in how the network functions for all users. Can support place making and local economy by balancing design for place and link functions. Understanding corridor function and making investment and urban form decisions based on those functions will enhance transport's role to provide connections between people, product, and places.	Arataki Keeping Cities Moving BOP RLTP BOP RPS Targeted Community Insights Report Tauranga City Council Streetscape Design Guide DRAFT - March 2019 Stakeholder feedback

Topics	Principles	Need	Main Sources
9. Environmental design	**The harbour and catchment are healthy and thriving, linked with a blue-green network of natural features and recreational activities in a way which expresses landscape character and enhances natural health.** *Features* • *Urban environments support healthy natural features and ecosystems, improved water quality, reduced energy usage and waste production.* • *A blue green network has both environmental and recreational values. These can be managed together through a combination of infrastructure, ecological restoration and urban design to connect people and nature across the sub-region to improve wellbeing and quality of the environment.* • *Landscape context and character help express the identity of the sub-region through its landscape and supports stronger sense of place and community identity.* • *Sustainable design of urban environments leads to reduction in environmental impacts from development and urban systems.*	Blue/green networks are an innovative holistic way of planning based around waterways (blue), planting and parks (green). Landscape context and character help express the identity of the sub-region through its landscape and supports stronger sense of place and community identity. Environmental performance of urban areas an important factor in environmental quality	Tauranga Moana Iwi Management Plan 2016-2026 Stakeholder feedback UFTI Constraints Mapping Report WBOP Built Environment Strategy
10. Tangata whenua / Tauranga Moana	**Tangata Whenua cultural narratives and profile are a vibrant and valued part of living in the Western Bay of Plenty, articulating a deeper sense of place and enhancing the mauri of Tauranga Moana.** *Features* • *Tangata whenua guide application of Tauranga Moana Design Principles and the Te Aranga Design Principles to protect, re-instate, develop and articulate mana whenua cultural landscapes enabling all of us (mana whenua, mataawaka, tauiwi and manuhiri) to connect to and deepen our 'sense of place'.*		Tangata Whenua UFTI Review Tauranga Moana Design Principles for the Heart of the City (CBD) on Te Papa, Tauranga City Tauranga Moana Iwi Management Plan 2016-2026 Tauranga City Council Streetscape Design Guide DRAFT - March 2019

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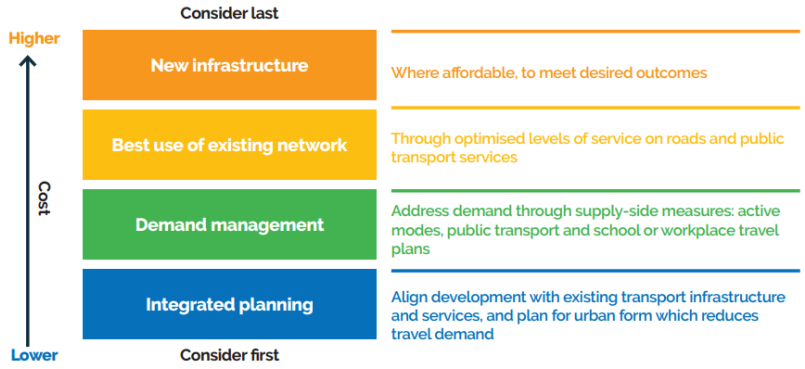
	• *Future growth management planning exercises use an iwi spatial planning layer developed by iwi with support from the partners as a key tool to guide decision making.*
	• *The iwi spatial layer is used as a cultural engagement tool with* Hapū/Iwi and Māori Land Trusts to help identify and document the desires of Tangata Whenua and connect those aspirations with a fresh perspective to the Joint Spatial Plan and any future review of UFTI.
	• *All tangata whenua engagement associated with the UFTI programme to be based on the following principles:*
	  ○ *Engage early: This is so that engagement occurs with the right people and that there is enough time to respond / participate.*
	  ○ *Provide enough and clear information: This helps to make an informed and timely decision.*
	  ○ *Review [iwi Planning Documents] before engaging: This informs engagement and keeps repetition of feedback to a minimum.*
	  ○ *Keep iwi informed about projects and plan changes: not just seeking feedback when feedback is needed.*
	  ○ *Provide a 'feedback loop': so iwi know what has happened with feedback.*
			Stakeholder feedbackHe Manukura Reports

11. Recognising environmental constraints	**Protect wāhi toitū* from development in perpetuity, whilst in wāhi toiora** change or development occurs with the greatest care.** **places to remain undisturbed* *** places to take care of and protect* • *Wāhi toitū (places to remain undisturbed) are protected from development in perpetuity. These are defined from natural hazards, significant ecological sites, cultural assets, and protected areas.*	Need to manage rural and agricultural land as a resource; avoid development on hazard prone lands. Reinforce landscape character and sense of place through retained areas of value. Need to understand environmental constraints when designing an urban form that provides safe and resilient connections between people, product and places	Arataki Urban Growth Agenda UFTI Constraints Mapping Report BOP RPS Stakeholder feedback

Topics	Principles	Need	Main Sources
	• *Wāhi toiora (places to take care of and protect) are areas where change and development may proceed in ways that enhance or protect it from harm, promote wellbeing or beautify it. This is defined from areas where a hazard (such as flooding or slope stability) or a resource (such as land use capability classes 2-3 or a park or open space) has been identified but where additional assessment may be applied to reduce a risk or evaluate a resource.* • *Avoid increasing the impacts and residual risks of natural hazards and improve climate resilience.* • *Protect the supply of productive land and promote agricultural viability with an emphasis on food production.* • *Preserve landscape character, natural amenity and ecological integrity.*	Our climate is changing, and the changes will have consequences for our urban form and transport system – we need to make decisions about how we adapt our urban form and transport systems to these changes.	
12. Hierarchy of interventions	**Optimise the use of existing infrastructure before committing to construct new infrastructure.** DIAGRAM 1: Intervention hierarchy 	Urban growth will always need new infrastructure to accommodate population growth, but it is important to make sure the plans and frameworks are in place to extract the most value from existing assets before investing in new assets.	GPS for Transport BOP RLTP UFTI Interim Report

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13. Economic strategy	**The region's infrastructure and urban form support a sustainable knowledge-intensive economy driven by innovative people and businesses applying technology, research and development, leveraging the strengths of our natural horticultural and marine-based food basket, with the strength of the port and splendour of Tauranga Moana at the forefront.** *Features* • *Network of open spaces, with Tauranga Moana at the forefront, accessible and safe transport system and quality urban environments to attract talent and investment.* • *Placemaking to create attractive, accessible places reflective of our culture and heritage.* • *City-shaping lead transport and social infrastructure can influence market outcomes and can be catalysts along with placemaking initiatives and transformational developments.* • *Build a vibrant CBD that levers off education and existing service industry anchors to attract new businesses.* • *Strong economic connections to Auckland, Hamilton, and Rotorua.*	Agglomeration benefits to GDP improve wages and lead to better housing affordability Higher amenity is known to attract certain classes of employees and therefore make a place increasingly attractive for some types of high-quality employers. Our transport system is critical to support regional development. We need to optimise transport's role in enabling regional communities to thrive socially and economically	Arataki TCC City Centre Strategy Stakeholder feedback Priority One
14. Climate change – mitigation	**Greenhouse Gas emissions from transport achieve net zero by 2050 through a combination of urban form, street design, technology changes and public transport services that allow people to drive less within the sub-region, while strategic transport corridors are made reliable and efficient for freight and inter-regional travel.** *Features*	Mode shift towards more sustainable travel can reduce greenhouse gas emissions Urban form can encourage more opportunities to live, learn and work in the same place ("self-containment") so that the need to travel is reduced Technology has the potential to	GPS for Transport Arataki Targeted Community Insights Report Stakeholder feedback Awaiting guidance from

Topics	Principles	Need	Main Sources
	• *Encourage mode shift and reduced reliance on private motor vehicles.* • *Encourage land use and transportation infrastructure that reduce energy consumption, reduce greenhouse gas emissions, and improve air quality.* • *Enable adoption of new low emission or no emission transport technologies through actions such as facilitating electric vehicle charging network.* • *Look for opportunities to offset transport emissions where reductions are not able to be achieved in the short term.*	reduce transport emissions over time – provided that infrastructure to support cleaner technologies is in place and market incentives exist. Mode shift alone will not be able to achieve transport emissions targets of net zero by 2050, other actions will be required to support the transition to a low emission economy including supporting new technologies and considering alternatives for offsets	Climate Change Commission / Zero Carbon Act
15. Monitoring, review, and managing uncertainty	**As conditions change performance measures are monitored so that implementation of the strategy adjusts through a regular review and update process. Opportunities are not closed off unnecessarily, including the potential option to use rail for PT purposes and land requirements for corridors.** *Features* • *Shift monitoring focus from outputs (delivery of specific projects) to place more emphasis on outcome measures and trends toward strategic objectives.* • *Identify and track KPIs and measures that provide clear triggers for review of strategy or implementation priorities.*	Monitoring of progress towards long term strategic objectives is important to enable adjustments to tactics in response to unknown unknowns. Maintaining strategic options and being prepared for change, enables ability to respond to risk or opportunity.	Stakeholder feedback