



ATTACHMENTS

**Strategy, Finance and Risk Committee
Meeting
Separate Attachments 1**

Monday, 3 October 2022

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Ōtūmoetai Spatial Plan Te Mahere Takiwā mō Ōtūmoetai 2022 – 2050





He kupu whakamānawa

Pūngarungaru te wai i te au nui o te waka
Tākitimu, ko Mātaatua.

Haere kōtou i te tai pō ki tua o Kārewa.

E pari ana ko tai awatea, e pari ana ki te
onēpū ki raro Ōtūmoetai, te pā nui o te iwi.
Ko te uri nō Ranginui, ko Kuraroa ki runga
rā.

Ko Kinomoerua ki Matuāiwi, tohunga o te
rongomau, tohunga o te riri.

Whakatūria te whare ki Okorere, ka huri te
tai,

ka hakaina te iwi ko Te Haka a Te Tūpere
I kūmea mai koe ki Rangiwaea, hei
tāwharau mō te tini o Tauwhao.

Ko Matikara e tāpua ana, ka mārama ki te
hao ikanui.

Hoea ki uta, ki te pūwaha ki Waikareao.

Ko Kinotaraia ki Motuōpae te moenga
okiokinga o wāna uri.

Tū mai e koro Tamatea whakaruru hau
o te iwi, ko Ngāi Tamarāwaho ki runga
Matarawa.

Te waikanaetanga o te awa Kōpururerua ki
te moana.

I raro i Te Pā o Orangipani, nohonga
tupuna.

Nā te hau koe e pū mai nei ki taku kiri ki Te
Waha o Te Marangai?

Pūhia ki runga o Manunui, te pā tawhito o
Hinewa.

Mā wēnei tupuna nō te takiwa o
Ōtūmoetai,
e tohua te ara māhitihi kia tae pai te waka
ki uta.

Ko ngā mātāpono, kia wānanga ai.

Ko te Mana Tuku Iho, kia mārama ai.

He Mana Rangatiratanga,

He Mana Taiao

He Mana Tangata

Puritia kia ita, kia kore ai e ngaro.

Haumiē hui ē tāiki ē.

Word of encouragement

The water ripples from the wake of the
great canoe, Tākitimu and Mātaatua.

Go forth our dearly departed on the
outgoing evening tide.

The morning tide ebbs upon the shore
below Ōtūmoetai, the largest fortified
village of the people.

Kuraroa, the descendant of Ranginui
stands above.

Kinomoerua, the expert strategist, stands
at Matuāiwi.

Build the house at Okorere, at the turning
of the tide and the proclamations of the
people, you're hauled ashore at Rangiwaea
Island, as a shelter for the people of
Tauwhao.

Matikara stands out, giving insight to net
the large fish.

Paddle inwards to the mouth of the
Waikareao Estuary.

Kinotaraia stands at Motuōpae, the resting
place of his many descendants.

Above Matarawa stands Tamatea
Pōkaiwhenua the protector of the people
of Ngāi Tamarāwaho.

The converging waters where the ocean
and the Kōpururerua river meet below
the great fort Orangipani, an ancestral
settlement.

Is it you on the wind that blows upon skin,
upon the area, Te Waha o Te Marangai?

Blow upon Manunui, the ancient site of the
principle ancestress Hinewa.

Let the ancestors of Ōtūmoetai show the
way, to successfully reach our destination.

Let us gain enlightenment as to the values
they lived by, to uphold our inherent
prestige.

The authority to express.

The prestige of the environment.

The value of the people.

Let us retain and hold onto it, that it will
never be lost.

Together we are agreed and collected.



Rārangi upoko Contents

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1.

Te Aronga Matua o tēnei mahere Ōtūmoetai Spatial Plan Overview



Te Tiro Whānui

1.1. Overview

Well-considered planning for the Ōtūmoetai Peninsula is essential to make sure we have enough homes, suitable ways to get around and community spaces to support the wellbeing of everyone who lives here now, and in the future.

This spatial plan sets out a vision and framework for how and where growth will occur on the Ōtūmoetai Peninsula between 2022 and 2050. It seeks to support growth in the right places, supported by the right infrastructure – whether that's pipes in the ground, ways of getting around, housing choice and access to schools, healthcare or other community facilities.

Tauranga and the western Bay of Plenty will continue to experience rapid growth. While this brings significant challenges, it also provides us with unique opportunities. This plan responds to that opportunity for growth to occur, particularly on the Ōtūmoetai Peninsula. The Ōtūmoetai Peninsula is home to 19% of Tauranga's population and is well placed to support some of this growth because its central location, proximity to the water, green spaces, and commercial/retail centres make it a great place to live. Providing greater housing choice with strong connections to the city centre and adjoining centres (such as Bethlehem), will support the continued prosperity of the entire sub-region.

Planning for the future of the Ōtūmoetai Peninsula requires ongoing engagement with partners, key stakeholders and the community, acknowledging the different meaning and values placed on Ōtūmoetai by all involved parties. We have worked closely with mana whenua, Waka Kotahi NZ Transport Agency, Bay of Plenty Regional Council, Ministry of Education, Kāinga Ora and other partners, as well as engaging with the community, to deliver this plan. Feedback has provided us with an understanding of community values and allowed us to proactively plan for a sustainable future. We've incorporated what we've heard in this plan, which provides a roadmap to support the forecast growth and highlights how important it will be to work together to get there. Every action has been designed with

the wellbeing of our people and environment in mind.

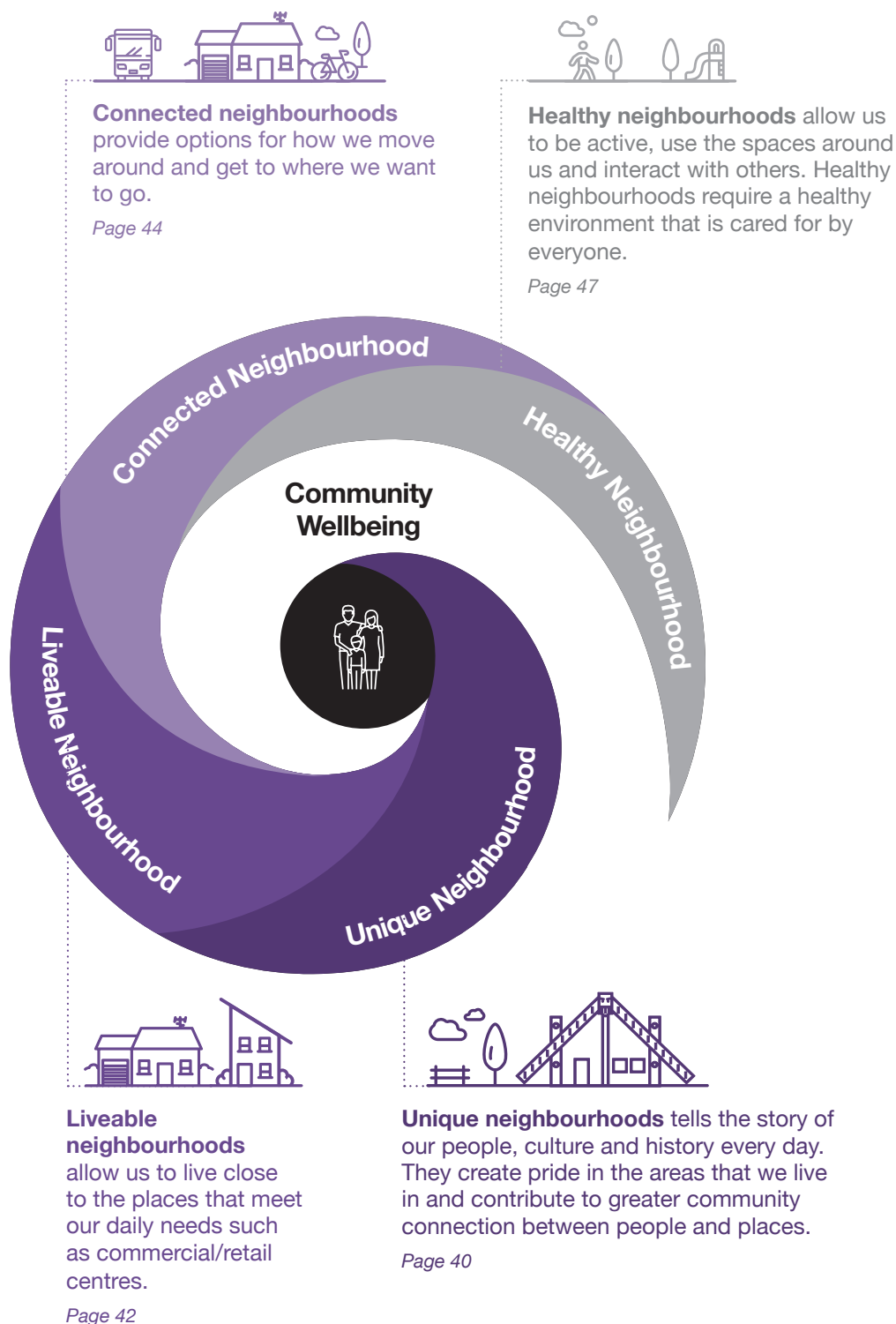
Taking a collaborative approach now, and as we move forward, gives us a greater ability to harness the opportunities of growth rather than being impacted negatively. We have an opportunity to create a place that reflects our cultural heritage and welcomes all communities, protects the things we love about Ōtūmoetai and improves the way we move around within the peninsula and the wider city. Over the next 30 years and beyond, it will allow us to create a place for people from all walks of life to call home.

Achieving the change envisaged by this plan will take time, resources, effort and commitment. That is why it's important that we take this journey together by taking action now. Continuing to engage with the community when implementing the projects and initiatives of this spatial plan will help us achieve a unique, livable, connected and healthy Ōtūmoetai.

Ensuring a greater mix of activities and housing choice in neighbourhoods will mean more everyday needs can be met locally via a range of safe, convenient and sustainable transport modes, and help to improve the health and wellbeing of communities now and into the future.

Our future plan for the Ōtūmoetai Peninsula will support neighbourhoods to become Unique, Liveable, Connected and Healthy. To achieve these community outcomes, we will follow key principles that are outlined below.

These key principles or directions will be delivered through specific actions, detailed in the overall plan, that will be implemented throughout the Ōtūmoetai Peninsula and the commercial/retail centres.



Te Aronga Matua o tēnei mahere

1.2. Purpose of the Ōtūmoetai Spatial Plan

This plan for the future (Spatial Plan) sets the strategic direction for how we manage urban growth to meet future needs, opportunities and challenges on the Ōtūmoetai Peninsula over the next 30 years. It provides a coordinated and integrated approach to:



The way we move around
(transport)



Where we live
(urban form)



Where we work
(economy)



Where we play
(open space, community facilities)



How we are supported
(health, social services, commercial activity)



Where we learn
(education, culture, identity)

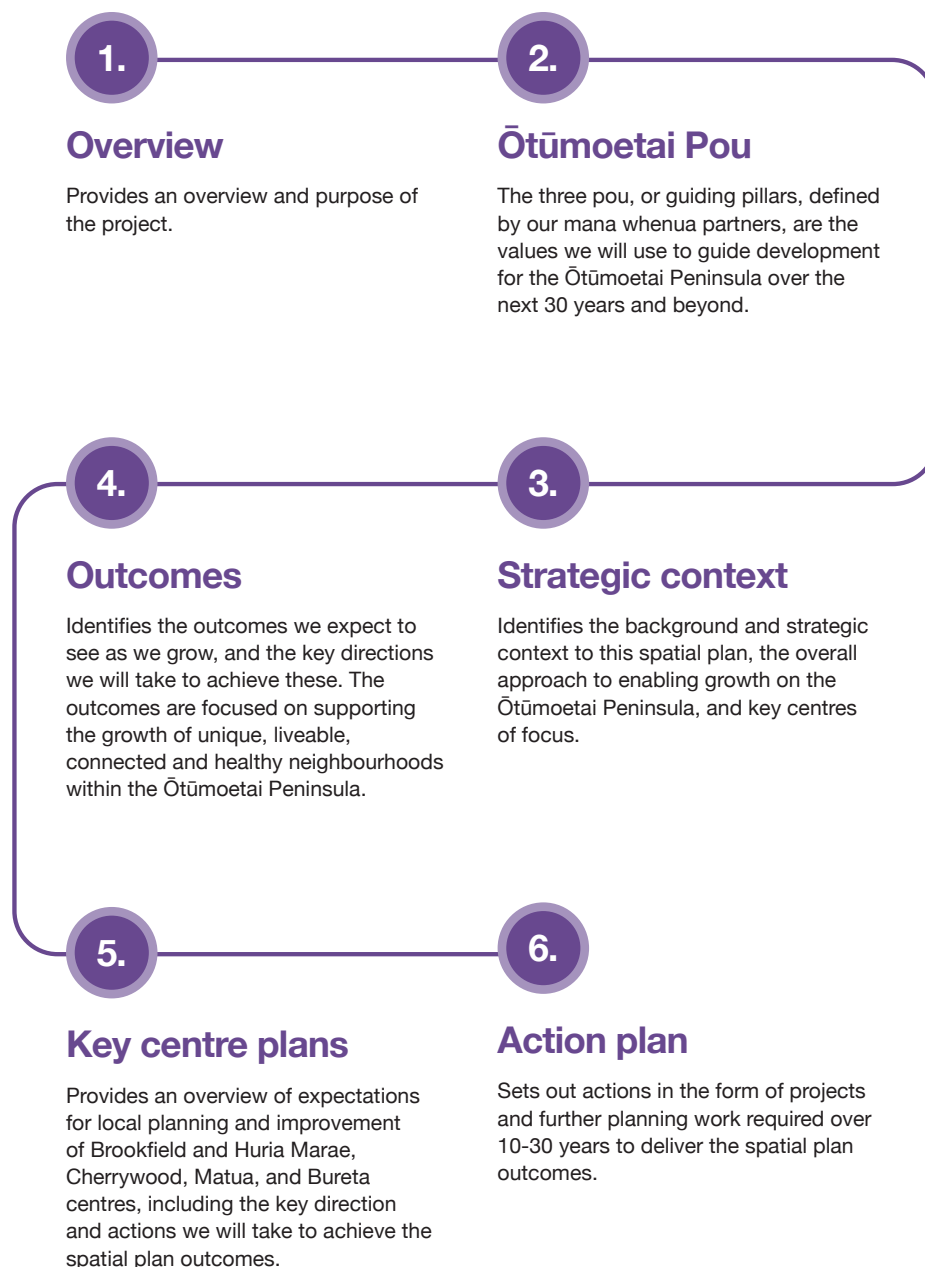
The plan will assist in more efficient use of resources and, in return, reduce costs to the community and individuals, as well as providing potential for better use of time and healthier living. The plan seeks to improve the liveability of Ōtūmoetai Peninsula, by supporting an urban form, character, amenity and proximity to other places, to enhance the wellbeing of the people who live, work, play or visit there.

As non-statutory documents, spatial plans help to inform council planning processes such as city plans, social infrastructure planning, transport planning, local plans, and the annual plan and long-term plan. They do this by identifying actions and projects that are needed to achieve the outcomes sought for Ōtūmoetai Peninsula.

Te Rerenga kōrero

1.3. How to read the plan

There are six sections in this spatial plan:







Ngā āhuatanga o te takiwā

1.4. Understanding the Ōtūmoetai Peninsula

Place

Within the context of this spatial plan, the Ōtūmoetai Peninsula refers to the area extending west from Chapel Street bridge to Matua and then south to Judea (excluding the Judea Industrial area). It includes five distinct communities - Ōtūmoetai, Matua, Brookfield, Bellevue and Judea. Within this spatial plan, we refer holistically to this area as 'Ōtūmoetai'.

The peninsula is bounded by the Waikareao Estuary, including Motupae Island, Te Awanui (Tauranga Harbour) and Matua Saltmarsh. The name Ōtūmoetai translates to the place where the tide stands still as if asleep.

Ōtūmoetai is centrally located and has much of the core infrastructure to support growth, including schools, good quality parks, and transport. It is less than 1.5km from the Tauranga city centre.

Key challenges

We want to make good use of existing assets and investments by enabling people to live, work, learn and play in Ōtūmoetai, while ensuring that the values present in the community today are protected and enhanced for future generations.

The key challenges that this spatial plan responds to include:

- A lack of suitable and affordable housing supply and choice, including higher density options
- Existing centres are dispersed and there is no 'community heart'
- Transport and safe walking and cycling options are limited and do not encourage people to catch the bus, walk or cycle
- The quality of public spaces and community facilities is not suitable to meet existing and future needs

Studies have shown that our existing water supply and wastewater infrastructure will be capable of supporting further growth in Ōtūmoetai.

Significant investment in stormwater infrastructure has been undertaken in this area following the loss of private property and damage to public areas after the 2005 floods. Upgrades to stormwater infrastructure, which manages frequent, day-to-day rainfall, are budgeted for in the Long-term Plan for the Ōtūmoetai area. This will be prioritised on the areas of greatest need with specific locations still to be determined. In an extreme natural hazard flood event, the location of flooding is strongly influenced by the natural high and low points of the land, and underground infrastructure does not fully cater for such extreme amounts of rain. Council has recently updated flood maps to show the future predicted flood extent for 2130 and these areas are managed through provisions in the City Plan to mitigate flood risk effects.

Ōtūmoetai is one of three key areas in the city earmarked for the Accessible Streets programme which will provide more active travel options by delivering a connected network of cycleways throughout Tauranga for people of all ages and abilities. It will also provide safer intersections, safer crossings, and speed tables in key areas to make it safer to walk and easier to catch a bus. The main focus will be development of a 12km cycle network through the Ōtūmoetai Peninsula linking it to the City Centre.

People

On average, the Ōtūmoetai Peninsula is comparable in diversity to Tauranga as a whole. However, the different suburbs that make up the peninsula provide quite different breakdowns in terms of ethnicity.

Matua/Ōtūmoetai: approximately **9% of people who identify as Māori** which is less than the Tauranga (18%) and national (16.5%) averages. In contrast, the remaining Ōtūmoetai Peninsula suburbs have approximately 21% of people who identify as Māori.



Population

Ōtūmoetai Peninsula



Tauranga



Western Bay of Plenty Sub Region

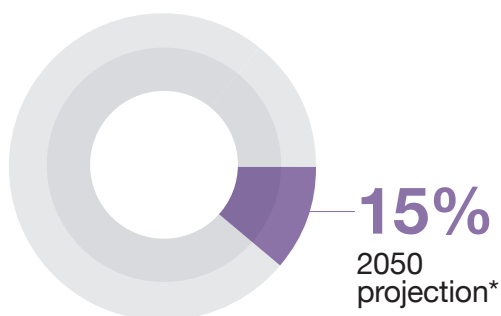


= 5,000 people rounded = 20,000 people rounded

* Tauranga City Population and Dwelling Projection Review 2021

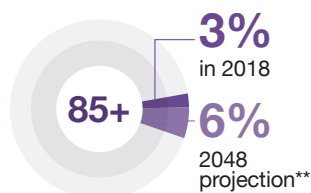
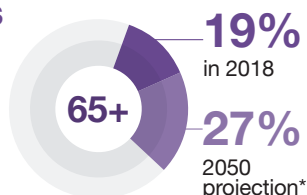
Proportion of Tauranga's population living in Ōtūmoetai Peninsula

* Tauranga City Population and Dwelling Projection Review 2021
** Stats NZ 2018 census



More than half the population is

40+



Dwellings

Ōtūmoetai Peninsula



Tauranga



Western Bay of Plenty Sub Region



= 2,000 dwellings rounded = 10,000 dwellings rounded

* Tauranga City Population and Dwelling Projection Review 2021



1943

Matua historic image

Black and White aerial photography images. Scanned by NZAM for GIS. (source: TCC Mapi)



1965

Papahenga - Matua Saltmarsh



24 February 1954

Orchards at Ōtūmoetai, Tauranga.

Whites Aviation Ltd: Photographs. Ref: WA-35110-F. Alexander Turnbull Library, Wellington, New Zealand.

<https://natlib.govt.nz/records/23114540>



September 1963

New footpath in Ōtūmoetai Road

Tauranga City Libraries Photo gcc-4325



2022

Brookfield

Drone footage (source TCC)



2022

Matua

Drone footage (source TCC)



2022

Cherrywood

Drone footage (source TCC)



2022

Bureta

Drone footage (source TCC)

2.

Ōtūmoetai Pou



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Tauranga City Council

Te Noho Rangapū ki Ōtūmoetai

2.1. Ōtūmoetai and mana whenua partnership

Tauranga City Council works in partnership with tangata whenua to build, protect and celebrate our city, our environment and our people. Through the preparation of this spatial plan, Council has worked in partnership with the mana whenua of the Ōtūmoetai Peninsula, including representatives of Ngāti Ranginui, Ngāi Te Rangi, Ngāti Pukenga, Ngāi Tamarāwaho, Ngāti Tapu, Ngāi Tukairangi, Ngāti Hangarau and Tauwhao, as well as wider engagement with iwi and hapū through the Te Rangapū Mana Whenua o Tauranga Moana Partnership.

A key focus of the mahi and wānanga undertaken throughout the project with mana whenua has been developing the Ōtūmoetai Spatial Plan cultural principles to support future projects. Mana whenua input into the process has also assisted to identify specific cultural projects for Ōtūmoetai as well as providing input into the wider outcomes and projects.

The Tauranga Moana Design Principles (adopted by Te Rangapū Mana Whenua o Tauranga Moana Partnership and Tauranga City Council, 2017) provide the overarching framework and starting point for the Ōtūmoetai cultural principles. The Ōtūmoetai cultural principles for partnership and engagement are outlined as follows.

Partnership and engagement – recognising rangatiratanga

Integral to achieving the Tauranga Moana Design Principles and the cultural principles in this spatial plan is recognising mana whenua as a partner on relevant Council projects and ensuring ongoing engagement by project partners is reflective of this partnership. This begins with recognising the mana whenua of hapū within Ōtūmoetai, applying the following principles:

- Authority/mana whenua is recognised as ‘hapū centric’ as determined by the agreed hapū rohe, Treaty of Waitangi and Resource Management Act
- Hapū authority is recognised and enabled through appropriate engagement,

collaboration and co-creation of outcomes, from beginning to end of the project process

- Draw design inspiration from Mātauranga ā hapū (hapū knowledge systems) and wairuatanga
- Through engagement and partnership, provide meaningful opportunity for mana whenua to exercise their kaitiakitanga in accordance with Part 2, Sections 6e, 7a and 8 of the Resource Management Act
- Whakamanahia – acknowledge that all sites are of importance to mana whenua and that it is necessary to engage to further understand the value of those sites
- Provide opportunity for active mana whenua project involvement through partnership including, where possible and appropriate, project implementation.

Partnership and engagement – how we do this effectively

Strong partnership and engagement with mana whenua will be achieved through:

- Empowering partnerships by creating and committing to an enduring relationship with integrity, from the beginning to the end of the project
- Recognising principles of the International Association of Public Participation’s Spectrum of Public Participation (IAP2) in engagement and collaboration
- Recognising the need for kanohi kitea (face to face) engagement
- Empowering mana whenua by allowing them the opportunity and time to wānanga (meet/workshop) amongst themselves
- Where appropriate, assisting mana whenua to resource themselves with technical/research expertise
- Keeping hapū management plans up to date and educating partners on their content
- Assisting in coordination of cultural issues across councils (i.e., Western Bay of Plenty District Council, Tauranga City Council, Bay of Plenty Regional Council)

Pou – guiding pillars

The three Pou, or guiding pillars, defined by our mana whenua partners, are the values we will use to guide development for the Ōtūmoetai Peninsula over the next 30 years. These are inherent in the outcomes, directions and actions contained within this spatial plan – recognising the past, present and future.

Mana Rangatiratanga

Mana is the power, prestige, and influence in a person, place or object.

Rangatiratanga is often associated with chieftainship, the leadership of a social group.

Mana Rangatiratanga means exercising authority over one's self and their domain.

This value reflects the importance of tangata whenua in decision making, and encourages us to identify opportunities including governance, management or leadership roles within the whānau and community to sustain Mana Rangatiratanga on the Ōtūmoetai Peninsula.

Mana Taiao

Mana is the power, prestige, and influence in a person, place or object.

Taiao is described as the natural environment.

From a Te Ao Māori perspective the environment is senior in hierarchy to humans; it is from the environment we were created, it is the environment that sustains us and it is to the environment we will return.

As such the environment is regarded as an inherent treasure of great Mana and our role is to care for it with the time given to us, as it is not ours to own, rather a treasure that we must sustain for the generations to come.

Mana Tangata

He aha te mea nui o te ao? He tāngata!

What is the most important thing in the world? It is people!

This principle identifies the value of people. Within an area it is the responsibility of tangata whenua to care for the people; this is described as Manaaki tangata.

In order to care for people from a Te Ao Māori perspective we must consider their holistic wellbeing - this can be described as Te Whare Tapawhā which identifies physical, mental, family and spiritual health and wellbeing in the Ōtūmoetai area.



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Otūmoetai Spatial Plan 2022 – 2050

Ōtūmoetai Takiwā and Waahi map

The combination of engagement and the cultural principles outlined within this spatial plan seek to assist in restoring the mana rangatiratanga of Ōtūmoetai, through protecting, enhancing, commemorating and celebrating those areas of significance to mana whenua. In doing so, it also aims to enrich the culture and identity for the wider community and future generations to come.

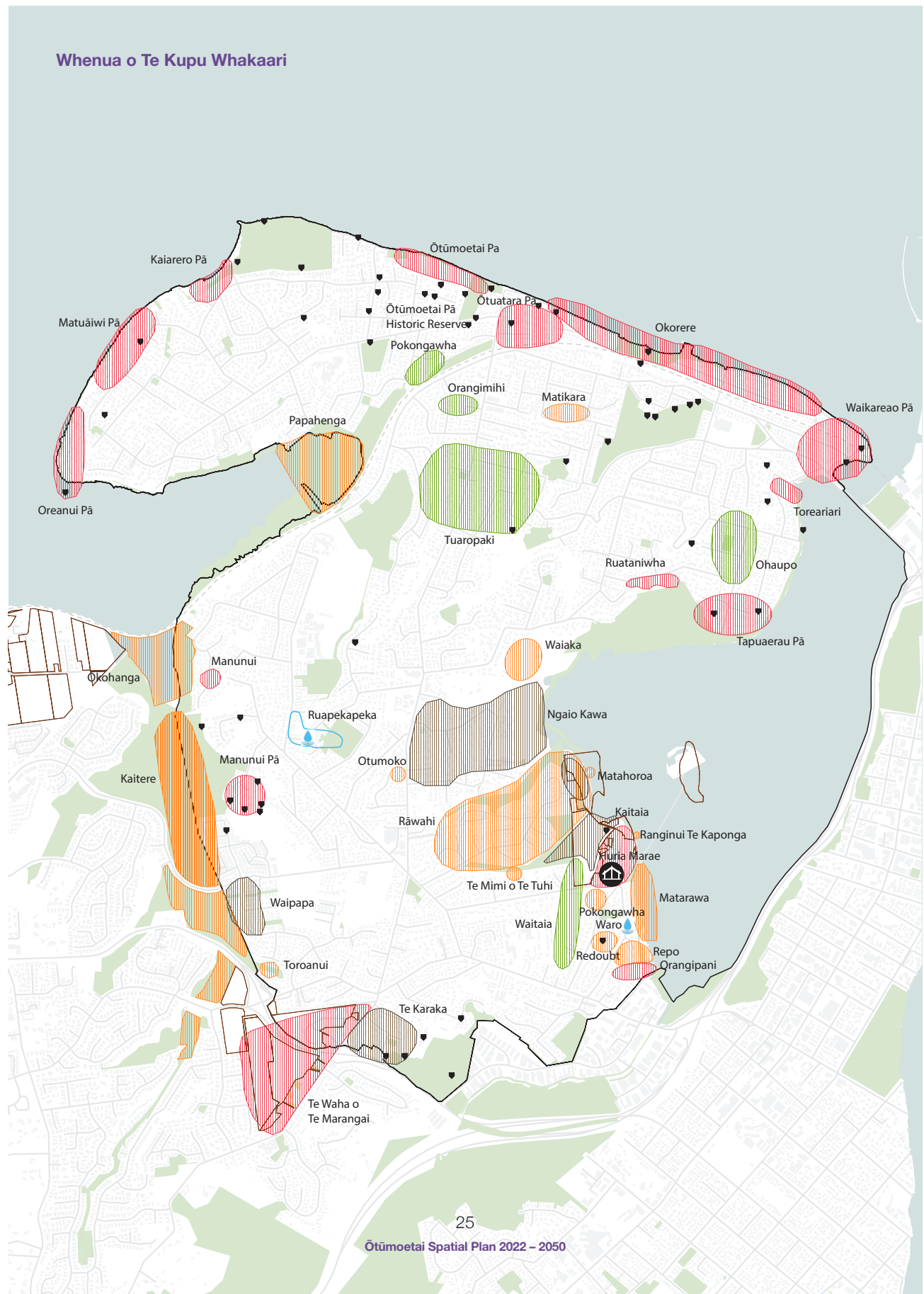
The following Takiwā and Waahi map identifies areas of importance to mana whenua, including original takiwā (territory) names, pā and kāinga sites, and other waahi (areas of interest). It provides an insight into the cultural narrative that forms part of the spatial plan area, which will require further investigation and input from mana whenua at a project delivery level.

Key

-  **Takiwā:** Historic Māori district/territory within the study area, including the historic name
-  **Pā:** Location of a historic Māori fortified village or settlement area
-  **Kāinga:** Location of a historic Māori village or settlement area
-  **Maara:** Location of a historic garden or cultivation area
-  **Waahi:** A notable historic location, known by a particular name or significance
-  **Puna:** Location of a historic spring or well where water was sourced
-  Māori Land
-  Archaeological sites

All boundaries shown on the map are indicative only. Further information on each of the areas, including location and names, will be provided by mana whenua as part of ongoing engagement.

It is also noted that the Takiwā and Waahi map is not intended to signify iwi and hapū rohe boundaries, which are identified within the relevant iwi and hapū management plans. Further, the Takiwā and Waahi map is not intended to identify 'Significant Māori Areas' (SMAs); SMAs are identified and registered in the Tauranga City Plan.



3.

Ngā tūāpapa korero me ngā kaupapa Strategic context

Through engagement with our partners, stakeholders and the community, we have identified a unique and local approach to managing growth in Ōtūmoetai, the outcomes we expect to see as we grow, and the actions required to achieve these. The plan is focused on supporting growth by creating unique, liveable, connected and healthy neighbourhoods within Ōtūmoetai. These outcomes will allow us to manage growth and deliver a range of benefits that respond to the needs and desires of the local community.



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Tauranga City Council

Tō tātou haerenga

3.1. Our journey together

We have been engaging with the community, stakeholders and mana whenua to create a shared future vision for the Ōtūmoetai Peninsula and will continue to do so as we progress implementation of this spatial plan. In April 2022, the community shared with us what they value about living in Ōtūmoetai, what they don't like, what they would like to see in the future and what their priorities are for growth within their own neighbourhoods.

A consistent message we heard is the need to ensure accessibility for people of all ages and abilities along our transport network, as well as reserves and public places. There was support for better connected neighbourhoods, both to each other and other centres, and easier and safer options to access work, live, learn, and play opportunities. Transport has been continuously identified as a key issue, with support for safer walking and cycling routes, and improved frequency and efficiency of public transport and associated infrastructure (such as sheltered bus stops). This has also included requests for improved public amenities and upgrading of parks.

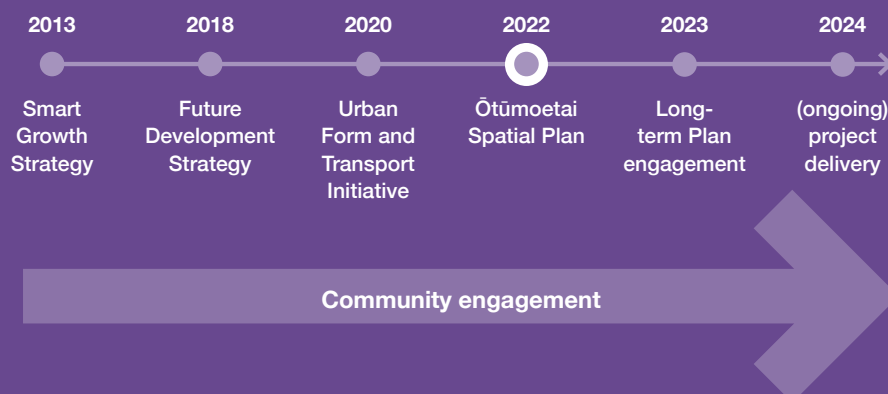
The environment has also been a consistent theme from community engagement,

including climate change responsiveness, protection of environmental values and improving environmental quality – air, land and water.

In June 2022 we engaged with the community to get their feedback on the draft outcomes and actions proposed for this spatial plan. The feedback we received at that time further reinforced the above issues and has assisted to inform the final content of this plan.

Planning for the future of Ōtūmoetai requires ongoing engagement with partners, key stakeholders and the community, acknowledging the different meaning and values placed on Ōtūmoetai by all involved parties. We have worked closely with mana whenua, Waka Kotahi NZ Transport Agency, Bay of Plenty Regional Council, Ministry of Education, Kāinga Ora and other partners to deliver this plan. Other engagement processes such as the Whakahou Takeake Vital Update 2020 survey also help us to better understand the needs, wants and aspirations of the people of Tauranga and will be valuable in supporting project delivery of this spatial plan.

By continuing to work together, we can collectively deliver better outcomes on this growth journey



Ngā tūāpapa korero me ngā kaupapa here

3.2. Strategic context

This spatial plan responds to central and local government strategic direction, which sets out expectations for integrated land use and transport, to achieve wellbeing and sustainability outcomes. The following policies and programmes are the primary documents this plan refers to and aims to deliver on.

Tauranga City Council Strategic Framework

Council has recently completed the Tauranga City Council Strategic Framework. This includes five community outcomes:

- Valued, protected and enhanced environment
- Inclusive city
- Well-planned city
- Move around easily
- Support business and education.

Woven through each of these primary strategies are Te Ao Māori, sustainability and how we contribute to the region. This spatial plan, including its vision, strategic outcomes and actions, is inherently linked to the delivery of the framework.

City-wide growth planning

The following sub-region and city policies are relevant to the Ōtūmoetai Spatial Plan:

At a sub-regional level in the western Bay of Plenty, SmartGrowth and the UFTI programme business case sets the overarching direction for development and transport. Led by SmartGrowth, the endorsed UFTI programme is the Connected Centres programme for the sub-region which the partners agreed as the best programme to cater for the expected growth in the western Bay of Plenty sub-region over the next 30 to 70 years, and address challenges related to housing, transport, and access. There are

two core concepts critical to the programme. UFTI identifies Ōtūmoetai as a critical area to provide for residential growth and intensification within Tauranga central.

The Western Bay of Plenty Transport System Plan (TSP) focuses on the first 30 years of transport planning required to implement UFTI's 'Connected Centres' vision. Within the Ōtūmoetai area the TSP defines primary and secondary routes for buses and cycling where investment will be prioritised to improve multimodal transport outcomes. The TSP also identifies other priority projects including Brookfield roundabout and bus facility improvements and the Accessible Streets cycle network.

Accessible Streets is a city-wide cycling network programme aimed at improving personal mobility, accessibility and travel choice. Within Ōtūmoetai, the Accessible Streets programme is investigating cycle facilities on Ngātai, Bellevue and Waihi Roads and improvements to bus priority and bus accessibility.

Central government direction

Central government policy provides direction in relation to how we plan for growth, housing and transport. In particular, this plan has regard to the following policies:

- Emissions Reduction Plan (ERP)
- National Policy Statement on Urban Development (NPS-UD)
- Government Policy Statement on Housing and Urban Development (GPS-HUD)

Tauranga City Council Strategic Framework

| | |
|--|--|
| Vision for Tauranga | Tauranga, together we can |
| Relevant community outcomes The community outcomes this spatial plan will help achieve | Tauranga Tātaihia rā - We are a well planned city Tauranga Mātaraunui - We are an inclusive city Tauranga Taurikura - We are a city that values, protects and enhances our environment Tauranga Aru Rau - We can move around our city easily Tauranga Eke Tangaroa - We are a city that supports businesses and education |
| Relevant primary strategy | Connected Centres Programme (UFTI), 2020 |
| Other relevant primary strategies Other strategies that will guide us and help us achieve our outcomes | Tauranga Mātaraunui – Inclusive City Strategy Tauranga Taurikura – Environmental Strategy |
| Other related Action and Investment Plans Action and Investment Plans that will help us achieve our city centre outcomes | Tauranga Climate Action & Investment Plan Community Centres Action & Investment Plan Spaces and Places Strategic Plan Accessible Tauranga Action and Investment Plan |



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Tairāngia City Council

Te Aronga Whakawhanake i Ōtūmoetai

3.3. Growth approach for Ōtūmoetai

This spatial plan provides an opportunity for increasing housing choice throughout Ōtūmoetai, with a focus on increased height and greater densities close to key centres, public transport and amenities. This will enable people to choose from more housing types and encourage more people to walk, cycle and take public transport to get to where they need to go. This supports the concept of 15-minute neighbourhoods – where daily needs and activities are close to where people live.

In Ōtūmoetai, each neighbourhood has a key centre which provides a focal point for the surrounding community and enhances the ability to live, work and play within each neighbourhood. This spatial plan has an initial focus on higher density development and supporting investment in and around key centres and corridors, acknowledging the benefits that this approach will provide for the wider community and the alignment with the NPS-UD requirements. Part C of this plan contains the centre plans for each area within Ōtūmoetai, including the programme to develop these centres over time.

The focus of future growth will be on providing higher residential densities near the centres and public transport. This includes up to six storey heights close to the Brookfield centre, and up to four storeys in Bureta (south), and Cherrywood. Housing types will include duplexes, terrace housing and apartments, providing for individuals through to extended families. This increase in density will be matched by improved local facilities and better public transport, walking and cycling options. The Medium Density Residential Standards will apply to the areas outside of these centres, which allow up to three dwellings of up to three storeys in accordance with the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021.

This spatial plan sets out a programme of investment to support growth. Investments are across urban development, provision of green networks, community facilities, walking, cycling, micro-mobility, public transport, waters, and essential support of social infrastructure improvements.

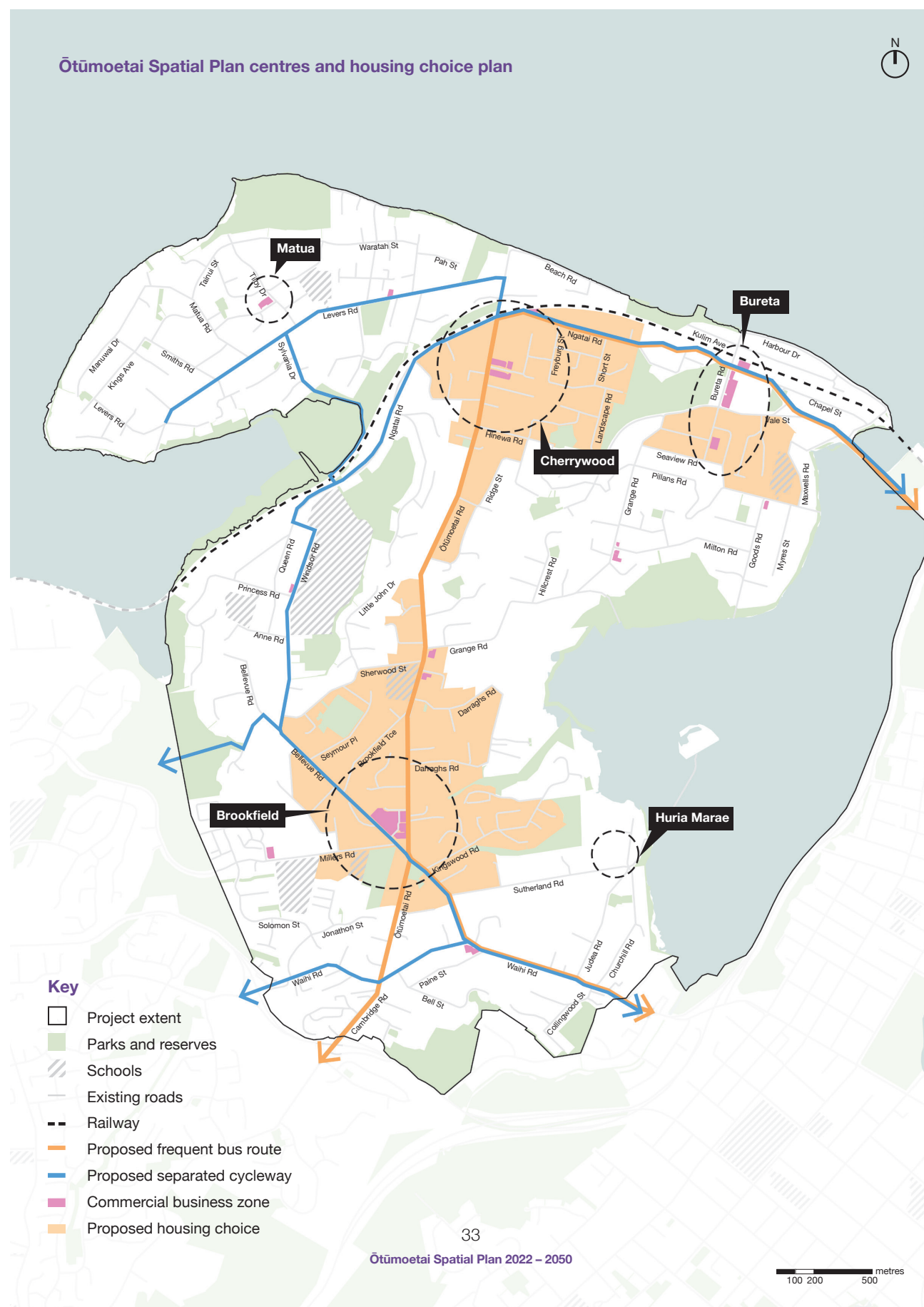
The following 'key centres' are the areas of focus for Tauranga City Council and programme partners over the next 30 years for investment to support growth:

- A. Bureta** – this area provides opportunity to support growth and wellbeing of community through improvements to public spaces, connections to city centre, improved accessibility and other local improvements.
- B. Cherrywood** – this centre has the potential to grow, to provide a wider range of activities and greater heights, supported by investment for the following reasons:
 - Location along a primary public transport and access to separated cycleway route (to the city centre and Brookfield centre)
 - Local amenities (schools, medical facilities, waterfront pathway).
- C. Matua** – this area provides opportunity to support growth and wellbeing of community through improvements to public spaces, connections to city centre, improved accessibility and other local improvements.
- D. Brookfield** – this centre has the greatest ability to grow, to provide a wider range of activities within the centre and greater heights, supported by investment for the following reasons:
 - Location along a primary public transport and separated cycleway route (to the city centre and wider region) – a current project that has funding and will be delivered in the next three years
 - Access to local amenities (schools, Sydenham Park, Lees Park, Waikareao Estuary, waterfront pathway).
- E. Huria Marae** – this area provides opportunity to support our local iwi and hapū communities through improvements to public spaces, connections to Brookfield and Waikareao Estuary and other local improvements.



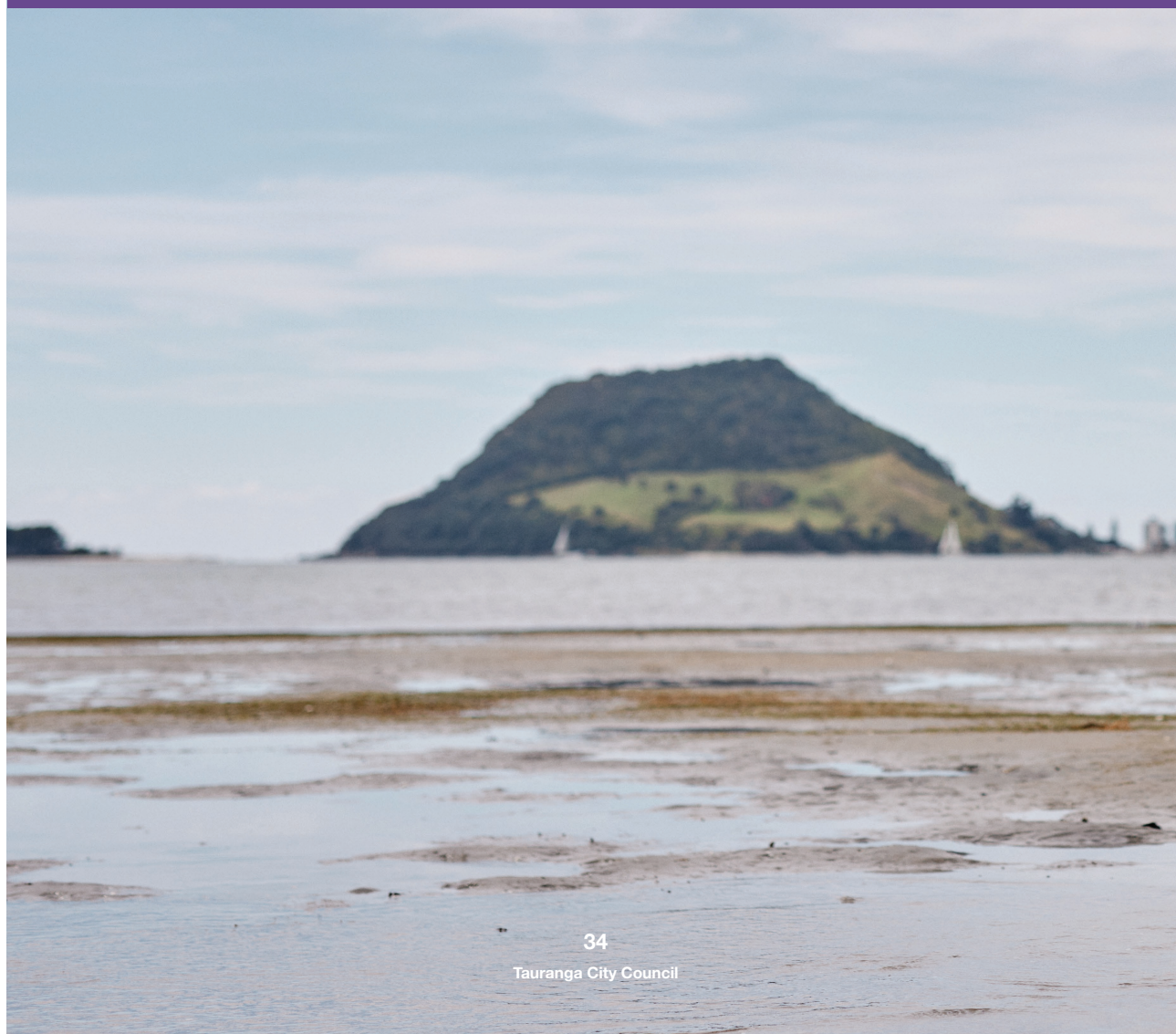
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Tauranga City Council



4.

Ngā Putanga Nui Ōtūmoetai Spatial Plan outcomes



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Tauranga City Council



Ngā mahi whakauka

4.1. Sustainability

Sustainability is a key driver of this plan. Sustainability is about protecting and enhancing our environmental, economic, social and cultural wellbeing.

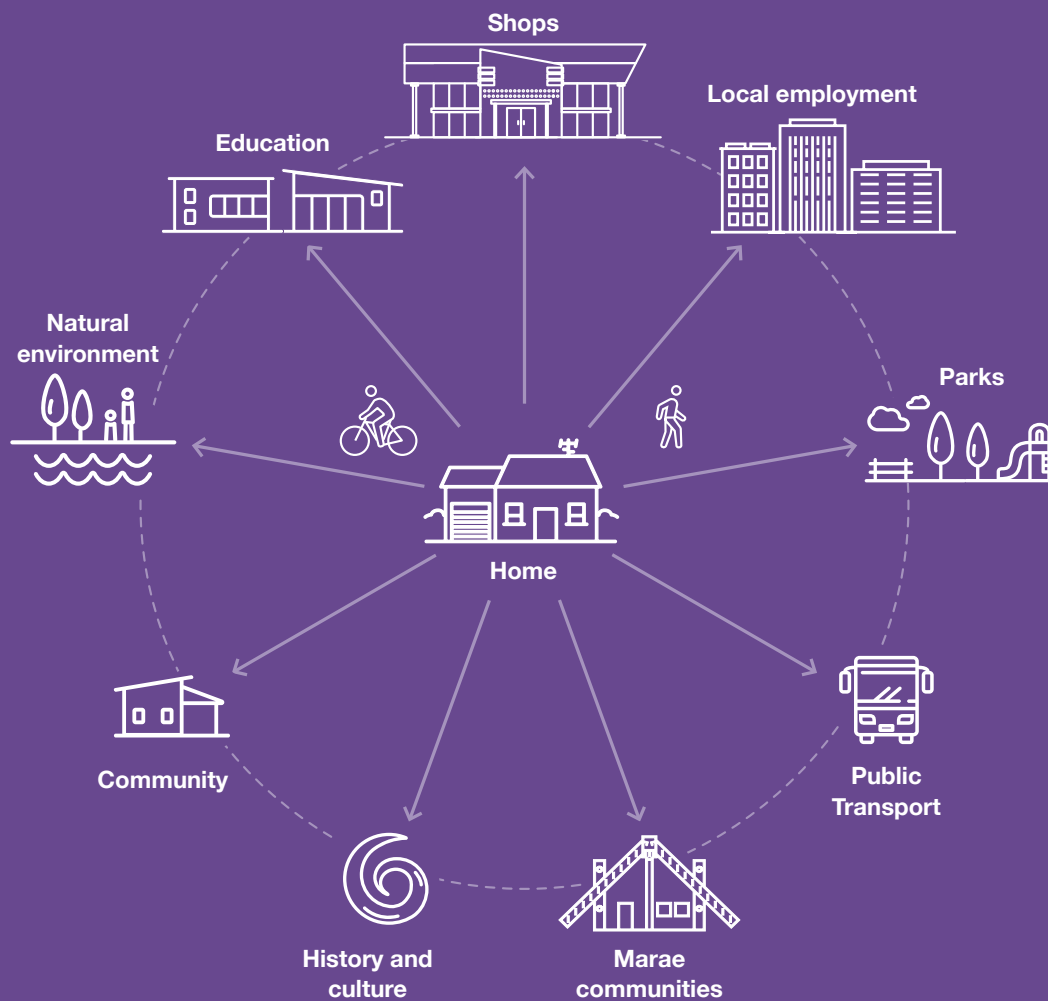
This spatial plan seeks to address sustainability in the following ways:

| | | |
|--|--------------------|--|
| | Social | <ul style="list-style-type: none"> • By planning for more liveable neighbourhoods and high quality residential and commercial development • By enabling more housing choice for people and making centres more accessible to improve access to opportunities. |
| | Culture | <ul style="list-style-type: none"> • Through our partnership with mana whenua and delivering the Pou (guiding pillars) which underpin this spatial plan • Providing neighbourhoods that reflect our city's culture and history. |
| | Economy | <ul style="list-style-type: none"> • Enhancing connections between neighbourhoods and with the rest of our city • Developing a strong local economy with centres that serve everyday needs. |
| | Environment | <ul style="list-style-type: none"> • Fostering a healthy and resilient environment • Improving biodiversity, water quality and better amenity and open spaces • Encouraging an urban form and mode shift which will support our emissions reduction objectives. |

This plan's approach to sustainability is underpinned by the concept of 15-minute neighbourhoods, where people can access local social and economic opportunities within a 15-minute journey. This includes local employment, shopping, health and community facilities, education, playgrounds, or parks and making sure these are all easily accessible for everyone.

To achieve this outcome, this spatial plan promotes greater housing choice within and around the key centres, which will become local destinations, and enables most people to have easy access via a 15-minute walk, bus or bike ride to the shops, community facilities, and recreational areas by enhancing facilities for these modes.

15-minute neighbourhood



Ngā Putanga Nui

4.2. Outcomes of spatial plan

This spatial plan allows us to collaborate with the community, mana whenua and key stakeholders to shape and manage growth to meet future needs, opportunities and challenges. The benefits of undertaking this long-term planning include better coordination, guidance for how we want our place to grow, identifying infrastructure and facilities that are needed and creating the type of place we want now and into the future.



Neighbourhoods that are unique



Ōtūmoetai will reflect our city's unique culture and history. Places and buildings that identify our heritage will be protected. Neighbourhoods will have an enhanced identity and sense of place which protects cultural values as the area grows. We will have neighbourhoods that we are proud of. Areas of significance to mana whenua will be protected, enhanced, commemorated and celebrated – this enriches the culture and identity for the wider community and future generations to come.

More liveable neighbourhoods



Ōtūmoetai will offer more housing choices that meet the diverse needs of the Ōtūmoetai Peninsula now and in the future. There will be a focus on high quality residential and commercial development. Neighbourhoods within Ōtūmoetai will feature vibrant and accessible centres that are great places to live, work, play, learn and visit. Each neighbourhood will have a thriving centre that connects people with what they like to do, and with others.

Better connected neighbourhoods



Neighbourhoods will be better connected to each other, and to centres, employment, schools, community facilities, public transport and parks. Centres will be highly walkable, pedestrian-friendly and safe. There will be better travel choices so that people of all ages and abilities can get from one place to another. Ōtūmoetai will have stronger physical links to water and open space through improved physical connections and wayfinding.

Healthier neighbourhoods



Ōtūmoetai will have a healthy and resilient environment, including enhanced biodiversity and water quality. There will be a strong focus on placemaking and amenity within public spaces including public art and story telling. Residents will have access to quality spaces, including community facilities, amenities and open space.

Te Rongomaiwhiti o Ngā Hapori

4.3. Unique Neighbourhoods



A unique neighbourhood tells the story of our people, culture and history every day. Living in a unique neighbourhood creates ownership and pride in the areas that we live in and contributes to greater community connections between people and places. In a unique neighbourhood, we acknowledge and support diversity and inclusiveness, protect the things that we value, and enhance character through well-designed places and spaces within our community. Unique neighbourhoods also help us to understand and learn about our past and help shape our future.

What a unique neighbourhood will look like:

- Reflects our city's unique culture and history
- Places and buildings that identify our heritage are protected
- Neighbourhoods that we are proud of
- Enhanced identity, sense of place and cultural values are protected as they grow.

Benefits of a unique neighbourhood include:

- Māori culture and identity is celebrated
- The integration of Māori values into planning, decision-making and delivery
- A sense of belonging and enjoyment within our communities
- Ability to interact and socialise with other members of the community
- High quality spaces and buildings that reflect local communities, local character and local history
- Ability for all cultures to live together with greater acceptance, trust and mutual respect, and people working together to create a shared future
- Build local pride, develop and maintain community cohesion, retain cultural knowledge, attract visitors, and stimulate the economy
- Opportunities for people from different social, ethnic, and cultural backgrounds to meet, connect, participate in, and enjoy community life.

To achieve this outcome, we will follow these key directions:

- A. Strengthen people's relationship** to Ōtūmoetai and the environment (Ahi kā)
- B. Promote placemaking** and create spaces that reflect local communities, local character and local history
- C. Work with mana whenua** to acknowledge and showcase the cultural history of Ōtūmoetai
- D. Strengthen connection to water (harbour and estuary)** visually (views) and physically (pedestrian access)
- E. Continue to work with the community to understand local values and needs** that respond to and enhance identity, culture, diversity and inclusiveness in these communities
- F. Develop arts, culture and heritage spaces** that tell the story of our people, culture and history, and that enhance creativity in our communities.



Te Mataora o Ngā Hapori

4.4. Liveable Neighbourhoods



A liveable neighbourhood allows us to choose to live close to places where we work, learn, play and meet our daily needs, providing greater equality within our communities. Creating walkable neighbourhoods means reducing reliance on travel to get to the places we need to go, such as shops, schools and work places. This gives us more time to do other things. It also promotes a greater connection with the outdoors and other people in our neighbourhood. Enabling more people of all ages and abilities to live closer to our centres also allows for greater local employment and learning opportunities for all.

What a liveable neighbourhood will look like:

- More housing choices that meet the diverse needs of the Ōtūmoetai Peninsula now and in the future, with housing close to amenities such as shops, parks, public transport and schools
- Healthier and safer neighbourhoods that feature vibrant and accessible centres, that are great places to live, work, play, learn and visit
- Thriving centres at the heart of each neighbourhood that connect people with what they like to do and with others
- High quality residential and commercial development in all neighbourhoods
- Access to education and employment.

Benefits of a liveable neighbourhood include:

- Stronger local economy through support of businesses within centres
- Improved mental and physical health
- Stronger links between physical and social activities
- A sense of belonging and enjoyment within our communities
- Ability to interact and socialise with other members of the community
- Considered use of buildings and open space
- High quality spaces and buildings
- Safe spaces and networks.

To achieve this outcome, we will follow these key directions:

- A. Support 15-minute neighbourhoods** – where people can live, learn, work and play within a 15-minute journey
- B. Support sustainability** to protect and enhance our environmental, economic, social and cultural resources (Pou: Mana Tangata)
- C. Enable housing choice** and encourage mixed housing types that meets the changing needs of the community
- D. Encourage high quality design outcomes** for developments and new housing.



Te Piringa o Ngā Hapori

4.5. Connected Neighbourhoods



A connected neighbourhood means that we can move around and get to the places where we need to go easily by using a range of transport options. With a strong focus on public transport, walking and cycling, people are encouraged to choose safe and active ways to move around, providing health and environmental benefits and supporting economic and social opportunities.

What a connected neighbourhood will look like:

- People of all ages and abilities, including people with reduced mobility levels, can go about their daily lives and get from one place to another easily, affordably, and safely via a range of low and zero emission transport options
- Neighbourhoods are connected to each other, and to centres, employment, schools, community facilities, public transport and parks
- Centres are highly walkable, pedestrian-friendly and safe with quality placemaking and traffic calming
- Safe and inclusive cycling and walking connections allow for commuter and recreational use in and between neighbourhoods, via protected on-road and off-road networks
- Centres are easily accessible by a range of travel modes
- Public transport facilities support and encourage travel by bus for commuter and recreational trips
- Safe and legible connections to water and open space with associated wayfinding encourages active travel and supports social activities.

Benefits of a connected neighbourhood include:

- Opportunities for healthier lifestyles through quality active transport options
- Reduced transportation time, costs, volumes, and emissions
- Improved access to opportunities such as jobs and recreation
- Increased social interaction with other members of the community
- Improved safety and less harm for all transport mode users.

To achieve this outcome, we will follow these key directions:

A. Support mode shift to low and zero emission travel modes such as bus, walking and cycling

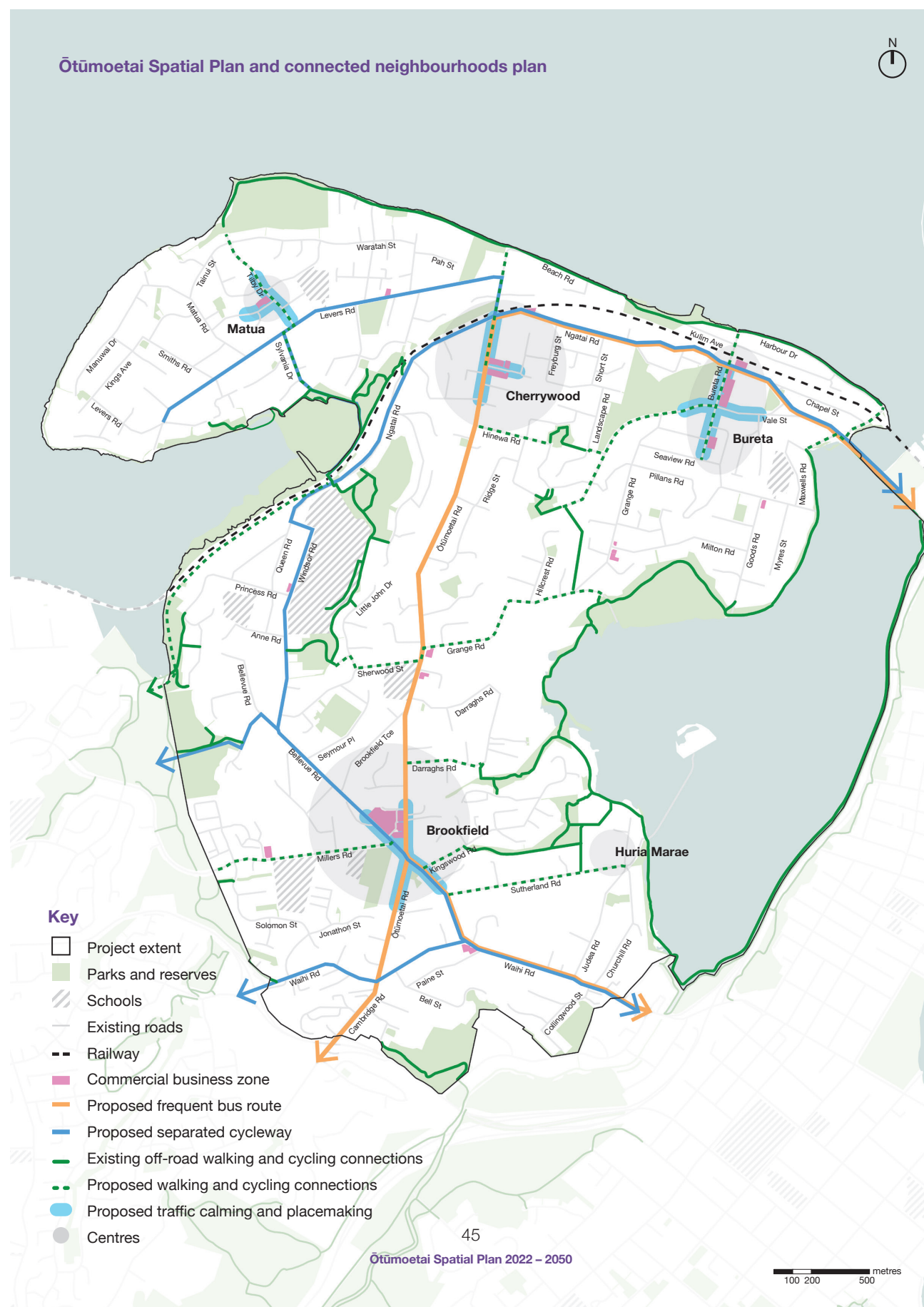
B. Provide safe and accessible transport facilities such as footpaths, cycleways and bus stops/shelters suitable for people of all ages and abilities (refer to accessibility principles hereafter)

C. Enhance wayfinding for pedestrians and cyclists to guide people through the Ōtūmoetai Peninsula and enhance their understanding and experience of the area

D. Connect our paths to join up the existing network of off road walking / cycle routes

E. Improve east-west connectivity for walking and cycling across Ōtūmoetai Peninsula by creating more direct links

F. Manage traffic to discourage through movement by vehicles, reduce emissions and improve safety for walking and cycling.



Accessibility for all ages and abilities

Around 27% of Bay of Plenty residents have a disability that impacts their ability to move around¹. This can impact access to employment and social opportunities and have associated effects on wellness and wellbeing. Over time, as our population ages, the proportion of people with difficulties moving around will also increase. As we deliver new and upgraded transport facilities, we must provide for movement by people of all ages and abilities, including those with disabilities which can include physical, vision, hearing, intellectual and physiological impairments.

An accessibility audit has been completed to inform this spatial plan to prioritise improvements so that our transport infrastructure supports movement by all members of our communities. Initially this is focused on accessibility to and within our centres, and in future will expand to wider routes and across Ōtūmoetai. A copy of the summary maps from the accessibility audit are attached as the appendix to this document.

The key priorities identified to improve accessibility within Ōtūmoetai are:

- 1. Improve kerb cutdowns and crossing areas to enhance accessibility.** This

includes shallower grade ramps, smooth transitions to the road, and shorter crossing distances which enable safe independent access for all users, particularly people in wheelchairs

- 2. Key routes should be fully accessible,** incorporating universal design principles

- 3. Better provision for accessible parking** in appropriate locations that cater for all vehicle types and provide appropriate infrastructure (ie. Brookfield Shopping Centre, Matua shops and Bureta)

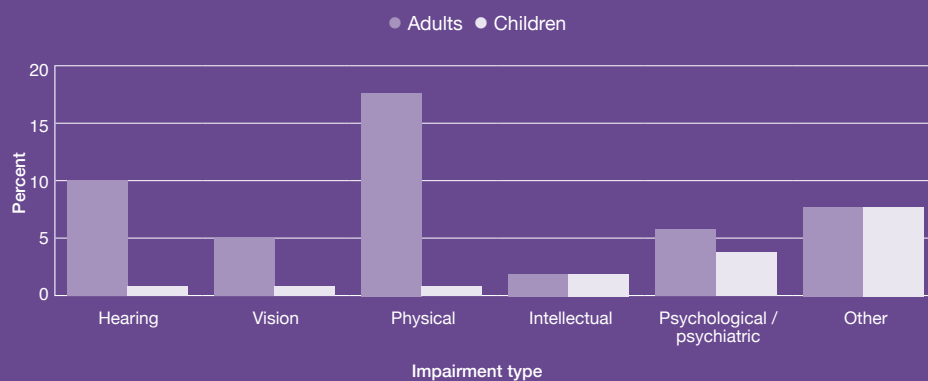
- 4. Provide access to bus stops and bus stop facilities** that are suitable for people of all ages and abilities (i.e. provide shelter, seating, tactile paving, audio and visual timetable information).

As well as the key priority areas listed above there are also several opportunities for smaller quick win projects which include:

- modifying seating to include armrests
- pavement surface maintenance
- mending/ installing tactile pavers
- providing protection from fall into garden beds/ small drop-offs.

¹ Stats NZ 2013

Impairment rates for adults and children



Source: Stats NZ 2013

Te Hauora o Ngā Hapori

4.6. Healthy Neighbourhoods



A healthy neighbourhood supports a healthy community that encourages us to be active in our day to day lives and interact with other people and the space around us. Public spaces and community facilities provide opportunities for inclusiveness, social interaction, learning and recreation, and contribute to the overall health and wellbeing of our community. These spaces are safe and accessible so that they can attract the widest possible use. A healthy community also requires a healthy environment that is cared for by all, designed in a way that maximises access to the natural environment, and increases biodiversity, water and air quality.

What a healthy neighbourhood will look like:

- Accessibility to vibrant, diverse and distinctive places and spaces is enhanced for everyone
- Quality spaces, where people can meet and gather, are well used, safe and valued
- Communities are encouraged to care for the environment they live in
- A healthy and resilient environment through biodiversity and water quality improvements around the Matua Saltmarsh and Waikareao Estuary
- Open space provided for all ages and abilities
- A focus on placemaking and amenity in public spaces including public art and storytelling
- A range of community facilities and amenities provided throughout neighbourhoods such as halls and community gardens
- Values protected and enhanced in areas of cultural significance.

Benefits of a healthy neighbourhood include:

- Increased quality of life
- High quality open and green spaces
- Improved biodiversity and water quality

To achieve this outcome, we will follow these key directions (refer plan below):

A. Enhance blue/green (water and stormwater reserves/parks) network

to support multiple uses, including: biodiversity, stormwater management, water quality and movement

B. Improve quality and quantity of reserves and open space

to encourage social interactions, play and recreational opportunities

C. Provide sufficient public places and community facilities

that are inclusive, safe and accessible to a wide range of people (refer safety principles hereafter)

D. Enhance and protect the natural environment

for future generations including provision of ecological corridors (along existing reserves, gulleys, streets and riparian edges).



Designing for safety (Crime Prevention Through Environmental Design (CPTED))

The use and attractiveness of reserves, public spaces and transport facilities is influenced by how comfortable or safe people feel when travelling, especially when alone. Poorly designed and maintained facilities such as paths and open space can deter walking and support criminal or undesirable activity. There are a number of factors that contribute to creating a good impression and ensuring that a space feels safe for people to use and occupy.

Key principles identified for the spatial plan area include:

- Ensure high quality design, management and maintenance of the street and open space environments
- Apply a high standard of design for landscaping areas, hard surfaces and surroundings
- Incorporate lighting appropriately at a scale suitable for pedestrians and cyclists
- Ensure legibility of walking and cycle routes with suitable wayfinding devices and signposting
- Carry out a high level of maintenance to ensure there are adequate cues for care
- Make sure that users can see and be seen through surveillance and clear sightlines onto the pathways
- Promote an aesthetic value and attractive image for the routes
- A high standard of design and good quality finishes for ease of maintenance and to deter crime and vandalism
- Provide where necessary, well designed security features and elements.



5.

Ngā Pūmanawa o Ōtūmoetai Key centre plans






This section provides guidance to assist with local planning and improvement of the key centres identified: Bureta, Cherrywood, Matua, Brookfield and Huria Marae. It also provides a starting point to coordinate and integrate the various planning and delivery projects. Work undertaken in centres will be carried out in collaboration with local communities, mana whenua, partners and key stakeholders, and incorporates local aspirations along with the outcomes or core elements identified for each of the centres below. The full programmes of work are outlined in the Action plan summary.

5.1. Bureta

Key actions to achieve the desired outcomes for Bureta are described below; the implementation plan provides further detail in relation to the specific projects and initiatives proposed to deliver on these actions, including timing and potential delivery partners.

Priority actions for this area:

| Outcome | Key actions |
|--|---|
|  Unique Neighbourhoods | 1 Develop and deliver interpretation at Kulim Park including resolving naming, cultural storytelling and redevelopment of entranceway. |
| | 2 Work with mana whenua to create a gateway and erect a waharoa at the pathway entrance off Chapel Street to acknowledge this culturally significant site. |
| | 3 Investigate the relocation of the star compass from Sulphur Point to Kulim Park or another suitable location. |
| | 4 Erect Pou at Maxwell Road Esplanade. |
| | 5 Improve placemaking, activation and amenity of the Bureta centre. |
|  Liveable Neighbourhoods | 6 Allow provision for medium density (up to four storeys) in the upper Bureta area within walkable distance of the Bureta retail/commercial centre and City Centre that has low risk of natural hazards. This will provide a greater choice of housing opportunities for people of all ages and abilities. |
| | 7 Deliver Bureta Road / Vale Street roundabout and safety improvements. |





| Outcome | Key actions |
|--|--|
|  Connected Neighbourhoods | 8 Provide improved bus stop facilities and access to buses and shops from the wider area. |
| | 9 Improve the pedestrian and cycle connection between Bureta shops and the waterfront path via Bureta Road. |
| | 10 Provide a safe walking and cycling connection between Waikareao Estuary path and the waterfront path via Maxwells Road. |
| | 11 Provide a walking and cycling connection between Bureta centre and the Baden Street reserve via Vale Street. |
| | 12 Improve off-road walking and cycling connections between Bureta and Cherrywood including options for pathways via the golf course reserve. |
| | 13 Improve the road network at Bureta centre to improve access to shops and open space (namely along Bureta Road and Vale Street). |
| | 14 Provide a dedicated walking and cycling bridge across the estuary, or provide as an upgrade to existing or new bridge, near Chapel Street to improve connectivity with the City Centre – and include space for fishing and recreation. |
|  Healthy Neighbourhoods | 15 Deliver safety improvements at Grange Road and Milton Road pedestrian crossings. |
| | 16 Develop pathways around Bureta Park (Ōtūmoetai Golf Course) which ensures safety and accessibility of all users. |
| | 17 Improve resilience and biodiversity along Waikareao Estuary and waterfront pathway (between Fergusson and Kulim Parks) through reserve planting. |
| | 18 Utilise existing reserves to develop a connected green network into and around Bureta and connecting into the Waikareao Estuary. |

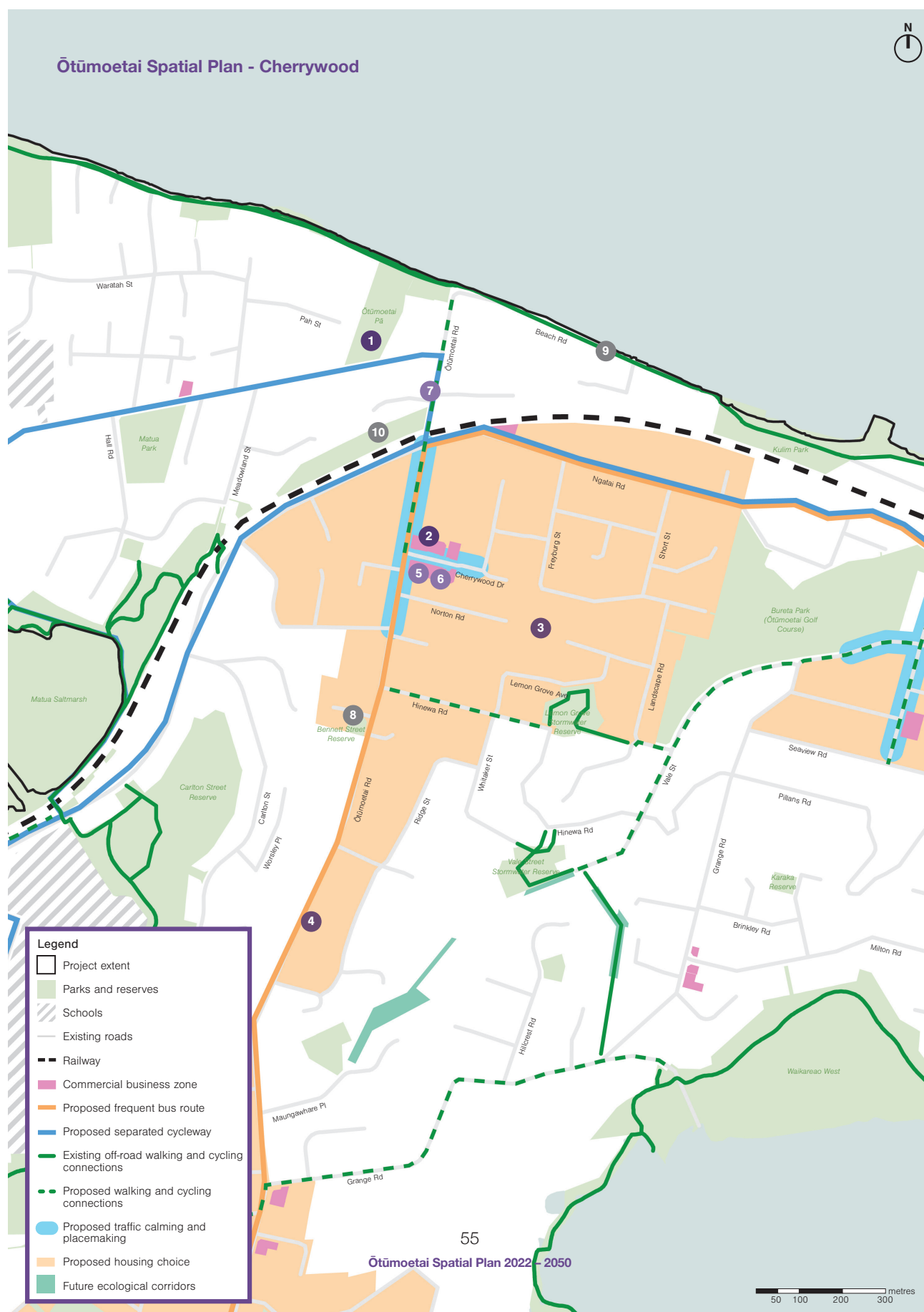


5.2. Cherrywood

Key actions to achieve the desired outcomes for Cherrywood are described below; the implementation plan provides further detail in relation to the specific projects and initiatives proposed to deliver on these actions, including timing and potential delivery partners.




Cherrywood is a well-established key centre along Ōtūmoetai Road with its own unique village vibe within the neighbourhood. This needs to be retained and enhanced as part of any further development undertaken in the area. Further work undertaken in the Cherrywood area will seek to enhance the area through improvements to streets, open space and community facilities to ensure this supports development over time.

| Outcome | Key actions |
|---|--|
|  Unique Neighbourhoods | 1 Work with mana whenua and Hertiage NZ to continue to protect, enhance and interpret the history and values of the Ōtūmoetai Pā. |
| | 2 Retain and enhance Cherrywood's village feel and identity, and improve placemaking, activation and amenity of the Cherrywood centre. |
|  Liveable Neighbourhoods | 3 Allow provision for medium density (up to four storeys) within walkable distance of the Cherrywood retail/commercial centre. This will provide a greater choice of housing and employment opportunities for people of all ages and abilities. |
| | 4 Allow provision for medium density (up to four storeys) along Ōtūmoetai Road. |
|  Connected Neighbourhoods | 5 Improve pedestrian and cycle access to the shops and open space in the Cherrywood commercial/retail centre for people of all abilities. |
| | 6 Improve bus stop facilities and access to buses at Cherrywood commercial/retail centre. |
| | 7 Deliver safety improvements at Cherrywood/Ōtūmoetai Road intersections. |
|  Healthy Neighbourhoods | 8 Upgrade Bennett Street Reserve to include play and shade. |
| | 9 Upgrade Beach Road Reserve with a focus on improved amenity, safety, movement and access to water. Consider the incorporation of cultural and historical storytelling. |
| | 10 Upgrade Ōtūmoetai Railway Reserve at the community gardens with a focus on safety and access. |



5.3. Matua

Key actions to achieve the desired outcomes for Matua are described below; the implementation plan provides further detail in relation to the specific projects and initiatives proposed to deliver on these actions, including timing and potential delivery partners.

| Outcome | Key actions |
|--|--|
|  Unique Neighbourhoods | 1 Enhance and improve the placemaking, character and amenity of the Matua Centre. |
|  Connected Neighbourhoods | 2 Deliver safety improvements at Levers Road and Hall Road pedestrian crossing. |
| | 3 Provide a separated cycleway along Levers Road to connect to the Ngātai Road cycle route. |
| | 4 Upgrade waterfront path between Fergusson and Kulim Parks, including widening to a consistent width for walking and cycling. |
| | 5 Provide a safe walking and cycling connection between Fergusson Park and the Matua Saltmarsh Reserve/Paphenga via Matua retail/commercial centre. |
| | 6 Improve bus stop facilities and access to buses at Matua commercial/retail centre (seating, shelter, etc). |
| | 7 Install traffic calming measures to slow traffic near Matua commercial/retail centre to improve safety and amenity for walking and cycling. |
| | 8 Provide a walking and cycling connection between Matua Saltmarsh Reserve/Papahenga and the Gordon Carmichael Reserve paths. |
|  Healthy Neighbourhoods | J Upgrade streetscapes around the Matua centre to increase safety amenity, character and accessibility. |
| | 9 Upgrade Fergusson Park to increase safety and accessibility, improve amenity and placemaking and investigate facilities for watersports. |
| | 10 Deliver environmental improvements to Matua Saltmarsh Reserve/Papahenga (biodiversity and water quality). |
| | 11 Investigate the future potential and maximising use of Matua Park. |





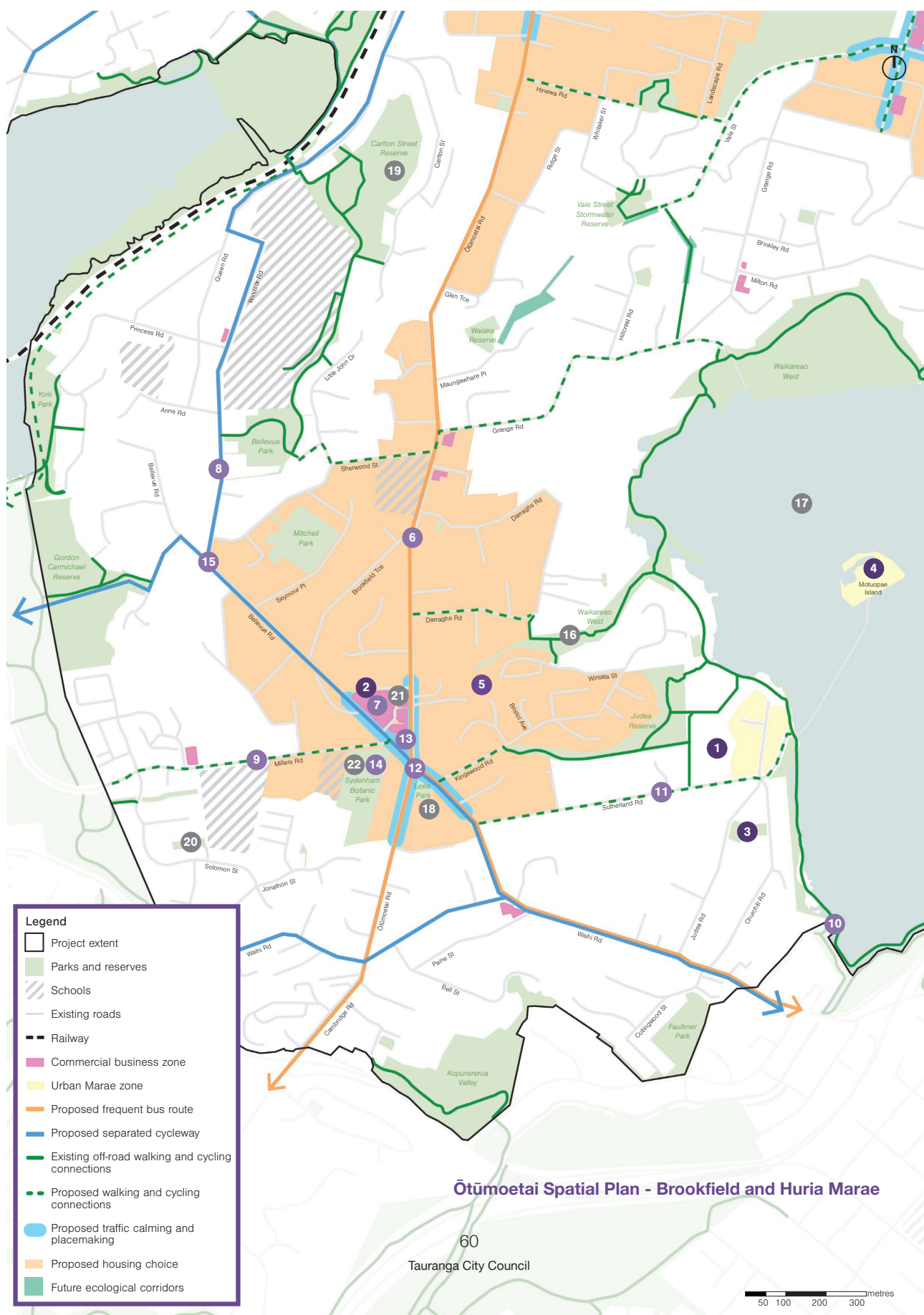
5.4. Brookfield and Huria Marae

Key actions to achieve the desired outcomes for Brookfield are described below. The implementation plan contained in the following section provides further detail in relation to the specific projects proposed to deliver on these actions, including timing and potential delivery partners.

Brookfield is a well-established key centre at the junction of Ōtūmoetai, Waihi and Bellevue Roads. Further work undertaken in the Brookfield area will seek to enhance the area through improvements to placemaking, streets, safety, open space and community facilities to ensure this supports development over time.

| Outcome | Key actions |
|---|--|
|  Unique Neighbourhoods | 1 Deliver environment improvements and improve access and amenities to Maharaia Winiata Park. |
| | 2 Improve placemaking and amenity (quality and character) of Brookfield commercial/retail centre to contribute to the overall enjoyment of the area and a place where people want to spend time and connect with others |
| | 3 Work with mana whenua to deliver amenity improvements and initiatives to interpret the history and significance of Matiu Kauri Grove Reserve. |
| | 4 Work with mana whenua to undertake restoration work at Motuopae Island. |
|  Liveable Neighbourhoods | 5 Allow provision for medium density (up to six storeys) within a walkable distance of Brookfield town centre, gradually reducing to four storeys towards the north and then suburban residential living. This will provide a greater choice of housing and employment opportunities for people of all ages and abilities and create a more vibrant and mixed-use area. |
|  Connected Neighbourhoods | 6 Provide for more active ways of getting around on Ōtūmoetai Road and with frequent rapid transit bus stops. |
| | 7 Improving access to buses, bus stop facilities and safety improvements for walking and cycling. |
| | 8 Provide for enhanced walking and cycling opportunities along Windsor Road to connect to the schools and to the retail/commercial centre. |
| | 9 Provide improved walking and cycling facilities and suitable traffic calming, parking and amenity on Millers Road to support new school development. |
| | 10 Install a walk and cycle bridge over Kopurererua Stream at or north of Waihi Road to improve Waikareao Estuary path and connect users to the Te Papa Peninsula area. |

| Outcome | Key actions |
|--|--|
|  Connected Neighbourhoods | 11 Improve the Huria Marae to Brookfield walking and cycling connection. Provide public transport route along Sutherland Road. |
| | 12 Review the road network at Brookfield centre to improve the intersection for all modes and allow access to shops and open space. |
| | 13 Improve the bus interchange facilities at Brookfield centre. |
| | 14 Provide opportunities to better connect the Sydenham Botanic Park with the Brookfield commercial / retail centre to increase community use and enjoyment. |
| | 15 Deliver safety improvements at Windsor/Bellevue Road intersection. |
|  Healthy Neighbourhoods | 16 Identify and develop a connected green network into and around Brookfield and into the Waikareao Estuary - utilising existing reserves (parks, stormwater, road, esplanade) to provide opportunities for biodiversity and passive recreation (e.g., walking, running, cycling, nature and wildlife observation). |
| | 17 Protect the health of the Kopurererua Stream and the Waikareao Estuary, maintaining its recreational, ecological and cultural values. |
| | 18 Upgrade Lees Park to enhance the safety and accessibility of all users. |
| | 19 Develop Carlton Reserve and Bellevue Park, including Sherwood Vale Walkway Reserve behind school, with a focus on enhancing the connectivity between reserves, providing play and activity for a range of ages and enhancing safety and accessibility of all users. |
| | 20 Upgrade Solomon Street Reserve to provide better connections to new Brookfield School and resolve safety issues. |
| | 21 Continue to investigate the delivery of a Brookfield community hub. |
| | 22 Work with Sydenham Botanic Park Advisory Group and Sydenham Botanic Park Funding Trust to upgrade Sydenham Botanic Park. |





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Otūmoetai Spatial Plan 2022 – 2050

6.

Te Mahere Whakahaere Action plan

This spatial plan provides guidance on the recommended priority and timing of actions and projects. Ultimately, it will take strong partnerships with a range of organisations, mana whenua, key stakeholders and the community to deliver the most effective outcomes. The timing and order to deliver these projects will be considered as part of Council's Long Term Planning process and in partnership with project delivery partners, including central government.



Mana whenua and community partnership

The planning and delivery of the actions and associated projects in this spatial plan will involve partnerships with mana whenua and the community, including local community organisations, businesses and landowners within Ōtūmoetai. Tauranga City Council considers it important to continue to work in collaboration with the community and mana whenua as partners in all significant council-led projects.

Role of Tauranga City Council and partner agencies

Tauranga City Council will play a key role in implementing the future vision for Ōtūmoetai, as outlined in this spatial plan. This role may take many forms from direct investment in public works, to partnering or advocating for positive changes to encourage investment, such as with Waka Kotahi NZ Transport Agency, Bay of Plenty Regional Council, central government agencies and other stakeholders.

Through ongoing review and engagement, council will continue to prioritise initiatives to align with the outcomes outlined within this document and encourage investment within Ōtūmoetai. Key prioritisation criteria for initiatives will include:

- Achieving the outcomes as outlined within this plan
- Strategic fit with the growth approach of this plan and council's wider strategies, including sub-regional strategies such as UFTI
- The ability to attract and increase public and private investment
- Contribution to mana whenua outcomes sought within this plan
- Value for money, including synergies with council infrastructure renewals and upgrades.

Funding implications

The Long-term Plan (LTP) is council's main budgetary tool for the current 10-year period. Some of the projects are already budgeted for in the LTP. It is important to note that the availability of funding from council for proposed projects is not guaranteed. Funding and prioritisation will be determined as part of the LTP and Annual Plan process. This plan can be used as a tool to assist in decision making on funding priorities. The next LTP being developed will be for the 2024-2027 period and is subject to potential reprioritisation. Because of this, the funding opportunities for several of the projects identified in this plan will need to be carefully considered.

Projects may have a range of either committed or potential funders available. For example, Waka Kotahi and Bay of Plenty of Regional Council are key funding partners for some of the transport projects.

The implementation plan includes projects where further planning work is required to determine how the project might be delivered (projects may need to be added in the future to reflect the outcomes of the planning work), and projects that focus on delivery of projects on the ground and where change will start to become evident.

Monitoring and review

The Ōtūmoetai Spatial Plan is intended to be a living document, responsive to changes. Similarly, flexibility is needed because some actions and projects require further work such as additional consultation, feasibility testing, detailed design and/or funding. Council will undertake reviews of the plan periodically and in line with LTP processes.

Te Mahere Whakahaere

6.1 Action plan summary

Proposed timeframes

Timeframes are proposed in alignment with Long Term Plan periods.

- **Immediate** – starting 2022 / early 2023
- **Short-term** – 2023-2024
- **Medium-term** – 2025-2027
- **Longer-term** – 2028 onwards

Indicative costs

Unless already committed to, costs are indicative only; investigation for future project costs will be undertaken in the lead up to the 2024 Long-term Plan.

- **\$** - Less than \$500,000
- **\$\$** - \$500,000-\$2,000,000
- **\$\$\$** - \$2,000,000-\$5,000,000
- **\$\$\$\$** - more than \$5,000,000
- **Funded** - indicates confirmed funding based on existing Long-term Plan budgets, or captured within operational budgets

Identification of partners does not constitute a financial commitment.

Lead agencies for delivery are highlighted in **bold**.

Strategic outcome: Unique neighbourhoods

Ōtūmoetai-wide

| Actions and programmes of work | When | Who | Cost | Where |
|--|--------------------------------------|---|---------|----------------|
| Deliver a programme of art, interpretation, storytelling and wayfinding across the Ōtūmoetai peninsula (including place naming), elevating the visibility and tangibility of history (Māori and European), and enhancing recognition of cultural and historical sites in the area, e.g. Matuāiwi, Ōreanui, Ōtūmoetai, Waikareao etc. | Short-term (assessment and design) | TCC , mana whenua | \$ | Ōtūmoetai-wide |
| | Medium-term (implementation) | | \$-\$\$ | |
| Develop and deliver a programme of design and landscape treatments to enhance culturally significant areas, including a planting plan unique to Ōtūmoetai and other elements as appropriate such as fences, biophilia and patterning. | Short-term (assessment and design) | TCC , mana whenua | \$ | Ōtūmoetai-wide |
| | Medium-term (implementation) | | \$-\$\$ | |
| Investigate opportunities to provide visitor information, including cultural information, at an appropriate location(s) in Ōtūmoetai, working in partnership with Tourism Bay of Plenty, local community groups and mana whenua. | Short-term (assessment) | TCC , TBOP, mana whenua, community | \$ | Ōtūmoetai-wide |
| | Medium to long-term (implementation) | | \$-\$\$ | |

Bureta

| Actions and programmes of work | When | Who | Cost | Where |
|--|-------------|--------------------------|------|------------------------|
| Erect Pou at Maxwell Road Esplanade. | Immediate | TCC , mana whenua | \$ | Maxwell Road Esplanade |
| Investigate the relocation of the star compass from Sulphur Point to Kulim Park or another suitable location. | Short-term | TCC , mana whenua | \$ | Kulim Park |
| Develop and deliver interpretation at Kulim Park including cultural storytelling and redevelopment of the entranceway. | Short-term | TCC , mana whenua | \$ | Kulim Park |
| Work with mana whenua to create a waharoa (gateway) at the pathway entrance off Chapel Street to acknowledge the cultural significance of this area. | Medium-term | TCC , mana whenua | \$\$ | 60 Chapel Street |

Matua

| Actions and programmes of work | When | Who | Cost | Where |
|--|----------------------|---|------|-------------------------------|
| Work with mana whenua and Heritage New Zealand Pouhere Taonga to continue to protect enhance and interpret the history and values of the Ōtūmoetai Pā. | Short to medium-term | TCC , mana whenua, Heritage New Zealand Pouhere Taonga | \$ | Ōtūmoetai Pā Historic Reserve |

Brookfield and Huria Marae

| Actions and programmes of work | When | Who | Cost | Where |
|---|---------------------|---|------|-----------------------|
| Deliver environmental improvements and improve access and amenities to Maharaia Winiata Park. | Short-term | TCC , mana whenua, BOPRC | \$ | Maharaia Winiata Park |
| Work with mana whenua on initiatives to interpret the history and significance of Matiu Kauri Grove Reserve, recognising Judea Redoubt and to implement appropriate amenity improvements to align with their aspirations. | Short-term | TCC | \$ | Matiu Kauri Grove |
| Work with mana whenua to undertake restoration work at Motuopae Island in accordance with Ngāi Tamarāwaho management plan. | Medium to long-term | TCC , BOPRC , mana whenua | \$ | Motuopae Island |

Strategic outcome: Liveable neighbourhoods

Ōtūmoetai-wide

| Actions and programmes of work | When | Who | Cost | Where |
|--|----------------------------|-----|------|---------------------------------------|
| Implement changes to Tauranga City Plan provisions to enable opportunities for more housing choice throughout Ōtūmoetai by providing a variety of housing types, including increased height and density close to centres and public transport. | Immediate (Plan Change 33) | TCC | \$ | Ōtūmoetai-wide |
| Undertake a study to confirm the role and hierarchy of centres within Ōtūmoetai (as part of a broader city-wide study), supported by changes to the city plan provisions to allow each centre to realise its full potential and support surrounding growth | Immediate to short-term | TCC | \$ | Bureta, Cherrywood, Matua, Brookfield |
| Prepare built form and urban design guidance for the design of private and public sites within the centres, supported by appropriate urban design policy in the city plan. | Short-term | TCC | \$ | Bureta, Cherrywood, Matua, Brookfield |
| Undertake Ōtūmoetai stormwater, water and wastewater infrastructure renewal studies and implementation of subsequent infrastructure projects: to ensure the provision of reliable and resilient infrastructure that services both the existing and future communities. | Short-term | TCC | \$\$ | Ōtūmoetai-wide |
| Develop a plan for the Beach Road wastewater trunk pipeline from Fergusson Park to Maxwells Reserve to renew the existing pipeline and to cater for expected growth. Implement this plan to ensure the pipeline does not fail and is in place to cater for growth. | Medium to long-term | TCC | \$\$ | Ōtūmoetai-wide |
| Develop and implement plans for stormwater pipes to a) renew existing pipelines that are near the end of their life, and b) reduce flooding for the normal day to day rainfall (to meet the 1 in 10 year standard from the IDC). | Medium to long-term | TCC | \$\$ | Ōtūmoetai-wide |

Bureta

| Actions and programmes of work | When | Who | Cost | Where |
|--|--------------------|-----|---------|-------------------------------------|
| Continue to monitor the natural hazards and climate change challenges in Ōtūmoetai Peninsula, especially in the Bureta area, and consider mitigation options as necessary. | Short to long-term | TCC | \$\$-\$ | Ōtūmoetai-wide with focus on Bureta |

Strategic outcome: Connected Neighbourhoods

Ōtūmoetai-wide

| Actions and programmes of work | When | Who | Cost | Where |
|--|--|-----|-------------|----------------|
| Implement the recommendations in Crime Prevention Through Environmental Design (CPTED) report (TCC, 2022) including maintenance, lighting and amenity improvements. Complete periodic CPTED reviews. | Immediate | TCC | \$ | Ōtūmoetai-wide |
| Implement recommendations in Accessibility Audit stage 1 (centres) such as improved facilities for mobility impaired persons, and include accessibility audits for other areas within low cost low risk framework described below. | Immediate | TCC | \$ | Ōtūmoetai-wide |
| <p>Prepare a low-cost low-risk (LCLR) framework to identify deficiencies and improvements to address safety risks and encourage more walking, cycling and bus use through low cost / low risk treatments:</p> <ul style="list-style-type: none"> • Stage 1 routes connecting people with key destinations (centres, schools etc) • Stage 2 other areas. <p>(The framework shall also consider the findings of the Accessible Streets Business Case).</p> | <p>Short-term (Stage 1)</p> <p>Medium-term (Stage 2)</p> | TCC | \$ | Ōtūmoetai-wide |
| Installation of bike parking across the area. | Short-term | TCC | \$ | Ōtūmoetai-wide |
| Delivery of protected cycle routes, traffic calming, bus priority and bus stop access improvements defined in the Accessible Streets Business Case. | Short-term | TCC | \$\$\$\$ | Ōtūmoetai-wide |
| Undertake a study to determine potential land requirements that support movement and connectivity across Ōtūmoetai. | <p>Short-term (study),</p> <p>Medium to long-term (delivery)</p> | TCC | \$-\$\$\$\$ | Ōtūmoetai-wide |
| <p>Deliver Safe Network Programme (SNP) interventions, including safety improvements at:</p> <ul style="list-style-type: none"> • Cherrywood / Ōtūmoetai Road intersection • Windsor / Bellevue Road intersection • Grange Road and Milton Road pedestrian crossings • Levers Road and Hall Road pedestrian crossings • Other minor traffic management and safety upgrades to support walking and cycling. | Short to medium-term | TCC | \$ | Ōtūmoetai-wide |

| Actions and programmes of work | When | Who | Cost | Where |
|---|----------------------|-----|----------|----------------|
| Deliver traffic management treatments, including: <ul style="list-style-type: none"> • Delivery of Speed Management Plan interventions, including permanent 30km/h speed limit outside schools. • Undertake speed limit and traffic calming review on Ōtūmoetai, Grange, Waihi, Ngatai & Levers Roads. • Develop a traffic management strategy to reduce conflicts, rat running, discourage car use, direct vehicular traffic to preferred routes and improve pedestrian / cycle connectivity. | Short to medium-term | TCC | \$ | Ōtūmoetai-wide |
| Develop a Parking Management Plan to improve safety and prioritise walking and cycling in centres. | Medium-term | TCC | \$ | Ōtūmoetai-wide |
| Deliver an improved east-west pedestrian and cycle connection through Ōtūmoetai, i.e. Bellevue Park / schools area to estuary (Coach Drive) area. | Medium-term | TCC | \$\$\$\$ | Ōtūmoetai-wide |
| Upgrade Ōtūmoetai Road to improve safety, priority for public transport, walking and cycling and amenity. | Medium-term | TCC | \$\$\$\$ | Ōtūmoetai-wide |
| Undertake transport modelling to assess performance of arterial / collectors in Ōtūmoetai Peninsula based on anticipated growth, outcomes of Accessible Streets Business Case and other key movement interventions. Identifying responses to model outputs, including potential investment requirements as appropriate. | Short to longer term | TCC | \$ | Ōtūmoetai-wide |

Bureta

| Actions and programmes of work | When | Who | Cost | Where |
|--|---|------------------------------|-----------|---------------------------|
| Deliver planned Bureta Road / Vale Street roundabout and safety improvements. | Immediate | TCC | \$ | Bureta Road / Vale Street |
| Investigate option and upgrade the waterfront path (Fergusson – Kulim – Harbour Drive) to provide adequate and consistent width for walking and cycling. | Immediate to short-term (options analysis) Short to medium-term (implementation) | TCC, mana whenua, landowners | \$\$\$-\$ | Coastal edge |
| Implement LCLR framework treatments in Bureta including improved bus stop facilities and access to buses and shops from the wider area. | Short to medium-term | TCC, BOPRC | \$ | Bureta-wide |

| Actions and programmes of work | When | Who | Cost | Where |
|---|------------------------------|------------|----------|--------------------------|
| Improve the pedestrian and cycle connection between Bureta shops and the waterfront path via Bureta Road | Short to medium-term | TCC | \$\$ | Bureta Road |
| Provide a safe walking and cycling connection between: | Short-term (design) | TCC | \$ | Maxwells Road |
| <ul style="list-style-type: none"> the Waikareao Estuary path and the Waterfront path via Maxwells Road. Bureta Centre and the Baden Street reserve via Vale Street (follows golf course to connect Bureta and waterfront with the estuary path). Bureta and Cherrywood including options for pathways via the golf course reserve (see action above). | Medium-term (implementation) | | \$\$ | |
| Review the road network at Bureta town centre to improve access to shops and open space (Bureta Road, Vale Street). | Short-term (design) | TCC | \$ | Bureta commercial centre |
| | Medium-term (implementation) | | \$\$ | |
| Investigate and consider options to upgrade and/or replace the Chapel Street Bridge to increase network resilience to natural hazards. Undertake ongoing critical maintenance work in the short-term. | Longer term | TCC | \$\$\$\$ | Waikareao Estuary |
| Investigate opportunity to provide a dedicated walking and cycling bridge across the estuary near Chapel Street, or provide as an upgrade to existing or new bridge, near Chapel Street to improve connectivity with the City Centre. Include space for fishing and recreation. | Longer term | TCC | \$\$\$\$ | Waikareao Estuary |

Cherrywood

| Actions and programmes of work | When | Who | Cost | Where |
|--|---|-------------------------|----------------|---|
| Improve the walking and cycling connection between Cherrywood shops and Beach Road Reserve and the waterfront path. | Short-term (design) Medium-term (implementation) | | \$ \$\$ | Cherrywood commercial centre / waterfront |
| Implement LCLR framework treatments in Cherrywood including improved bus stop facilities (seating, shelter, real time info, etc) and access to buses and shops at Cherrywood centre. | Short to medium-term | TCC, BOPRC | \$\$ | Cherrywood wide |
| Review the road network surrounding Cherrywood shops to improve access by walking and cycling (increase direct connections). | Longer term | TCC | \$\$\$\$ | Cherrywood commercial centre |
| Protect land and optimise future opportunities to provide a passenger rail station at Cherrywood. | Longer term | TCC, Waka Kotahi, BOPRC | \$\$\$\$\$ | Cherrywood |

Matua

| Actions and programmes of work | When | Who | Cost | Where |
|---|----------------------|-----|------|-------------|
| Implement LCLR framework treatments in Matua including improved bus stop facilities (seating, shelter, real time info, etc) and access to buses. | Short to medium-term | TCC | \$ | Matua wide |
| Deliver a safe and separated cycleway on Levers Road to connect the Matua area with the Ngatai Road (Accessible Streets) cycle route. | Medium-term | TCC | \$\$ | Levers Road |
| Provide a safe walking and cycling connection between: <ul style="list-style-type: none"> Fergusson Park and the Saltmarsh Reserve via Matua centre. Matua Saltmarsh with Gordon Carmichael Reserve (connects Omokoroa cycleway to Ngatai Road cycleway – CBD route). | Medium to long-term | TCC | \$\$ | Matua wide |

Brookfield and Huria Marae

| Actions and programmes of work | When | Who | Cost | Where |
|--|----------------------|-------------------------------|----------|------------------------------|
| Investigate in partnership a Sutherland Road – Huria Marae bus route. | Short-term | TCC, BOPRC | \$ | Sutherland Road |
| Implement LCLR framework treatments in Brookfield including improved access to buses, bus stop facilities and safety improvements for walking and cycling. | Short to medium-term | TCC | \$\$ | Brookfield wide |
| Provide improved walking, cycling facilities and suitable traffic calming, parking and amenity on Millers Road to support new school development. | Short to medium-term | TCC, MOE | \$\$ | Millers Road |
| Improve the Huria Marae to Brookfield walking and cycling connection (Matahoroa Reserve and Kingswood Road). | Medium-term | TCC, mana whenua | \$ | Huria Marae |
| Review the road network at Brookfield centre to improve access to shops and open space (and through movement for buses and cycles). Improve the intersection for all modes (see related neighbourhood centre study and healthy neighbourhood actions). | Medium-term | TCC | \$\$\$\$ | Brookfield commercial centre |
| Improve bus interchange facilities at Brookfield centre. | Medium to long-term | TCC, BOPRC | \$\$ | Brookfield commercial centre |
| Install a walk and cycle bridge over Kopurererua Stream at or north of Waihi Road to improve comfort and directness of the Waikareao Estuary path. | Medium-term | TCC | \$ | Waikareao Estuary pathway |

Strategic outcome: Healthy neighbourhoods

Ōtūmoetai-wide

| Actions and programmes of work | When | Who | Cost | Where |
|---|--|--------------------------------------|----------------------------|----------------|
| Undertake an Ōtūmoetai specific investigation to understand level of service of the existing open space network and to identify gaps in amenity or level of service. | Immediate (assessment) | TCC | \$ | Ōtūmoetai-wide |
| Develop and deliver a programme of short, medium and longer term upgrades to existing parks and open spaces, considering the needs of both visitors and residents. Include specific opportunities for development of reserve areas that provide physical and visual access to water (see actions relating to Beach Road Reserve, Waikareao Estuary and Fergusson Park). | Short to medium-term (implementation) | | \$\$ | |
| Develop and deliver an open space strategy to determine potential future open space requirements including potential options and locations (i.e. near Cherrywood Centre). | | | \$-\$\$\$\$ | |
| Review future of Ōtūmoetai Pool. Reflect outcome of the review in future LTPs as appropriate. | Short-term Medium to long-term (implementation) | TCC | <i>Funded</i> \$-\$\$\$ | Ōtūmoetai-wide |
| As part of the above movement actions, undertake a study to develop a connected network of ecological corridors utilising parks, reserves, and streets that people can connect with. Design and implement strategy that provides ecology, biodiversity and active movement opportunities through these green corridors. To align with citywide Biodiversity Action Plan and audit of Significant Ecological Areas (SEAs). | Short-term (assessment and design) Medium-term (implementation) | TCC | \$ | Ōtūmoetai-wide |
| Design and implement wayfinding in Ōtūmoetai as part of a broader city strategy for wayfinding and signage that supports movement and includes enhancements to open spaces. Where appropriate, take opportunities to communicate broader cultural narratives through signage and wayfinding (see related actions). | Short-term (Design) Short to medium-term (implement) | TCC, Tourism BOP, mana whenua | \$ \$-\$\$ | Ōtūmoetai-wide |
| Develop and deliver a programme of works to further enhance existing stormwater reserves for recreation, amenity and biodiversity. | Short-term (develop) Medium to long-term (Implement) | TCC | \$ \$\$\$ | Ōtūmoetai-wide |

| Actions and programmes of work | When | Who | Cost | Where |
|--|--------------------|-------------------------|-----------|----------------|
| Continue to work with Ngāi Tamarāwaho, Bay of Plenty Regional Council, Western Bay of Plenty District Council, community volunteers, and landowners to protect the health of the Kopurererua Stream and the Waikareao Estuary, maintaining its recreational, ecological and cultural values. In accordance with Kopurererua and other focus catchments. This action aligns with the Kopurererua Watercourse Assessment being undertaken by TCC* ¹ . | Short to long-term | TCC, BOPRC, mana whenua | \$-\$\$\$ | Ōtūmoetai-wide |

Bureta

| Actions and programmes of work | When | Who | Cost | Where |
|--|---|---|---------------|--------------------------|
| Develop and deliver a programme of short, medium and longer term upgrades to improve the placemaking, activation and amenity of the Bureta centre, to create quality spaces where people want to stay and enjoy. Including: <ul style="list-style-type: none"> Upgrade surrounding open space and streetscapes to increase safety, amenity, activation and accessibility. Including amenity and CPTED improvement along Bureta Road, between Ngatai Road and Vale Street with focus on placemaking and slow traffic speeds (See related actions below). | Short-term (develop programme and deliver quick wins) | TCC, landowners, Ōtūmoetai Golf Club, community | \$ | Bureta commercial centre |
| | Medium to long-term (implement) | | \$\$ | |
| Investigate option and upgrade the waterfront path (Fergusson – Kulim – Harbour Drive) to provide improvements to amenity, and provide opportunities for recreation, play, access to water, rest, shade, public art and cultural storytelling (see related connected neighbourhood action). | Immediate to short-term (options analysis) | TCC, mana whenua, landowners | \$\$\$-\$\$\$ | Coastal edge |
| | Short to medium-term (implementation) | | | |
| Work with existing users to develop pedestrian paths around Bureta Park (Ōtūmoetai Golf Course) to enable greater public accessibility while ensuring safety for all users. | Short-term | TCC, Ōtūmoetai Golf Club, community | \$ | Ōtūmoetai Golf Course |
| Improve reserve planting along Waikareao Estuary and waterfront pathway in alignment with citywide Biodiversity Action Plan, to enhance resilience and biodiversity. | Short, medium, long-term | TCC, BOPRC, mana whenua | \$\$ | Waikareao Estuary |

¹ Due for completion end of 2022

| Actions and programmes of work | When | Who | Cost | Where |
|---|----------------------|------------|------|-------------|
| Develop a connected green network into and around Bureta and connecting into the Waikareao Estuary, primarily utilising existing reserves (parks, stormwater, road, esplanade) and acquiring strategic sites. Consider a future ecological connection between Vale Street and Maungawhare Place, and between Vale Street and Grange Road. | Short to medium-term | TCC | \$\$ | Bureta-wide |

Cherrywood

| Actions and programmes of work | When | Who | Cost | Where |
|--|--|-------------------------|------------|--|
| Upgrade Beach Road Reserve with a focus on improved amenity, safety, movement and access to water. Also give consideration to incorporation of cultural and historical storytelling (see related waterfront pathway and connected neighbourhood actions). | Immediate (design) Short-term (implement) | TCC, mana whenua | \$ \$\$ | Beach Road Reserve |
| Upgrade Bennett Street Reserve to include play and shade. | Short-term (design and implement) | TCC | \$ | Bennett Street Reserve |
| Upgrade Ōtūmoetai Railway Reserve at the community gardens with focus on safety and access. | Short-term (design and implement) | TCC | \$ | Cherrywood community gardens (Ōtūmoetai Railway Reserve) |
| Develop and deliver a programme of short, medium and longer term upgrades to enhance Cherrywood's village feel and improve the placemaking, activation and amenity of the Cherrywood centre to create quality spaces where people want to stay and enjoy. Including: <ul style="list-style-type: none"> Upgrade surrounding open space, and streetscapes to increase safety, amenity, activation and accessibility and including amenity. | Short to medium-term | TCC, land-owners | \$-\$\$ | Cherrywood commercial centre |

Matua

| Actions and programmes of work | When | Who | Cost | Where |
|--|--|------------|-------------------------|----------------|
| Upgrade Fergusson Park to increase safety and accessibility, improve amenity and placemaking and investigate facilities for watersports. | Immediate (masterplan design) Short-term (implementation) | TCC | <i>Funded</i> \$\$\$ | Fergusson Park |

| Actions and programmes of work | When | Who | Cost | Where |
|--|----------------------|------------------------------------|------|-----------------------------------|
| Deliver environmental improvements to Matua Saltmarsh Reserve/Papahenga for biodiversity and water quality in alignment with citywide Biodiversity Action Plan. | Short-term | TCC , mana whenua | \$ | Matua Saltmarsh Reserve/Papahenga |
| Develop and deliver a programme of short, medium and longer term upgrades to enhance and improve the placemaking, activation and amenity of the Matua centre to create quality spaces where people want to stay and enjoy. Upgrade surrounding streetscapes to increase safety, amenity, activation and accessibility. | Short to medium-term | TCC , landowners, community | \$\$ | Matua commercial centre |
| Investigate the future potential and maximising use of Matua Park. | Short to medium-term | TCC , existing users | \$ | Matua Park |

Brookfield

| Actions and programmes of work | When | Who | Cost | Where |
|---|--|-------------------------------------|----------------------------|-----------------|
| Develop Carlton Reserve and Bellevue Park, including Sherwood Vale Walkway Reserve behind school, with a focus on enhancing the connectivity between Reserves, providing play and activity for a range of ages, enhancing safety and accessibility of all users, and to meet the needs of the local community. Consider outdoor education facilities in collaboration with the adjoining schools. | Immediate (playground upgrade) Short to medium-term (assessment, design and implementation) | TCC | <i>Funded</i> \$-\$ | School precinct |
| Identify opportunities to connect Brookfield to green open space and the water by developing a connected green network into and around Brookfield and into the Waikareao Estuary primarily utilising existing reserves (parks, stormwater, road, esplanade). | Short to medium-term | TCC | \$\$ | Brookfield wide |
| Investigate the delivery of a Brookfield community hub through the citywide Community Centres Strategic Plan. Consider co-location of existing facilities and location options in partnership with the local community and mana whenua. | Short-term (investigate) Long-term (implement) | TCC , community, mana whenua | \$ \$\$\$ | Brookfield |
| Upgrade Lees Park to enhance safety and accessibility of all users, and to meet the needs of the local community. | Short-term | TCC | \$ | Lees Park |

| Actions and programmes of work | When | Who | Cost | Where |
|---|---|--|--------|------------------------------|
| <p>Work with Sydenham Botanic Park Advisory Group and Sydenham Botanic Park Funding Trust to upgrade Sydenham Botanic Park, including;</p> <ul style="list-style-type: none"> opportunities to better connect the Botanic Park to the surrounding neighbourhood and in particular to the Brookfield commercial centre, Lees Park, and the new Brookfield School to increase community use and enjoyment rezoning of site from Suburban Residential to Open Space Opportunities for education and interpretation to align with aspirations of the Trust. | Short-term | TCC, Sydenham Botanic Park Advisory Group, Sydenham Botanic Park Funding Trust, Ministry of Education | \$ | Sydenham Botanic Park |
| Upgrade Solomon Street Reserve to provide better connections to new Brookfield School and resolve CPTED issues. | Short-term | TCC | \$ | Solomon Street Reserve |
| Undertake a detailed neighbourhood centre study of Brookfield centre by working with key stakeholders to comprehensively develop the centre to realise its full potential, provide high quality urban design outcomes, support surrounding growth, and implement the 15-minute neighbourhood model. | Short-term (study) | TCC, landowners, Ministry of Education, mana whenua, community | \$ | Brookfield commercial centre |
| Supported by the neighbourhood centre study (action outlined above), develop and deliver a programme of short, medium and longer term upgrades to enhance and improve the placemaking, activation and amenity of the Brookfield centre to create quality spaces where people want to stay and enjoy. Including: | Short-term (develop programme and deliver quick wins) | TCC, landowners, community | \$ | Brookfield commercial centre |
| <ul style="list-style-type: none"> Quick wins to improve amenity such as installing seating and picnic tables to support existing commercial tenancies Rationalise carparking and vehicle access through centre to increase safety, amenity, connectivity and accessibility Resolve known CPTED issues and improve passive surveillance. Encourage active frontages along internal accessways and rear elevations to activate centre of the site Utilise public spaces, streets, laneways and vacant development sites to provide shared spaces for community events/activities. Develop a programme of temporary activations to energise the centre and bring people to the area Consider associated programme of streetscape upgrades and transport safety improvements. | Medium to long-term (implement) | | \$\$\$ | |



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Ōtūmoetai Spatial Plan 2022 – 2050

Āpitiḡanga

Appendix: Accessibility maps

Accessibility maps

The following maps provide a summary of issues and recommendations identified by an Accessibility Audit undertaken for Key Centres that focuses on providing for movement by people of all ages and abilities.



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Tauranga City Council



Accessibility Audit Analysis: Brookfield

26.07.2020 Revision A Not to Scale

BECA



Accessibility Audit Analysis: Cherrywood

26.07.2020 Revision A Not to Scale

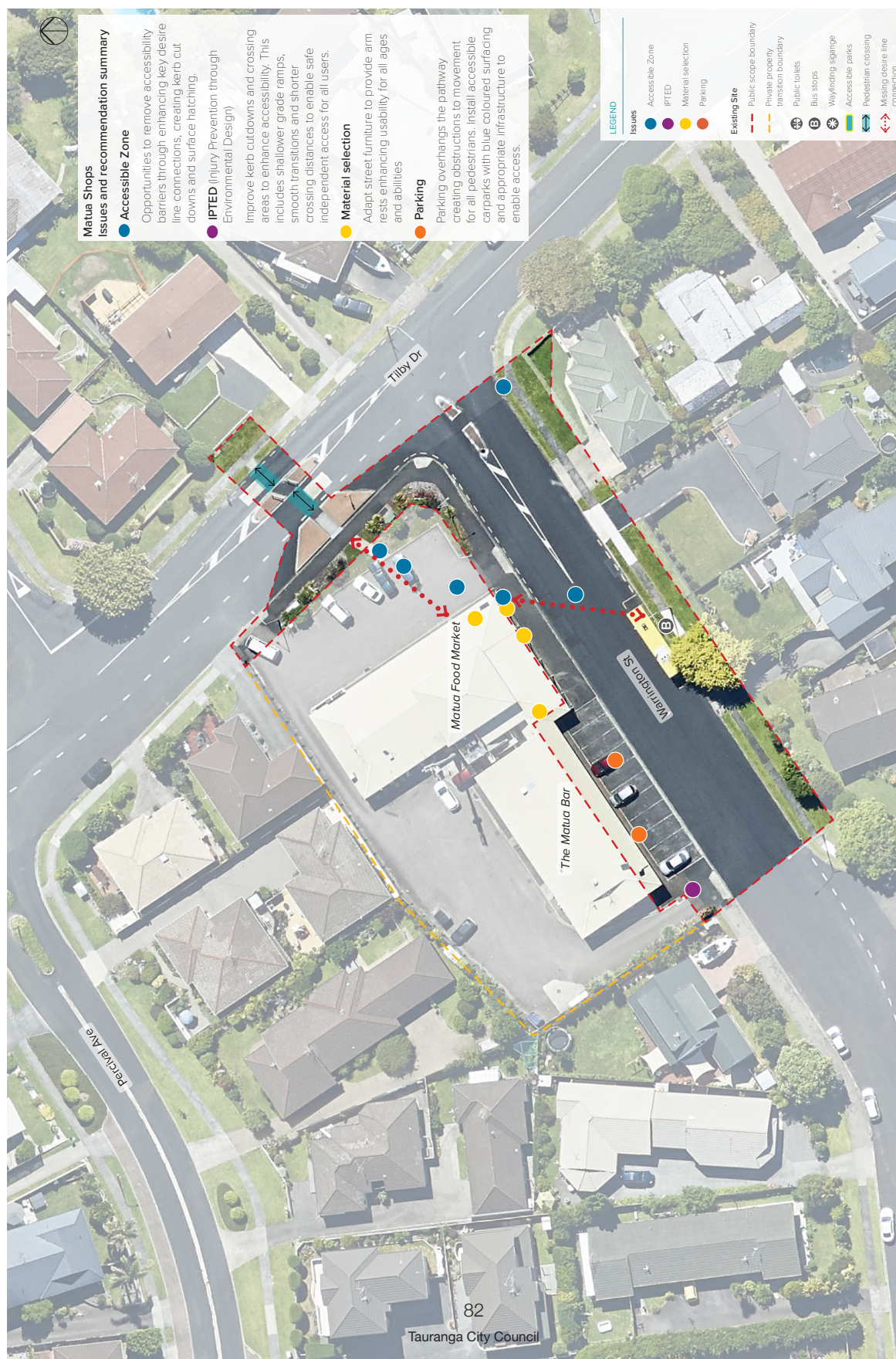
BECA



Accessibility Audit Analysis: Bureta

26.07.2020 Revision A Not to Scale

BECA



Accessibility Audit Analysis: Matua

26.07.2020 Revision A Not to Scale

BECA





Ōtūmoetai Spatial Plan

Engagement Report

July 2022



1.0 Report purpose

This report provides a summary of all engagement activity undertaken by the *Take me to the future: Ōtūmoetai 2050* project team to inform the Ōtūmoetai Spatial Plan. This includes engagement activity with the community, mana whenua and stakeholders over two specific stages: Stage 1 – Analysis and Values, and Stage 2 – Testing of Proposed Actions. An earlier report was prepared as a summary of engagement undertaken during Stage 1 titled: *Engagement Report for Stage 1 – analysis and values engagement (May 2022)*. This latest report supersedes the May 2022 report and captures all key aspects of that earlier report.

This engagement report summarises:

- the key themes that we heard through the first round of engagement (Stage 1)
- the feedback we received on the draft spatial plan during the second round of engagement (Stage 2), and
- the approach taken to engagement and what the next steps are.

2.0 Role of engagement in the Ōtūmoetai Spatial Plan project

Council is seeking to create a shared future vision for the Ōtūmoetai Peninsula, including the suburbs of Ōtūmoetai, Matua, Brookfield, Bellevue and Judea. To achieve this, we initially engaged with the community and stakeholders to better understand what they like

about the wider Ōtūmoetai area and what they would like to see changed in the future. Referred to as Stage 1 engagement, we were keen to hear their ideas on ways to support and enhance how they live, work, play and move around this area, now and into the future.

Following the end of the Stage 1 engagement, we undertook a series of design workshops with technical experts and key stakeholders who, in some cases, will have a role in implementing the spatial plan. These stakeholders included the Bay of Plenty Regional Council, mana whenua, Waka Kotahi NZ Transport Agency, Kāinga Ora and the Ministry of Education.

The feedback received during the first round of engagement (as summarised below in section 3.0) informed the design workshops, along with other data gathered, including infrastructure testing, population projections and transport modelling. These processes and information gathered fed into the draft spatial plan, which shows proposed land use, movement, and key projects relating to amenities (including community facilities) and the environment across the Ōtūmoetai Peninsula.

The purpose of Stage 2 engagement was to seek feedback from the community and stakeholders on those aspects of the draft spatial plan. With all feedback received we will prepare the final Ōtūmoetai Spatial Plan.

As a Tiriti o Waitangi partner, mana whenua for the Ōtūmoetai Peninsula have undertaken a pivotal role, working with Council from the inception of the spatial plan process. Further details relating to that partnership role are included later in this report.

For more information go to
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3.0 Stage 1 engagement feedback – what we heard

A significant volume of feedback was provided across all engagement activity, with a number of key themes raised by the community and stakeholders. The following is a summary of those key themes but is by no means an exhaustive list of all the feedback we received. We have also been mindful to ensure that the privacy of those who provided feedback is respected by not including any details that may state or imply who provided that feedback.

- Neighbourhoods should be well connected to each other and to other centres outside of the Ōtūmoetai Peninsula.
- Shopping centres should be highly walkable, pedestrian friendly and safe to use.
- Greater safety improvements are needed along the peninsula's walking and cycling routes.
- Improved frequency and efficiency of public transport is required, and appropriate infrastructure provided to support and encourage the uptake of public transport.
- Improved public amenities and upgrading of parks to make them more useable and enjoyable, including a greater variety of activities – skate parks, climbing walls, water parks.
- Planning for accessibility needs to be incorporated into spatial planning for commercial areas, public transport, walkways/cycleways, community amenities and for general safety. By doing so, people of all ages and abilities will be able to enjoy the Ōtūmoetai Peninsula.
- The Ōtūmoetai Peninsula is the location of intensive pre-European and early contact settlement. The likelihood of archaeological discoveries during future development needs to be understood and appropriate protocols and authorities obtained.
- The Ōtūmoetai Pa Historic Reserve is a significant archaeological and cultural site. Its purpose as an historic reserve needs to be prioritised in terms of any future activity within the reserve. Furthermore, any development adjacent to the reserve should also be respectful and mindful of this significant site.
- Intensifying residential development around the Brookfield, Cherrywood and Bureta centres should occur due to their proximity to transport routes and accessibility. There is a need to review the size of the existing local centres to ensure they are sufficient to cater for an increased population.
- The development of an infrastructure-led structure plan is required which identifies the available capacity of water supply, wastewater, and stormwater infrastructure, and the further capacity of the road network, along with necessary upgrades. A coordinated infrastructure approach to support intensification over the next 30 years is required for Council to achieve its growth targets.
- There are existing walkways and cycleways around much of the area, but there are many conflict points and existing shortfalls (such as the Matua waterfront) where further land and upgrades are needed to ensure effective outcomes.
- Matua is constrained by only having one entry/exit point. Further intensification within Matua will likely exacerbate the issues associated with this choke point.



4.0 Stage 2 engagement feedback – what we heard

The objective of Stage 2 engagement was to get feedback from the community and stakeholders on the listed projects identified, which ones were most important to them and whether or not they would meet their aspirations for how Ōtūmoetai will develop in the future. The following is a summary of the feedback.

- Greatest support was shown for housing intensification on Waihi Road and in the Brookfield centre, with general support shown for housing intensification in other areas. Several respondents said Council would need to improve access to greenspaces and improve walking and cycling networks and public transport options to cater for growth.
- Strong support for the Matua, Brookfield and Cherrywood commercial/retail centres to grow over time with more retail, food and commercial options in all three locations.
- General support for all projects that seek to improve access to shops, amenities, and open space. Respondents said traffic calming measures, pedestrian crossing improvements and intersection safety improvements will be needed to achieve project outcomes.
- General support for all walking and cycling improvement projects, particularly for upgrading the waterfront path between Fergusson and Kulim Parks and include widening it to a consistent width for walking and cycling. Several respondents said walking and cycling improvements need to be carried out alongside traffic calming measures in areas where there are no separated facilities.
- General support for all bus facility and access projects. Respondents said buses should be more frequent, and routes should cover a greater area. Some concerns also raised about the affordability of using the bus.
- There was general support for projects relating to placemaking, with strongest support for improving this and amenity in the Brookfield commercial/retail centre and enhancing the amenity along Ōtūmoetai Road. There was only mixed support for the project to strengthen the connection between Cherrywood commercial/retail centre, community gardens and Beach Road.
- General support for projects related to improving the quality of open space with the exception of increasing green space in Cherrywood, which received mixed feedback. Several respondents said Council should consider new seating and suggested the development of a pump track, fitness station or basketball court in areas such as the Carlton Reserve and Lees Park. There was strong support for the project to protect and enhance the values of Ōtūmoetai Pā Historic Reserve and projects to improve the Carlton Reserve and Bellevue Park.

- General support for projects seeking to improve existing off-road paths for multipurpose use including movement, biodiversity, and water quality. Strongest support was provided for opportunities for biodiversity and passive recreation (e.g. walking, running, cycling, nature and wildlife observation) along stormwater reserves between Brookfield commercial/retail centre and Waikareao Estuary and Kopurererua Valley.
- General support for projects looking to improve and upgrade community facilities and suggestions made to include outdoor seating, a library, an area for people to study, free Wi-Fi, and a café as part of both listed projects.
- General support for projects relating to Huriā Marae.

Some projects were not as well supported, or considered a priority, and these included:

- Greater heights and housing choice in Matua, Cherrywood and Bureta, and on Ōtūmoetai Road. Some feedback provided directly to the project team also raised concerns about the potential issues with building up in terms of shading, privacy and whether this type of development is even suitable across the Ōtūmoetai Peninsula.
- Concerns were raised across the projects about the potential for 4+ storey buildings to block property views and sunlight, and about increased traffic volumes and pressure on parking capacity.
- Provide opportunities to increase the quantity and quality of green space near the Cherrywood Centre, noting that more green space was not necessary due to proximity to other existing green spaces.





5.0 Engagement approach

It was important for engagement to be pitched at the right level for the type of feedback we were seeking. For stage 1 that included broad ideas and concepts for how people wish to live, work, play and move around the Ōtūmoetai Peninsula, and in stage 2 their feedback on how Council proposes to provide for this through specific projects in the spatial plan.

A key objective of the engagement approach was to ensure we made it easy for the wider community to provide their feedback. For that reason, we used a number of engagement techniques (both online and in person) that we believe the community would best respond to. For consistency, we also sought to use the same engagement techniques for both engagement stages. A summary of those engagement techniques follows.

5.1 Generating interest

A stakeholder mapping exercise was undertaken at the start of the project to determine who we needed to engage with through the spatial plan process. We deliberately cast a wide net for stakeholder identification as we wanted to ensure that the various community groups and schools within the Ōtūmoetai Peninsula were included and made aware of the project and how they could have their say. Those stakeholders were contacted early on to confirm interest and for those representing a wider community group, school or organisation, we asked that they use their own contact databases to help spread information about the project and generate interest.

Pamphlet drops to households on the Ōtūmoetai Peninsula were used during both engagement stages to inform the wider community and pointed them to the project webpage for further information about the project and how they could have their say.

A series of print articles and advertisements about the project appeared in The Weekend Sun and Bay of Plenty Times newspapers, as well as digital advertising on Stuff, SunLive and the Bay of Plenty Times online. Residents were targeted with advertisements on Facebook and Instagram, which reached an audience of more than 28,000 people and directed them to the project webpage.

5.2 Wananga and hui with iwi/hapū

Through the preparation of this spatial plan Council has worked in partnership with the mana whenua of the Ōtūmoetai Peninsula, including representatives of Ngāti Ranginui, Ngāi Te Rangi, Ngāti Pukenga, Ngāi Tamarāwaho, Ngāti Tapu, Ngāi Tukairangi, Ngāti Hangarau, Tauwhao as well as wider engagement with iwi and hapū through the Te Rangapū Mana Whenua o Tauranga Moana Partnership. Wananga and hui have been underway since late 2021 with the purpose being to ensure that a comprehensive cultural understanding of the Ōtūmoetai Peninsula underpins the spatial planning process and to develop the Ōtūmoetai Spatial Plan cultural principles to support future projects. Mana whenua input into the process has also assisted to identify specific cultural projects for Ōtūmoetai as well as providing input into the wider outcomes and projects. Mana whenua were also involved in the design workshops.

5.3 Social Pinpoint

From the outset, it was anticipated that engagement would be heavily constrained by restrictions relating to COVID-19 being in the community. For this reason, we had a primary focus on using online tools for engagement such as Social Pinpoint, which would enable feedback to be gathered without being compromised by restrictions relating to social gatherings.

A summary of the approach to using Social Pinpoint and some statistics relating to its use are provided below. For further information relating to the use of Social Pinpoint during engagement please visit our project web page www.tauranga.govt.nz/otumoetai2050

5.3.1 Stage 1

Respondents were able to share their feedback on the Social Pinpoint page via three methods: by chatting to multilingual chatbot Frankly, answering survey questions, or dropping pins on the interactive map with comments. The survey ran for a total of six weeks, opening on 21 March 2022 and closing on 30 April 2022. During that period, we had more than 5000 page visits and received 1477 individual pieces of feedback. This is made up of 45 Frankly conversations (or 179 comments), 1028 map pin drops and 270 survey responses.

5.3.2 Stage 2

Respondents were able to share their feedback on Social Pinpoint by liking/disliking and commenting on specific projects that were shared across three maps, or by taking an online survey. For stage 2 engagement we did not include the Frankly chatbot.

The survey ran for a total of four weeks, opening on 3 June 2022 and closing on 3 July 2022. During that period, we had more than 3600 page visits and received 401 individual pieces of feedback. This is made up of 343 comments on the projects and 58 survey responses. We received a total of 1080 likes/dislikes across the 60 projects listed.

5.4 Webinars

Webinars were used as a means for people to learn more about *Take me to the future: Ōtūmoetai 2050* directly from the project team and ask questions. Two webinars were held during Stage 1 on the evenings of 31 March and 13 April 2022, and one webinar during Stage 2 on 15 June 2022. These dates and time of the day were considered the most suitable for the

wider public. A 20-minute presentation, followed by a demonstration of how to use Social Pinpoint was undertaken before opening the webinar to questions from attendees. While the numbers for these events were low, there were some good questions being asked by those attending. The webinars were recorded and made available on the project webpage for anyone to view.

5.5 Drop-in sessions and meetings

5.5.1 Stage 1

Despite the restrictions relating to COVID-19, we were able to proceed with two drop-in sessions. The first of these at the Matua Bowling Club (30 March 2022) was combined with a presentation by Commissioners relating to future development of the City Centre. The second drop-in session (12 April 2022) was a standalone event held at St Stephens Methodist Church. Maps used in the Social Pinpoint survey were used to generate discussion about what people like about the Ōtūmoetai area and what changes they would like to see. Staff used iPads at these events to upload feedback from the community directly into Social Pinpoint. Approximately 50 people attended these events.

At the request of the Ōtūmoetai Rotary Club, we also attended a meeting on 28 March 2022 to present the project and answer questions.

5.5.2 Stage 2

For consistency, we used the same venues for the drop-in sessions during Stage 2 engagement - the Matua Bowling Club (20 June 2022) and St Stephens Methodist Church (21 June 2022). Maps used in the Social Pinpoint survey for Stage 2 were used to generate discussion about the 60 identified projects relating to topics including urban form, movement, open space/reserves, community facilities and the natural environment. Staff used iPads to upload feedback from the community directly into Social Pinpoint. Approximately 30 people attended these events.



5.6 Email and postal correspondence

Stakeholders and the community were also invited to provide feedback via email, or post during both engagement stages. This was particularly useful for those who wished to provide more detailed feedback about any particular topic that was pertinent to them. We received such correspondence from local residents, the development community, schools, advocacy groups and government organisations. For privacy reasons we have not included copies of the feedback provided through email and post in this report but have included any key themes and/or comments made (refer to Sections 3.0 and 4.0 above).

5.7 Ōtūmoetai College workshops

Workshops with seven geography classes (Years 10 – 13) at Ōtūmoetai College was undertaken during Stage 2 to provide an overview of urban planning, the Ōtūmoetai Spatial Plan project, and how we were using online mapping tools to seek community feedback.

This was particularly useful as feedback during Stage 1 indicated there was a lack of activities for young adults in the area. We received a lot of good feedback about the need for greater housing choice around centres (including apartments), the needs for a wider range of community and retail offerings within centres (e.g., library, cafes, community centres, free Wi-Fi), providing safer routes for cycling, and improvements to existing parks to provide play and activity for a range of ages (such as skate parks and BMX tracks).

The workshops at Ōtūmoetai College provided an excellent opportunity to engage directly with young adults in an environment familiar to them. It also provided an opportunity for them to discuss these matters among their peers and provide their feedback. For the project team it was also beneficial to hear directly from a sector of the community that will likely be the most affected by the spatial plan over the next 30 years.



6.0 Next steps

Council will now look to finalise the Ōtūmoetai Spatial Plan and have it adopted by the end of 2022. Once finalised it will be shared with the community, mana whenua and stakeholders as a blueprint for how the wider Ōtūmoetai Peninsula will develop. Importantly, we will continue working with all engagement partners on its delivery over the next 30 years, through a range of specific projects.

For more information go to
www.tauranga.govt.nz/otumoetai2050

