



AGENDA

Strategy, Finance and Risk Committee Workshop meeting Monday, 30 October 2023

I hereby give notice that a Strategy, Finance and Risk Committee Workshop meeting will be held on:

Date: Monday, 30 October 2023

Time: to start at the conclusion of the Strategy, Finance and Risk Committee meeting

Location: Bay of Plenty Regional Council Chambers
Regional House
1 Elizabeth Street
Tauranga

Please note that this meeting will be livestreamed and the recording will be publicly available on Tauranga City Council's website: www.tauranga.govt.nz.

Marty Grenfell
Chief Executive

Order of Business

1	Business.....	4
1.1	Mount to Arakaki Spatial Plan and Mount Industrial Planning Study.....	4

1 BUSINESS

1.1 Mount to Arakaki Spatial Plan and Mount Industrial Planning Study

ATTACHMENTS

- 1. Memorandum and attachments to Strategy, Finance and Risk Committee members - Mount Arakaki Spatial Plan and Mount Industrial Planning Study - A15221608**

WORKSHOP MEMORANDUM

MOUNT TO ARAKAKI SPATIAL PLAN AND MOUNT INDUSTRIAL PLANNING STUDY

To: Strategy, Finance and Risk Committee
From: Christine Jones, General Manager: Strategy, Growth & Governance
 Carl Lucca, Team Leader: Urban Communities
 David Phizacklea, Project Lead: Mount Industrial Planning Study
Date: 24 October 2023

PURPOSE AND AGENDA FOR WORKSHOP

1. The purpose of the workshop is to receive feedback on the emerging direction for:
 - (a) The Mount to Arataki Spatial Plan (MSP): feedback on the draft programme and proposed actions, including timing and detail
 - (b) The Mount Industrial Planning Study (MIPS): feedback on the proposed actions in response to key issues identified.
2. Feedback from the workshop will inform further refinement in advance of the Strategy, Finance and Risk Committee meeting on 4 December 2023 where it is proposed to present the Mount to Arataki Spatial Plan 'programme' and Mount Industrial Planning Study recommendations for endorsement.
3. The final spatial plan, incorporating the outcomes of the December Committee meeting, will be brought to Council for endorsement in March 2024.

4. The agenda for the workshop is as follows:

1.	Brief overview of MSP and MIPS – where we are at.	10mins
2.	Discussion and feedback – MSP	25mins
3.	Discussion and feedback – MIPS	25mins

5. This memo and attachments are intended to be taken as read.

MOUNT TO ARATAKI SPATIAL PLAN (MSP)

6. Information on the next steps for the MSP and MIPS was included in the Growth, Land Use Planning & Transport Strategy Projects September 2023 Quarterly Update. An update is also included in the Mount Programme report for the Strategy, Finance and Risk Committee reporting for 30 October 2023.
7. The study area includes Arataki / Bayfair, Omanu, Mount North, Whareroa and the Industrial area, shown in the map below.

A15206200



Draft Spatial Plan Programme

8. **Attachment A** provides an overview of the draft Mount Spatial Plan programme, including context informing the development of the programme. This is supported by **Attachment C** which includes the detailed (draft) descriptions of the proposed programme interventions. (Note, the interventions will be supported by mapping, to be presented at 4 the Dec SFR meeting).
9. Feedback is sought on the draft programme and proposed actions, including timing and detail, which will inform the Mount to Arataki Spatial Plan 10-year action plan development and longer-term aspirations.
10. It is noted that the programme funding has regard to the draft 2024-34 Long Term Plan budgets, including:

A15206200

- (a) Existing proposed project funds relating to movement, open space, public real, three-waters, culture and identity
- (b) Additional bulk funds included specifically for the MSP:

Name	27/28	28/29	29/30	30/31	31/32	32/33	33/34	Total
	\$000s							
Movement	447	587	620	642	668	654	0	\$3,620
Open Space	531	549	567	499	513	527	541	\$3,730
Cultural	57	59	60	61	0	0	0	\$238

Engagement

11. **Attachment D** includes an overview of recent community engagement outcomes. A full report will be included as part of the 4 December 2023 reporting to the Committee.
12. In addition to community engagement, engagement has continued with mana whenua and the project Reference Group (i.e. external project partners and key stakeholders, e.g. Waka Kotahi, Tourism Bay of Plenty).
13. Mana whenua representatives have provided input into the programme development through specific wānanga and through the course of the project workshops. Ongoing hui and wānanga are occurring with mana whenua to incorporate mana whenua heritage narratives (ngā tātai kōrero), values (ngā uara me ōna whakamārama), and desired outcomes (ngā mahi whakawhanake).
14. The project Reference Group has also provided input into the programme development through project workshops.

Developing spatial plan narrative – cultural and identity

15. The Mount to Arataki area has a strong, diverse culture and identity, derived from its past and contemporary heritage as well as its natural environment. Acknowledging and responding to this will be an important aspect of the Mount to Arataki Spatial Plan document. **Attachment E** includes a draft abstract from the MSP relating to identity (work in progress). This will be further supported by the cultural narrative and takiwā mapping being prepared with mana whenua.

MOUNT INDUSTRIAL PLANNING STUDY (MIPS)

16. Te Mahere ahumahi o Mauao (the Mount Maunganui Industrial Plan) is under development. A developing scenario and potential intervention actions have been identified for the future of the Mount industrial area as the key output of MIPS.

Related projects

17. The Priority One 'blueprint' for the Mount industrial area is being progressed. The blueprint is expected to make recommendations on actions to be taken for the industrial area from an economic perspective.
18. The Connecting Mount Maunganui project, being led by Waka Kotahi, is assessing transport intervention options for Hewletts Road/State Highway 2 and Totara Street, including the Mount industrial area. An indicative business case setting out the preferred option is expected in March 2024.

Draft scenario and actions

19. A summary of the developing scenario and key moves for the Mount industrial area is included within **Attachment B**. This has been refined from recent engagement feedback.

A15206200

20. The key recommended actions for the MIPS have been included in the MSP draft programme. **Attachment C** includes the detailed action descriptions proposed for inclusion in the Mount Industrial Plan.

Land use intervention options

21. As part of the draft actions, possible land use intervention options in response to health, amenity, noise and cultural effects have been assessed and discussed with partners and key stakeholders, including through the Phase 2 community engagement process as part the MSP. A key is what action may be required to address the interface between industrial and sensitive land uses, including marae, residential and education facilities.
22. Council obtained legal advice earlier this year which advised that many existing industrial activities in the area hold existing use rights to operate under the Resource Management Act 1991 (RMA) and that there is no legal mechanism to extinguish those existing use rights. The legal advice was reported to the 27 February 2023 Council meeting¹ and shared with mana whenua, businesses and the community.
23. Tauranga City Council can only effect change for future users of the land, through change in land use or new land use. It cannot address existing land uses that have existing use rights under the RMA.
24. The developing scenario proposes the following interventions:
- implement a business hierarchy under the Tauranga City Plan to identify the types of industrial activities - general industrial, heavy industrial, light industrial and port zones consistent with the National Planning Standards 2019
 - promote a plan change to rezone and/or regulate future land use activities adjacent to sensitive land uses in proximity to:
 - Newton Street and McDonald Streets
 - Whareroa.
 - promote a plan change to restrict residential activities in commercial zoned areas of the Mount Airshed
 - establish an Environmental Accord with businesses, led by Priority One, committing to ongoing improvements
 - prepare an Airshed Management Plan, led by Bay of Plenty Regional Council
 - consider a regional plan change to adopt the World Health Organisation guidelines for contaminants from air discharges within the Mount airshed and/or a sinking lid to existing discharges.

Engagement

25. Engagement with mana whenua, the project Reference Group and the wider community has occurred as part of the MSP engagement. In addition, specific engagement on MIPS has also occurred.
26. Hui were held with the Whareroa community, Bay of Plenty Regional Council Toi Moana, Waka Kotahi, Port of Tauranga and Priority One.
27. Three workshops with industrial stakeholders have been held:
- Workshop 1: 7 March 2023 - this workshop identified the issues and opportunities for the industrial area. It also developed individual and group visions for what the area should look like in 30 years.

¹ https://infocouncil.tauranga.govt.nz/Open/2023/02/CO_20230227_AGN_2501_AT_WEB.htm

- Workshop 2: 11 May 2023 - presented three scenarios and required actions for feedback (1) Business as usual (2) Expansion of the industrial area and economic focus (3) Environmental limits.
 - Workshop 3: 8 August 2023 - presented Council's draft preferred scenario and proposed intervention actions. It also explored the options around land use intervention and the advantages and disadvantages of each option.
28. Those invited to the stakeholder workshops were included in the 6 June 2023 report to the Strategy, Finance and Risk Committee (provided in Appendix B to the Mount Planning and Delivery Programme Update - May 2023 report).
29. Following the third stakeholder workshop and requests from a number of participants to those workshops, further engagement has occurred with businesses, including those identified within the Whareroa interface area.
30. A workshop with a steering group of businesses established by Priority One to provide input on the industrial blueprint was held on 13 October 2023, with a second workshop to occur in mid-November. Industry has signalled they need further time to consider the emerging direction and will provide specific feedback in the near future.
31. It is anticipated that further engagement will be required with Whareroa marae, mana whenua, and businesses to inform final recommendations.

ATTACHMENTS

- Attachment A: MSP draft programme overview
- Attachment B: MIPS A3 summary
- Attachment C: MSP and MIPS detailed programme action descriptions
- Attachment D: MSP engagement summary
- Attachment E: MSP identity – abstract from draft MSP

A15206200

Attachment A: Mount to Arataki Spatial Plan Draft Programme. October 2023

1. Purpose of the Mount to Arataki Spatial Plan (MSP)

The purpose of the Mount to Arataki Spatial Plan is to set the direction for how the area develops over the next 30 years. The spatial plan has a focus on a 10-year action plan to respond to the key issues (problems) and outcomes identified through the development process.

2. MSP problem definition

1. Past decision making and investment has created land use conflicts that harm the rohe's Mauri / environment and community wellbeing
2. Lack of prioritisation of mana whenua voice and views has compromised mana whenua input and values
3. Competing land uses and growth creates a movement network that compromises safety, efficiency, environment and choices for moving about
4. Climate change elevates hazard risks to existing and future communities (wellbeing, financial, social and safety) and for growth potential
5. Housing stock in the Mount to Arataki area is not meeting the social and economic needs of current and future residents of Tauranga.

3. MSP draft vision statement

Foster a thriving Mount to Arataki community that centres on **manaaki tangata (care for people)**, emphasising **wellbeing and health of the community and environment**, and the **unique cultural heritage and local identity**.

We will provide **opportunities for housing** to better meet our social and economic needs; **improve accessibility and movement**; and proactively **manage natural hazards and land use activities** to enhance the wellbeing of our community.

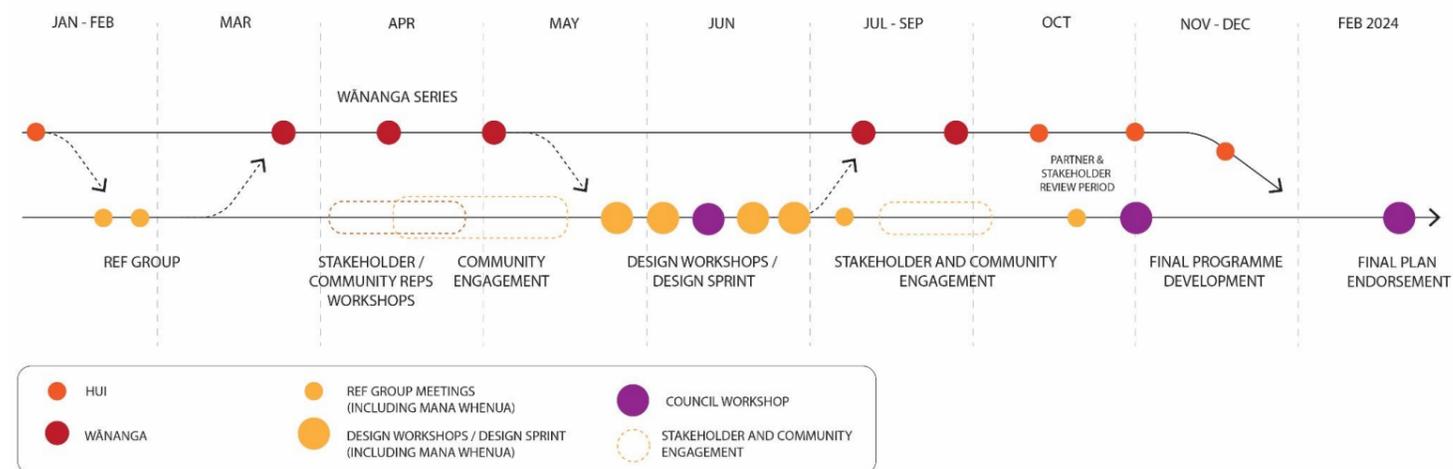
Through these integrated efforts, we envisage a **vibrant, resilient community** where people and the environment flourish together.

4. MSP key outcomes sought

Key outcomes sought through the spatial plan include:

MSP Outcomes Sought	Relevant TCC Strategic Framework Outcomes	Relevant Waka Kotahi Transport Outcomes
Improved movement network	An inclusive city – Tauranga Matarauui; A city that is easy to move around – Tauranga Ara Rau; A well-planned city – Tauranga Tātai Tangata	Inclusive access; Healthy and safe; Economic prosperity
Better managed natural hazard risks	A city that is easy to move around – Tauranga Ara Rau	Resilience and security
Enhanced sense of community and environment	A city that values and protects the environment – Tauranga Taurikura; A well-planned city – Tauranga Tātai Tangata	Healthy and safe; Environmental sustainability

5. MSP Timeframes



Attachment A - Mount to Arataki Spatial Plan Draft Programme. October 2023 (A15208791)

6. MSP partnership with mana whenua

Mana whenua representatives have provided input into the programme development through wānanga and project workshops. Mana whenua priorities have been identified within the attached programme.

7. MSP community priorities

Key themes have remained consistent through both stage 1 and stage 2 community and key stakeholder engagement:

- Strong support for improving air quality and enhancing nature, biodiversity, and amenity in the industrial area
- Strong support for continuation of the coastal path
- Strong desire for crime reduction and personal safety, particularly in Bayfair / Arataki and Mount areas
- Desire for enhancing access to the beach while preserving the coastal environment, particularly in Arataki
- Support for improving walking and cycling connections and safety
- A desire for more public amenities like rubbish bins, toilets, showers, seating, barbecues, and shade sails
- A desire for better parking and accessibility, but not paid parking
- The need to better manage traffic congestion across the network
- Limited support / opposition for residential intensification.

8. Approach to preparation and assessment of proposed MSP actions and timing

1. **Long list preparation** through design workshops, responding to problems and outcomes sought. Includes Ref Group, subject matter experts and mana whenua
2. Specific hui and wānanga with **mana whenua**
3. Specific working sessions with **key stakeholders**, e.g., Waka Kotahi, Tourism Bay of Plenty, Mount Business Association
4. **Multi criteria assessment** of actions, including consideration of:
 - a. MSP Outcomes Sought
 - b. Relevant TCC Strategic Framework Outcomes
 - c. Value for money in unlocking / achieving outcomes
 - d. Public / stakeholder
 - e. Urgency / need to support growth
5. Consideration of **funding**:
 - a. Achieving outcomes through existing and proposed LTP projects
 - b. Co funding or external funding opportunities
 - c. Value for money
6. Consideration of **mana whenua and community priorities**
7. Consideration of **dependencies**.

9. Draft MSP Programme

The attached programme outlines the **10+ year programme** of delivery. It includes:

- Project partners to delivery each action
- Spatial plan location and topics
- Mana whenua priorities (marked yellow)
- Indicative cost range:
 - \$ - Less than \$500,000
 - \$\$ - \$500,000-\$2,000,000
 - \$\$\$ - \$2,000,000-\$5,000,000
 - \$\$\$\$ - more than \$5,000,000
- Funding: **funded** within existing proposed budgets; **partially funded** (i.e., budget to deliver on some of the aspiration); can be **externally funded** by partners; or **unfunded**.
- A further detailed description of each action is also available and will be included in the spatial plan.
- The draft programme will be mapped by topic and area within the spatial plan.

Draft MSP Programme

Programme is **draft** and subject to ongoing refinement; budgets / funding / timing is to be confirmed through Long Term Plan process

1. Planning

2. Delivery

Operational / BAU

Intervention Name and Description	Owner(s); Partners	Topic	Spatial area	Policy/ Capex	Indicative costs	Mana whenua	Funded	23/24	25	26	27	28	29	30	31	32	33	34	35+
Residential Intensification around centres and MDRS (underway)	TCC	Liveable	Area wide	Policy	\$		Funded	1	0	0	0	0	0	0	0	0	0	0	0
Recognise the historic Whareroa viewshaft to Mauao in the Spatial Plan	TCC, tangata whenua	Unique	Whareroa	Policy	\$		Funded	1	0	0	0	0	0	0	0	0	0	0	0
Prepare an Airshed Management Plan, led by Bay of Plenty Regional Council (underway)	BoPRC	Healthy	Industrial	Policy	\$		Funded	1	0	0	0	0	0	0	0	0	0	0	0
Environmental Accord with businesses in the Industrial Area	TCC, BoPRC, Priority 1,	Healthy	Industrial	Policy	\$		Funded	1	1	0	0	0	0	0	0	0	0	0	0
Industrial land use transitional area adjacent to Newton / McDonald Streets	TCC	Healthy	Industrial	Policy	\$		Funded	1	1	1	0	0	0	0	0	0	0	0	0
Improve air quality within the Mount Maunganui airshed (underway)	TCC, BoPRC, business owners,	Healthy	Area wide	Policy	\$		Funded	1	1	1	0	0	0	0	0	0	0	0	0
Mount North - Adaptive Framework to Adjust to Climate Change (planning) (underway)	TCC	Healthy	Mount	Policy	\$-\$\$\$\$		Planning only	1	1	1	0	0	0	0	0	0	0	0	0
Industrial land use transitional area adjacent to Whareroa	TCC	Healthy	Industrial	Policy	\$\$		Funded	1	1	1	1	0	0	0	0	0	0	0	0
Support and protect the Whareroa community's wellbeing, including working on Climate Change response (planning)	TCC, tangata whenua, BoPRC,	Healthy	Whareroa	Policy	\$		Planning only	1	1	1	1	0	0	0	0	0	0	0	0
Promote a plan change to restrict residential activities in commercial zoned areas of the Mount Airshed	TCC	Healthy	Industrial	Policy	\$		Funded	1	1	1	1	0	0	0	0	0	0	0	0
Arataki Bus Interchange (underway)	Waka Kotahi, TCC, BoPRC	Connected	Arataki	Capex	\$\$\$\$		Funded	1	1	2	2	0	0	0	0	0	0	0	0
Enhance Public Transport along key corridors - Hewletts and Maunganui Roads (includes Connecting Mount Maunganui project) (underway)	Waka Kotahi, TCC, BoPRC	Connected	Area wide	Capex	\$\$\$\$		Funded	1	1	2	2	2	2	2	2	2	2	2	0
Provide a safe cycleway along or adjacent to Hewletts Road	Waka Kotahi, TCC, BoPRC	Connected	Industrial	Capex	\$\$\$		Funded	1	1	2	2	2	2	2	2	2	2	2	0
Implement a landscape plan to enhance nature, biodiversity and amenity in the industrial area	TCC, Port of Tauranga,	Healthy	Industrial	Capex	\$\$-\$\$\$		Partial	1	1	3	3	3	3	2	2	3	3	3	3
Arataki / Bayfair local area - Enhancing access to beach (underway)	TCC	Connected	Arataki	Capex	\$-\$\$		Funded	1	2	0	0	0	0	0	0	0	0	0	0
Mount North Parking Management Plan	TCC	Connected	Mount	Policy	\$		Funded	1	2	0	0	0	0	0	0	0	0	0	0
Arataki / Bayfair CPTED (Safety) Audit and improvements	TCC	Liveable	Arataki	Policy/Capex	\$-\$\$		Partial	1	2	0	2	2	2	0	0	0	0	0	0
Mount North CPTED (Safety) Audit and improvements	TCC	Liveable	Mount	Policy/Capex	\$-\$\$		Partial	1	2	0	2	2	2	0	0	0	0	0	0
Arataki / Bayfair programme of streetscape and transport safety improvements (includes Accessible Streets and LCLR) (underway)	TCC	Connected	Arataki	Capex	\$\$-\$\$\$		Partial	1	2	3	3	0	0	0	0	0	0	0	0
Improve transport mode choice and enhance East - West local connections (transitional to permanent)	TCC, Waka Kotahi	Connected	Area wide	Capex	\$\$-\$\$\$\$		Funded	1	2	2	2	2	2	2	2	2	2	2	0
Deliver safe north/south cycle routes and traffic calming (transitional to permanent) (underway)	TCC, Waka Kotahi	Connected	Area wide	Capex	\$\$\$\$		Funded	1	2	2	2	2	2	2	2	2	2	2	0
Grenada Street Improvements (transport choices) (underway)	TCC	Connected	Arataki	Capex	\$\$\$\$		Funded	2	0	0	0	0	0	0	0	0	0	0	0
Improve Public Transport infrastructure (bus stops, etc) (underway)	TCC	Connected	Area wide	Capex	\$\$		Funded	2	0	0	0	0	0	0	0	0	0	0	0
Ongoing rail safety improvements (underway)	KiwiRail, TCC, Port of Tauranga,	Connected	Industrial	Capex	\$\$		Unfunded / External	2	0	0	0	0	0	0	0	0	0	0	1
Accessible hotspots - ongoing improvements, including Mount Drury	TCC	Liveable	Mount	Capex			Funded	2	2	3	3	0	0	0	0	0	0	0	0
Blake Park Masterplanning implementation (underway)	TCC	Healthy	Mount	Capex	\$\$\$\$		Funded	2	2	1	0	0	0	0	0	0	0	0	0
Deliver Transport Safe Network Programme interventions - ongoing improvements (underway)	TCC	Connected	Area wide	Capex	\$\$\$		Funded	2	2	2	2	2	2	2	2	2	2	2	0
Cruise Ship Study	Priority One, TBoP	Healthy	Area wide	Policy	\$		External	1	1	1	0	0	0	0	0	0	0	0	0
Mount North built form guidelines	TCC	Liveable	Mount	Policy	\$		Funded	1	1	1	0	0	0	0	0	0	0	0	0
Better manage vehicles movements on Totara Street south	Waka Kotahi, TCC, BoPRC	Connected	Industrial	Policy	\$		Funded	1	1	1	0	0	0	0	0	0	0	0	0
Mount North LCLR improvements to movement safety	TCC	Connected	Mount	Capex	\$\$		Partial	1	1	0	0	0	0	0	0	0	0	0	0
Enhance the landscape buffer between industry and Whareroa	TCC, landowners, tangata whenua	Healthy	Industrial	Capex	\$\$-\$\$\$		Partial	1	1	3	0	0	0	0	0	0	0	0	0
Enhance the landscape buffer between industry and adjoining land uses along Maunganui Road (staged approach)	TCC, landowners (including	Healthy	Industrial	Policy/Capex	\$\$		Partial	1	1	3	0	0	0	0	0	0	0	0	0
Maunganui Road Traffic Bylaw	TCC	Connected	Area wide	Policy	\$		Funded	2	0	0	0	0	0	0	0	0	0	0	0
Recycling and Rubbish facilities: Improve rubbish and recycling facilities at Mount North	TCC, Mount Business	Healthy	Mount	Capex			Funded	2	0	0	0	0	0	0	0	0	0	0	0
Te Papa o Nga Manu Porotakatata improvements	TCC, Mount Business	Healthy	Mount	Capex	\$\$		Partial	2	2	2	2	0	0	0	0	0	0	0	0
Enable Events and Activation	TCC	Liveable	Area wide	Policy	\$\$\$		Funded	2	2	2	2	2	2	0	0	0	0	0	0
Mount Public Realm Design Guidelines - Mount North	TCC, tangata whenua	Liveable	Area wide	Policy	\$		Funded	1	1	1	0	0	0	0	0	0	0	0	0
Waterway Restoration Plan for Industrial Area (restore and maintain the mauri of te wai)	TCC, BoPRC, business owners,	Healthy	Industrial	Policy/Capex	\$\$\$		Funded	1	1	1	1	0	0	0	0	0	0	0	0
Accessibility enhancements to local centres	TCC	Connected	Area wide	Capex	\$\$\$		Partial	1	2	2	0	0	0	0	0	0	0	0	0
Enabling visitor accommodation in Mount North area	TCC	Liveable	Mount	Policy	\$		Funded	1	1	1	0	0	0	0	0	0	0	0	0
Investigate providing for passenger ferry service	Priority One; BoPRC; TBoP	Connected	Mount	Capex	\$		External	1	1	1	0	0	0	0	0	0	0	0	0
Investigate a regional plan change to adopt the World Health Organisation guidelines for contaminants from air discharges.	BoPRC	Healthy	Industrial	Policy	\$\$		Funded	1	1	1	1	0	0	0	0	0	0	0	0
Extend Coastal Path/Boardwalk	TCC	Connected	Omanu	Capex	\$\$\$\$		Unfunded	1	1	1	1	2	2	0	0	0	0	0	0
Arataki / Bayfair - Enhancing local identity and culture, including public art and cultural storytelling	TCC, mana whenua	Liveable	Arataki	Capex	\$-\$\$		Partial	1	2	2	2	2	0	0	0	0	0	0	0
Omanu CPTED Audit and improvements	TCC	Liveable	Omanu	Policy/Capex	\$-\$\$		Partial	1	2	2	2	2	0	0	0	0	0	0	0
Improve the internal industrial roading network	TCC, Waka Kotahi	Connected	Industrial	Capex	\$\$\$\$		Unfunded / External	1	2	2	2	2	0	0	0	0	0	0	0
Wayfinding Implementation Plan	TCC, TBoP, mana whenua	Connected	Area wide	Capex	\$		Partial	1	2	0	0	0	0	0	0	0	0	0	0
Improve Cruise Ship gateway and connections into the Mount Maunganui (subject to outcomes of cruise ship study)	TCC, Port of Tauranga, Mount	Liveable	Mount	Capex	\$\$-\$\$\$		Partial	1	2	0	0	0	0	0	0	0	0	0	0
Improve road safety and movement in the Mount North area	TCC, Waka Kotahi	Connected	Mount	Policy/Capex	\$\$\$		Partial	1	2	2	2	0	0	0	0	0	0	0	0
Mount North - Enhancing local identity and culture	TCC, mana whenua, Mount	Liveable	Mount	Capex	\$-\$\$\$		Partial	1	2	2	2	2	0	0	0	0	0	0	0
Gateway entrance to mount/industrial areas	TCC	Unique	Industrial	Capex	\$		Unfunded	1	2	0	0	0	0	0	0	0	0	0	0
Omanu - Enhancing local identity and culture	TCC, mana whenua	Liveable	Omanu	Capex	\$-\$\$		Partial	1	2	2	2	0	0	0	0	0	0	0	0
Enhance rail efficiency with the industrial area and investigate completion of rail loop within industrial area	KiwiRail, TCC, Port of Tauranga,	Connected	Industrial	Capex	\$\$		External	1	1	1	1	2	2	2	2	2	2	0	0
Stormwater Management Plan - Mount North	TCC	Liveable	Mount	Policy			Funded	1	2	2	2	0	0	0	0	0	0	0	0
Investigate High Density Residential development along Maunganui Road	TCC	Liveable	Area wide	Policy	\$		Funded	1	1	1	0	0	0	0	0	0	0	0	0
Increased visitor and community amenities along coastal strip	TCC	Liveable	Area wide	Policy	\$\$\$		Unfunded	1	2	2	2	0	0	0	0	0	0	0	0
Open Space acquisition strategy	TCC	Healthy	Area wide	Capex	\$\$\$\$		Unfunded	1	1	1	0	0	0	0	0	0	0	0	0
Mount North Laneway Improvements	TCC, Mount Business	Liveable	Mount	Capex	\$\$-\$\$\$		Unfunded	1	2	2	2	0	0	0	0	0	0	0	0
Park and Ride to access Mount from adjoining suburbs	TCC	Connected	Area wide	Capex	\$\$\$\$		Unfunded	1	1	1	0	0	0	0	0	0	0	0	0
Waterway Restoration Plan for Industrial Area (restore and maintain the mauri of te wai)	TCC, BoPRC, business owners,	Healthy	Industrial	Policy/Capex	\$\$\$		Unfunded	1	1	1	1	0	0	0	0	0	0	0	0

10. Ongoing operational projects / workstreams / business as usual (funded or partially funded)

- Embed Mātauranga Māori and te ao Māori principles
- Implement water sensitive urban design approach for Stormwater Treatment
- Advocate for investigation of a Mauao Marine Reserve
- School Upgrades (MoE)
- Stormwater, water and wastewater upgrades
- Apply water sensitive urban design approach for Stormwater Treatment
- Enhance nature, biodiversity and amenity across Mount to Arataki area
- Improve practices to restore Nga Pataka Kai o the Awanui
- Integrated transport solutions for major events in Mount North
- Monitor natural hazards and Climate Change
- Open Space upgrades
- Planting & Dune Restoration
- Public Art Programme
- Maximising Existing Community Facilities
- Regenerative Tourism Strategy
- More Programmable Space
- Ongoing and enhanced monitoring of air quality, waterways and land.



Te Mahere ahumahi o Mauao Mount Maunganui Industrial Plan

1. Purpose

A plan for the future of the Mount Maunganui industrial area which sets out a programme of actions to address identified issues and the needs of all stakeholders. Te Mahere ahumahi o Mauao provides for the future development and use of the Mount industrial area. Key actions are incorporated into the Mount to Arataki Spatial Plan.

2. Key challenges



3. Draft Vision

An economically productive, healthy and connected industrial area that fits with the surrounding environment and communities.

We will work together to deliver on this vision by:

- Proactively managing land use activities to enhance the environmental, cultural and social wellbeing of our community
- Recognising the importance of the area to mana whenua
- Adopting best practice and innovation
- Improving accessibility and movement within and through the area of both people and goods
- Promoting opportunities for higher value land uses
- Delivering the necessary infrastructure to support business growth
- Considering our response to climate change, technological changes and hazard risks.

4. Key moves

- Providing for the future of the port and businesses, through best practice planning
- Considering cultural and social impacts, including on the Whareroa community, in decision-making
- Taking action to address air quality and health concerns
- Enabling better transportation and movement
- Safeguarding against immediate and longer-term hazard risks
- Progressing transformational changes to appropriate uses where they interface with other sensitive activities
- Providing for the ongoing business activities of those with 'existing use rights', while improving environmental outcomes
- Looking sub-regionally/ regionally for opportunities for industrial land to accommodate existing and new activities.

5. What we have heard

Mana whenua feedback

- Importance of Whareroa to Ngāti Kuku and Ngāi Tukāirangi hapū
- Concern with loss of mauri of the area
- Want to see polluting industry gone
- Seeking improvement to whenua, moana and health of those living near the industrial area

Community feedback

- Air quality concerns high, including pollutants, dust and odour
- Importance as key transport area for residents and visitors
- Need to improve access, amenity environment and movement within and through area

Business feedback

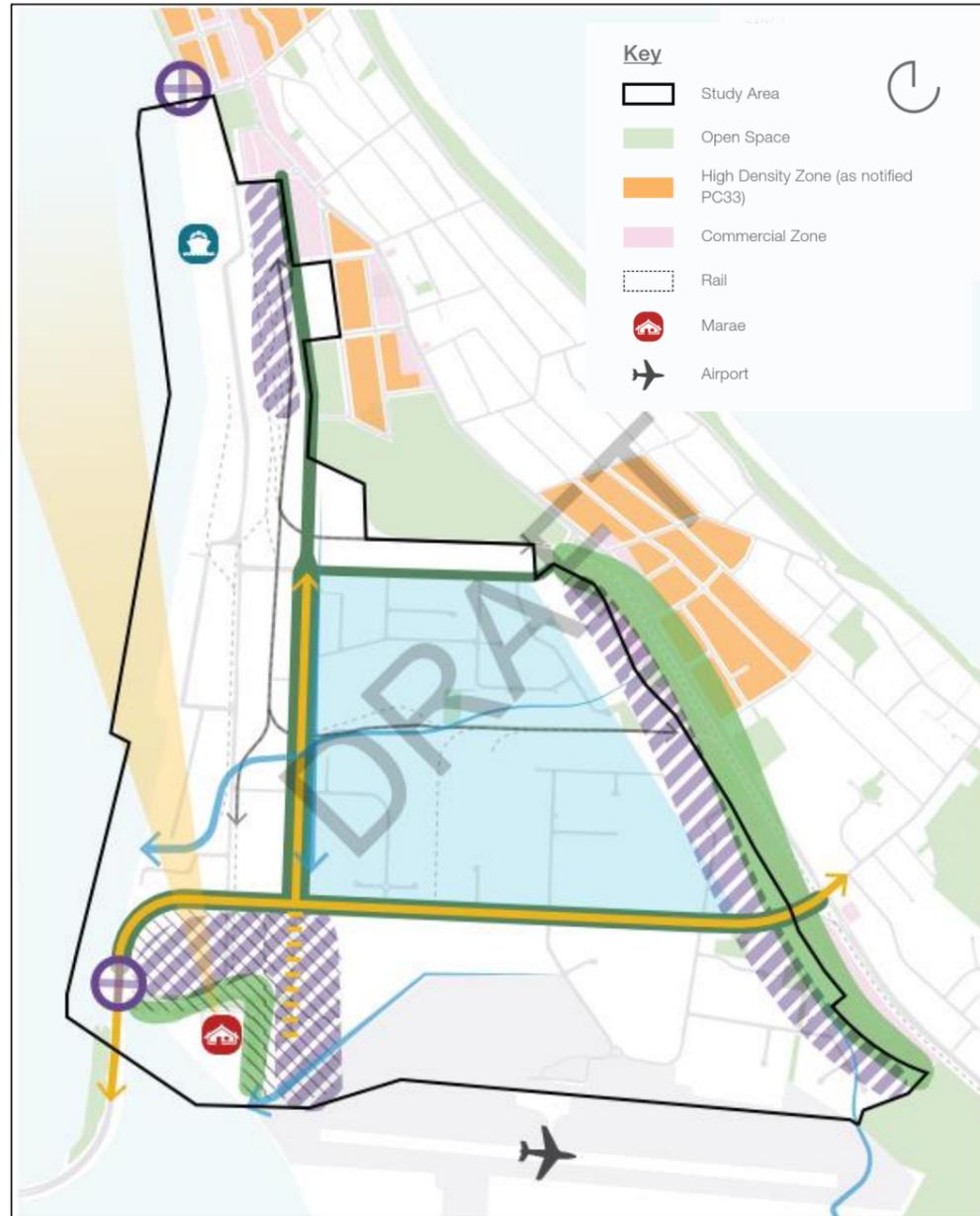
- Locational requirements to be near port or in the industrial area – for many businesses current long term plans are to remain on existing sites
- Movement of goods critical – transport and access
- Businesses have stated they want to co-exist with the community and are taking proactive steps to address issues
- *Further feedback is expected from businesses over the coming months*

6. Related projects

- **Mount to Arataki Spatial Plan** – document for the overall programme, including a 10-year action plan and a 30-year blueprint to support existing and future growth in the area.
- **Connecting Mount Maunganui** – looks at transport options for Hewletts Road, Totara Street, and Hull Road, led by Waka Kotahi. Business case for investment in preferred multi-modal transport solutions.
- **Priority One industrial blueprint** – will provide an economic perspective on behalf of businesses setting our key recommendations for the Mount industrial area.



7. Developing scenario for Mount industrial area



Scenario assumptions:

- Port of Tauranga and Tauranga airport are not moving
- Mount industrial area remains, but may change in size, types of activity and intensity over time.
- The polluted Mount Maunganui airshed will be addressed.
- Working within existing parameters, including legislation e.g. existing use rights
- Separation between future industrial and other land uses over time – noise, odour, traffic etc.
- Connecting Mount Maunganui outcomes will deliver safe and efficient movement choices

Appendix B - Mount industrial plan A3 summary (A15207190)

Draft interventions (refer map and MSP draft programme for details)

Map Ref	MSP Ref	Intervention Name
	2	Recognise the historic Whareroa viewshaft to Mauao in the spatial plan.
	3	Prepare an Airshed Management Plan, led by Bay of Plenty Regional Council.
	4	Establish an Environmental Accord with businesses, led by Priority One.
	5, 8	Industrial land use transitional area – progressive transition to lighter industry: <ul style="list-style-type: none"> • Implement a business hierarchy under the City Plan in line with the National Planning Standards 2019: general industrial, heavy industrial, light industrial and port zones • Promote a plan change to rezone and/or regulate future land use activities to improve environmental outcomes, while recognising existing use rights of businesses and providing for their future operation.
	6	Improve air quality within the Mount Maunganui airshed.
	9	Improve access, amenity and safety to Whareroa.
	9	Resilience and adaption to climate change.
	10	Promote a plan change to restrict residential activities in commercial zoned areas of the Mount Maunganui Airshed.
	12, 13	Enhance public transport on Hewletts Road; and enhance cycling infrastructure along Hewletts Road and Totara Street (ongoing).
	14	Implement a landscape plan to enhance nature, biodiversity and amenity in the industrial area.
	31	Better manage vehicle movements on Totara Street south to improve safety and access.
	33, 34	Enhance the landscape buffer between industry and adjoining land uses.
	40	Waterway Restoration Plan for industrial area (restore and maintain the mauri of te wai).
	45	Consider a regional plan change to adopt the World Health Organisation guidelines for contaminants from air discharges within the Mount airshed and/or a sinking lid to existing discharges.
	49	Improve the functioning of the internal roading network within the industrial area (including formalising paper road connections).
	52, 53	Improve gateway entrance to Mount Maunganui and the industrial area.
	55	Enhance rail efficiency and investigate completion of rail loop within industrial area.
	80	Ongoing and enhanced monitoring of air quality, waterways and land, including within adjoining residential areas.
	81	Investigate alternate power sources for cruise ships and port operations.

Page 2 of 2

Attachment C: Mount to Arataki Spatial Plan Draft Programme – Detailed Descriptions

October 2023

This table includes the detailed (draft) descriptions of the proposed programme interventions relating to both the Mount to Arataki Spatial Plan (Attachment A) and Mount Industrial Planning Study (Attachment D).

#	Mt to Arataki Spatial Plan (MSP) and Mount Industrial Planning Study (MIPS) Intervention Descriptions
1.	<p>Residential Intensification around centres and Medium Density Residential Standards Provide for future residential intensification within appropriate walking catchment of key centres (Mount North, Omanu/Central Parade, Bayfair), and provide for implementation of Medium Density Residential outcomes throughout the study area.</p>
2.	<p>Recognise the historic Whareroa viewshaft to Mauao in the Spatial Plan Through the spatial plan and other strategic documents, recognise the historic Whareroa viewshaft, and consider this as part of future land use planning for the area.</p>
3.	<p>Prepare an Airshed Management Plan, led by Bay of Plenty Regional Council Set our clear framework for the ongoing management of the Mount Maunganui airshed and ensure this is implemented to reduce and/or eliminate air quality emissions.</p>
4.	<p>Environmental Accord with businesses in the Industrial Area Priority One and existing businesses to work together with TCC to establish a voluntary/non-regulatory environmental accord for industrial area.</p>
5.	<p>Industrial land use transitional area adjacent to Newton / McDonald Streets Investigate and identify appropriate land use, built form and activity controls to:</p> <ul style="list-style-type: none"> - respond to environmental issues e.g. noise, air quality, odour and amenity values - promote higher density employment in close proximity to public transport - encourage 'green' industry and commercial activities - include regulatory and non-regulatory options, e.g. City Plan changes (e.g. light industrial/commercial employment zone), and environmental accord - restrict residential activities in the commercial areas of Newton / MacDonald Streets. <p>Implement outcomes through a business hierarchy under the City Plan in line with the National Planning Standards 2019 using general industrial, heavy industrial, light industrial and port zones.</p> <p>Promote a plan change to rezone and/or regulate future land use activities to improve environmental outcomes, while recognising existing use rights of businesses and providing for their future operation.</p>
6.	<p>Improve air quality within the Mount Maunganui airshed In addition to other related actions, investigate further options such as may include new regulations and / or non-regulatory methods, to restore the mauri of the whenua and improve the wellbeing of people living in the Mount area.</p>
7.	<p>Mount North - Adaptive Framework to Adjust to Climate Change (planning) Develop and implement a Dynamic Adaptive Pathways Planning (DAPP) framework as a practical approach to support decision-making for high-risk hazard areas in response to climate change. This will look specifically at the future flooding and ground water issues in the Mount North area.</p>

8.	<p>Industrial land use transitional area adjacent to Whareroa</p> <p>Investigate and identify appropriate land use and built form and activity controls to:</p> <ul style="list-style-type: none"> - respond to environmental issues e.g., noise, air quality, odour and amenity values - promote higher employment densities in close proximity to public transport, - encourage 'green' industry and commercial activities to support the transition. - include regulatory and non-regulatory options, e.g., City Plan changes (e.g., light industrial zone) and an environmental accord. <p>Implement outcomes through a business hierarchy under the City Plan in line with the National Planning Standards 2019: general industrial, heavy industrial, light industrial and port zones. Promote a plan change to rezone and/or regulate future land use activities to improve environmental outcomes, while recognizing existing use rights of businesses and providing for their future operation</p>
9.	<p>Support and protect the Whareroa community's wellbeing, including working on climate change response planning</p> <p>Work with hapū and the Whareroa community to develop a resilience plan for the Marae area, to support future community wellbeing with recognition of impacts from climate change. Improve access, amenity and safety to Whareroa.</p>
10.	<p>Promote a plan change to restrict residential activities in commercial zoned areas of the Mount Airshed</p> <p>Undertake a Schedule 1 process under the RMA to seek to restrict residential activities in commercial zoned areas of the Mount Airshed under the operative Tauranga City Plan</p>
11.	<p>Arataki bus interchange</p> <p>Investigating options to provide a permanent bus facility on Farm Street in Arataki, to connect Arataki with the wider City and Western Bay of Plenty sub-region. The facility is intended to provide a better welcome to and departure from Arataki</p>
12.	<p>Enhance public transport along key corridors - Hewletts and Maunganui Roads (includes Connecting Mount Maunganui project)</p> <p>Improve public transport connectivity between the study area and the CBD and wider region</p>
13.	<p>Provide a safe cycleway along or adjacent to Hewletts Road</p> <p>Work towards solutions to improve safety and access to, from and through Mount Maunganui and to create better links for more people to go by bike and other active modes.</p>
14.	<p>Implement a landscape plan to enhance nature, biodiversity and amenity in the industrial area</p> <p>Prepare a landscape plan for the Industrial area with a focus on the following:</p> <ul style="list-style-type: none"> - increasing the green urban canopy and streetscape improvements to include street planting, edge treatments and public art - consideration of Crime Prevention Through Environmental Design (CPTED) principles - suitable plant lists - integrate with waterway restoration plan for Industrial area <p>Work with business owners to deliver landscape plan including through specific projects and renewals, and by private businesses (through an environmental accord or other arrangement)</p>
15.	<p>Arataki / Bayfair local area - enhancing access to beach</p> <p>Enhance access ways and road crossing points to access ways, as well as wayfinding signage and accessibility improvements.</p>
16.	<p>Mount North Parking Management Plan</p> <p>Prepare a parking management plan and undertake engagement with community, to rationalise carparking and other transport requirements for the Mount North and also consider managing parking during peak times and seasons. Deliver on outcomes of plan.</p>

17.	<p>Arataki / Bayfair - CPTED (Safety) audit and improvements</p> <p>To safety, including lighting and activation: Promoting and improving access to existing community facilities, including investigate opportunity to provide co-working spaces in public facilities</p>
18.	<p>Mount North - CPTED (Safety) audit and improvements</p> <p>To safety, including lighting and activation: Promoting and improving access to existing community facilities, including investigate opportunity to provide co-working spaces in public facilities</p>
19.	<p>Arataki / Bayfair programme of streetscape and transport safety improvements (includes Accessible Streets and Low-Cost Low-Risk)</p> <p>Provide a programme of streetscape and transport safety improvements with focus on safe, local connections, particularly Girven Road; Integration with Arataki Park master planning.</p>
20.	<p>Improve transport mode choice and enhance East - West local connections (transitional to permanent)</p> <p>Develop a local movement programme (integrated with Accessible Streets), focusing on improving safe, accessible and interesting local east-west connections and connections with key destinations, e.g., schools, beach and centres.</p> <p>Give consideration to:</p> <ul style="list-style-type: none"> - Enabling opportunity for lower cost, shared street solutions - Separating routes from primary traffic routes - Widening footpaths - Enhancing amenity outcomes - Wayfinding - Applying play along the way concepts - Temporary reallocation of space, street closures, temporary cycleways - Integrated with projects already underway, e.g., Accessible Streets and Grenada Street - Delivered through low cost, low risk projects and other projects, and explore funding opportunities through relevant available budgets such as Accessible Streets and Transport Choices.
21.	<p>Deliver safe north/south cycle routes and traffic calming (transitional to permanent)</p> <p>Deliver north/south safe cycle routes between Arataki and Mauao, including traffic calming, bus priority and bus stop access improvements to link with local east/west connections. This will include a mix of dedicated cycleways and other routes with a focus on accessibility and safety measures. Refer above considerations.</p>
22.	<p>Grenada Street improvements (transport choices)</p> <p>Provide a two-way, separated cycle path on the south side of Grenada Street, as well as a new shared path through Arataki Park, a morning peak bus lane along a short section of Grenada Street and improved pedestrian crossing facilities, including a signalised crossing from Arataki Park to Bayfair.</p>
23.	<p>Improve public transport infrastructure (bus stops, etc)</p> <p>Improve the public transport functionality through infrastructure improvements e.g., bus stops, real time data, lighting.</p>
24.	<p>Ongoing rail safety improvements</p> <p>Work with Kiwirail, Waka Kotahi and the port to investigate opportunities to improve safety and complete railway line within Mount industrial area, to enable reduced train crossings on Totara and Hull Road and improve traffic and movement of goods and services to the port.</p>
25.	<p>Accessible hotspots, including Mount Drury</p> <p>Make Hopukiore an area that people can confidently go to with the knowledge it is an accessible space for all persons. It will include linkages to Main Beach, Pilot Bay, Mauao and Mount Main Street</p>

26.	<p>Blake Park Masterplanning implementation</p> <p>Part of Key Reserves Master Planning - review of key sporting facilities to see how they met the needs of particular groups, and how we could make them better and more accessible for everyone in the community</p> <p>A future focus on a field sports hub for community and high-performance sport, with a secondary focus on events</p> <p>Enabling work for additional grass fields at Blake Park</p>
27.	<p>Deliver Transport Safe Network Programme interventions - ongoing improvements</p> <p>Deliver Safe Network Programme (SNP) interventions, including safety improvements at:</p> <ul style="list-style-type: none"> - Roundabout Tay Street/Marine Parade - Raised pedestrian crossing Marine Parade - Ocean Beach Road/Girven Road/Maranui intersection upgrades - Maunganui Road Tui - Hull Road upgrade - Maunganui Road/Tweed Street signalled crossing (destination skatepark)
28.	<p>Wayfinding Implementation Plan</p> <p>Work with Tourism Bay of Plenty and mana whenua to develop a wayfinding and signage implementation plan for the Mount to Arataki area as part of a broader city strategy, and give consideration to:</p> <ul style="list-style-type: none"> - Integration of interpretative and cultural signage. - Express and practice tikanga (culture), kawa (traditions) and mātauranga - taking visitors on a journey from coast to coast, telling the story of our heritage in conjunction with tangata whenua. - connecting to the history of the area, engaging locals and visitors. - providing navigation for active travel modes through the area - working with Mauao Trust to integrate and align with existing signage on Mauao
29.	<p>Cruise ship study</p> <p>Undertake a study of the cruise ship industry to understand environmental, social, economic and cultural costs and benefits for Tauranga City Council. Include development of related recommendations for consideration by key stakeholders and partners.</p>
30.	<p>Mount North built form guidelines</p> <p>As part of future City Plan updates relating to the commercial centres hierarchy, develop non-statutory built form guidelines to support policy outcomes, including any specific outcomes for the Mount North town centre. Work with the Mount Business Association and other key stakeholders through this process.</p>
31.	<p>Better manage vehicle movements on Totara Street south and Taiaho Place</p> <p>Improve access, amenity and safety by considering:</p> <ul style="list-style-type: none"> - improved phasing of Hewletts Road/Totara Street traffic lights - considering future land use and associated movements to minimise impact on Whareroa Marae - creating alternative access for heavy vehicles to existing businesses.
32.	<p>Mount North Low-Cost Low-Risk improvements to movement safety</p> <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 treatments such as wider footpaths, raised crossings, improved lighting, zebra crossings, and so forth.</p>
33.	<p>Enhance the landscape buffer between industry and Whareroa</p> <p>Work with tangata whenua and landowners to develop and deliver a programme of works to create a landscape buffer between industrial land use and Whareroa, to consider:</p> <ul style="list-style-type: none"> - planting around the road corridor, street trees and private planting/developments, - noise barriers and emission controls

	<ul style="list-style-type: none"> - improvements to biodiversity and water quality - integration with Landscape Plan for Industrial area action
34.	<p>Enhance the landscape buffer between industry and adjoining land uses along Maunganui Road (staged approach)</p> <p>Work with landowners to develop and deliver a programme of works to create a landscape buffer between the industrial and residential areas along Maunganui Road, including consideration of:</p> <ul style="list-style-type: none"> - planting around the rail corridor, street trees, private planting/ developments, - noise barriers, and emission controls. - improvements to biodiversity and water quality - integration with Landscape Plan for Industrial area action
35.	<p>Maunganui Road traffic bylaw</p> <p>Investigate the need and effectiveness of a Bylaw to restrict heavy vehicles along Maunganui Road or consider other mechanisms.</p>
36.	<p>Recycling and Rubbish facilities: Improve rubbish and recycling facilities at Mount North</p> <p>Replacement of some of the bin infrastructure requiring remedial work including addition of cigarette bins.</p>
37.	<p>Te Papa o Nga Manu Porotakataka improvements</p> <p>Undertake further improvements to Te Papa o Nga Manu Porotakataka including installation of public art, wayfinding, cultural storytelling and providing more seating and meeting spaces.</p>
38.	<p>Enable events and activation</p> <p>Continue to enable events in Mount North and focus on building a connection with harder to reach communities, like Arataki and Omanu that focus on events that celebrate and showcase our oceans, beaches and marine environment. Work to develop event enabling spaces in Arataki and Omanu. Work with iwi and hāpu to identify opportunities to grow and develop events that reflect our culture and history.</p>
39.	<p>Mount Public Realm Design Guidelines – Mount North</p> <p>Public realm design guidelines, to assist in maintaining local identity and culture, including planting guidelines:</p> <p>In partnership with mana whenua, Mount Business Association and key stakeholders, prepare Public Realm Design Guidelines specific to Mount Downtown and the wider Mount to Arataki area as part of city-wide strategy, to support good quality public realm outcomes and assist to preserve the identity of the area.</p>
40.	<p>Waterway Restoration Plan for industrial area (restore and maintain the mauri of te wai) (Stage 1 of 2)</p> <p>Prepare and deliver a plan for the industrial area to identify and implement interventions for water sensitive urban design, including opportunities to:</p> <ul style="list-style-type: none"> - Improve the quality of discharges from industrial land use and roading runoff - Review existing strategies and policies, including the requirements for construction sediment management and industrial discharge standards; impervious surface allowances for Industrial Zone; and managing stormwater on site. - Integrate with Landscape Plan for industrial area
41.	<p>Accessibility enhancements to local centres</p> <p>Implement recommendations from Accessibility Audit completed for centres (Mount North, Omanu/Tweed St, Arataki / Bayfair) to improve infrastructure and facilities for mobility impaired persons. Delivered through Accessible Streets programme, Low Cost Low Risk framework and other projects</p>
42.	<p>Open Space acquisition strategy</p> <p>Develop and deliver an open space acquisition strategy to determine potential future open space</p>

	acquisition requirements including potential options and locations, also with the aim of increasing nature and biodiversity in alignment with the Biodiversity Plan.
43.	Enabling visitor accommodation in Mount North area Investigate further enabling high density visitor accommodation within walking catchment of Mount North centre. [note, this action has been introduced through PCG and has not been scored by SMEs; scoring is placeholder]
44.	Investigate providing for passenger ferry service Further investigate viability of providing for passenger ferry service to connect the Mount central area to the city centre and Omokoroa, including infrastructure requirements
45.	Consider a regional plan change to adopt the World Health Organisation guidelines for contaminants from air discharges. Support Bay of Plenty Regional Council Toi Moana to investigate a plan change to the operative Bay of Plenty Regional Natural Resources Plan to address the polluted Mount Maunganui Airshed which could include implementing: <ul style="list-style-type: none"> - the World Health Organisation guidelines for contaminants from air discharges within the Mount airshed and/or - a sinking lid approach to managing existing emissions.
46.	Extend Coastal Path/Boardwalk Investigate providing a continuous off-road walking and cycling connection between Arataki to Mauao, which includes extension of existing and planned boardwalk. Give specific consideration to integrating with and enhancing dune ecology.
47.	Arataki / Bayfair - Enhancing local identity and culture, including public art and cultural storytelling
48.	Omanu CPTED (Safety) Audit and improvements to improve safety, including lighting and activation: Promoting and improving access to existing community facilities, including investigate opportunity to provide co-working spaces in public facilities
49.	Improve the internal industrial roading network Determine the need to formalise existing paper road connections within industrial area (Hewletts/Totara/Hull area) to improve connectivity and increase movement of people and goods
50.	Improve road safety and movement in the Mount North area Investigate opportunities to improve safety / speed reduction in Mount North area through a Mount North Traffic Management Plan, including consideration of : <ul style="list-style-type: none"> - alignment with outcomes of Parking Management Plan and Local Area Plan for Mount North - local road network and providing a better balance between private vehicles, pedestrians and cyclists; - circulation of traffic, giving consideration to mainstreet outcomes - applying congestion charging for entering the Mount North area during peak times. - assessing function of existing Laneways (Shadelands Lane and Commerce/Steeple Lane) and investigate alternate options such as one-way or widening - consideration of events
51.	Mount North - enhancing local identity and culture Through public realm and landscape upgrades, including public art and cultural storytelling:
52.	Gateway entrance to mount/industrial areas Create gateway entrances to Mount area (i.e., from the harbour bridge) and Mount downtown area, that celebrate local culture and identity

53.	<p>Improve cruise ship gateway and connections into the Mount Maunganui</p> <p>Work with Tourism Bay of Plenty and MBA to investigate opportunities to create a tourist gateway for cruise ship passengers to the Mount North. This also includes consideration of:</p> <ul style="list-style-type: none"> - enhancing connections between the mount centre and the terminal and integration with wayfinding and signage plan - parking near Coronation Park for tourist operators and outcomes of Parking Management Plan - any upgrades planned for Coronation Park - options for active travel e.g., Bicycle-Hire-Scheme
54.	<p>Omanu – enhancing local identity and culture</p> <p>Including public art and cultural storytelling, delivered through open space and movement projects, as well as potential for wider community groups.</p>
55.	<p>Enhance rail efficiency with the industrial area and investigate completion of rail loop within industrial area</p> <p>Work with Kiwirail, Waka Kotahi and the port to investigate opportunities to improve safety and complete railway line within Mount industrial area, to enable reduced train crossings on Totara and Hull Road and improve traffic and movement of goods and services to the port.</p>
56.	<p>Stormwater Management Plan - Mount North</p> <p>Develop a Stormwater Management Plan (SWMP) for Mount area to identify and prioritise opportunities to better manage flooding and stormwater treatment within the Mount area. The SWMP will apply a water sensitive urban design approach for stormwater management using more nature based solutions, including:</p> <ul style="list-style-type: none"> - introducing raingardens, swales and retention ponds to streetscapes and other public areas of the MSP. - mitigate flooding concerns by strengthening the ecological infrastructure of the city to hold and manage heavy rainfall events while also better handling droughts through water sensitive urban design outcomes.
57.	<p>Investigate high density residential development along Maunganui Road</p> <p>Undertake study to investigate opportunity to enable higher density residential development along key public transport routes, particularly Maunganui Road and Links Ave.</p>
58.	<p>Increased visitor and community amenities along coastal strip</p> <p>Increased visitor and community amenities such as may include public toilets, picnic areas and shade, outdoor showers, opportunity for small scale hospitality (either permanent or temporary), beach sports facilities and so forth, supported by accessibility and safety enhancements.</p>
59.	<p>Mount North laneway improvements</p> <p>Shadelands Lane and Commerce/Steeple Lane, particularly improved lighting, amenity and function</p>
60.	<p>Park and ride to access Mount from adjoining suburbs</p> <p>Investigate the need for a 'park and ride' implementation plan to encourage the use of alternative transportation modes in the Mount area during peak traffic times and seasons.</p>
61.	<p>Waterway Restoration Plan for Industrial Area (restore and maintain the mauri of te wai) (stage 2 of 2)</p> <p>Prepare and deliver a plan for the industrial area to identify and implement interventions for water sensitive urban design, including opportunities to:</p> <ul style="list-style-type: none"> - identify historic streams that have been put into culverts and opportunity to daylight them to improve water quality, habitat, resilience and sense of place. - create new wetlands to improve water quality, stormwater discharge and manage hazards.
62.	<p>Embed Mātauranga Māori</p> <p>Continue to work with mana whenua to identify interventions to preserve and enhance the cultural identity and history of the area through mātauranga Māori. To be integrated with local</p>

	area plans and delivered through future projects in MSP area to celebrate the local identity and reconnect with local history and culture.
63.	Implement water sensitive urban design approach for stormwater treatment Improve the stormwater treatment, water quality through more nature-based solutions for residential and commercial areas in Omanu and Arataki, including mitigating flooding concerns by strengthening the ecological infrastructure of the city to hold and manage heavy rainfall events while also better handling droughts through water sensitive urban design outcomes. This will include consideration of raingardens, swales and retention ponds to streetscapes and other public areas through delivery of future projects in MSP area
64.	Advocate for investigation of a Mauao Marine Reserve Advocate for the investigation of a marine reserve around Mauao and the wider coastal area (incorporating Moturiki, Matakana and Motuotau) which retains customary food gathering. Work with mana whenua, Regional Council, Mauao Trust and environmental groups to support.
65.	School upgrades (Ministry of Education) Consideration of future growth and impact on current schooling network will be undertaken by Ministry of Education as business as usual.
66.	Stormwater, water and wastewater upgrades Undertake 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.
67.	Apply water sensitive urban design approach for stormwater treatment Develop and deliver to improve the stormwater treatment through more nature based solutions for residential and commercial areas in Omanu and Arataki, including: - mitigating flooding concerns by strengthening the ecological infrastructure of the city to hold and manage heavy rainfall events while also better handling droughts through water sensitive urban design outcomes.
68.	Embed te ao Māori principles into urban planning outcomes Integrating a Māori world view into future projects by applying principles established by mana whenua.
69.	Enhance nature, biodiversity and amenity across Mount to Arataki area In alignment with Biodiversity Plan seek to enhance nature, biodiversity and amenity of the residential and commercial areas, including: - deliver planting/ trees and streetscape improvements to increase canopy cover through delivery of projects in Mount to Arataki area . - deliver on ecological connectivity plan as part of citywide plan covering both public and private land in Mount to Arataki area - enhance existing Significant Ecological Areas (SEA's) and assess potential for new SEA's
70.	Improve practices to restore Nga Pataka Kai o the Awanui Work with BOPRC and mana whenua to restore Nga Pataka Kai o the Awanui. Including: - Protecting and enhancing the existing shellfish bed habitat within the harbour. - Managing and monitoring dredging within the harbour. - Restricting works in the harbour and shipping movements. - Improving discharge standards that go into the harbour.
71.	Integrated transport solutions for major events in Mount North Continue to work with Bay of Plenty Regional Council to develop integrated transport solutions for major events, particularly in Mount North area. Identify opportunities to reduce congestion around major event hubs and provide a more reliable and safer journey to encourage people to walk, cycle or use public transport to attend an event.

72.	Kaitiakitanga of the Mount to Arataki Recognise mana whenua leadership and enable opportunity for the hapū and iwi to realise their role as kaitiaki. Support the community to play an active role in the care, protection and restoration of their environment.
73.	Monitor natural hazards and climate change Continue to monitor the natural hazards and climate change challenges in Mount to Arataki area and consider mitigation options as necessary.
74.	Open space upgrades 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 nature-based play and add informative panels on plants, birds, culture e.g., Aongatete, Kaimai walkway.
75.	Planting and dune restoration Enhancing the quality of the Dune environment with the addition of more planting and tree plantings.
76.	Public art programme Prepare a local art implementation plan, as part of a citywide public art programme, including opportunities for creative expression of cultural narratives and local identity.
77.	Maximising existing community facilities Promoting and improving access to existing community facilities, including investigate opportunity to provide co-working spaces in public facilities
78.	Regenerative Tourism Strategy Work with Tourism Bay of Plenty and business representatives to develop a strategy to encourage local tourism based on adding positive impact to the local community and environment in alignment with MBIE's Tourism Industry Transformation Plan (ITP)
79.	More Programmable Spaces Investigate opportunity for more Programmable spaces for larger events in the MSP area
80.	Ongoing and enhanced monitoring of air quality, waterways and land, including within adjoining residential areas.
81.	Investigate alternate power sources for cruise ships and port operations Work with PowerCo and Transpower to determine the viability and cost of establishing shoreline power connections for ships while they are in port. This would eliminate carbon emissions from fuel use. Provide for greater use of electricity and hydrogen across port operations.

Attachment D – MSP Phase 2 community engagement



To: Carl Lucca, Team Leader, Urban Communities
From: Rosie Troughton, Urban Planner
Date: 18 October 2023

Key themes from Mount to Arataki Spatial Plan Stage 2 Community Engagement

Overview

1. Community engagement for the Mount to Arataki Spatial Plan (MSP) was open from 11 September to 8 October 2023. The focus of engagement was on receiving feedback on proposed interventions developed as part of the spatial plan development process.
2. This memo provides a brief overview of the engagement outcomes based on analysis to date; a full engagement report is currently being prepared and will be included as part of the 4 December reporting.
3. Engagement included:
 - a. Social Pinpoint, a public engagement tool that uses interactive maps and surveys, to collect people's feedback
 - b. Drop-in sessions and pop-up shops were held at the Arataki Community Centre, Little Big Markets, The Mount Hub, and at the base of Mauao
 - c. A stakeholder workshop, including members of the community, business and community organisations
 - d. Engagement with the Mount Business Association
 - e. Engagement with students from Mount Maunganui College.
4. Outcomes of the MSP engagement is currently being formalised. Initial analysis shows over **500 individual pieces of feedback** received from the community through face-to-face engagement, Social Pinpoint online engagement, and written feedback. In addition, **over 1,000 likes and dislikes** were recorded in relation to the proposed interventions included in engagement.

Overarching key themes

5. Across all engagement, some key themes have emerged. This includes strong support for:
 - a. Improving air quality in Mount Maunganui and providing opportunity for 'greener' practices in the industrial area
 - b. Improving walking and cycling connections and safety
 - c. Extending the coastal path/boardwalk.
6. People have shown opposition and concern for:
 - a. Providing housing choice (intensification) along Maunganui Road (over and above that provided for by Plan Change 33)
 - b. Increased visitor accommodation in the Mount North area
 - c. Conflicts in land use, particularly between residential, industrial and commercial activities.

Social Pinpoint key themes

7. During the engagement period, there were over 7800 page visits and 434 pieces of individual feedback shared via social pinpoint. This was made up of 157 comments on the projects on the maps and 277 survey responses.
8. We received 471 likes, and 96 dislikes across the projects. There was general support across most projects, with the strongest support for shown for:

- a. Improving air quality in Mount Maunganui
 - b. Improving the walking and cycling connections along north-south routes between Arataki and Mauao
 - c. Creating safe, accessible and interesting local east-west walking and cycling connections between commercial/retail centres and key destinations
 - d. Improving cycling on Hull Road and Maunganui Road
 - e. Extending the coastal path/boardwalk.
9. Projects with the least support included:
- a. Improving cruise ship gateway and connections
 - b. Enabling visitor accommodation in Mount North
 - c. Provide housing choices along Maunganui Road.
10. The Connected Neighbourhoods map was the most engaged with, with the community showing strong support for safety for pedestrians and cyclists.
11. Concerns about high density housing was also prominent across all projects which likely reflects council's recent focus on Plan Change 33 (enabling housing supply). Feedback suggests the community is concerned that high rise buildings would ruin the 'vibe' of Mount Maunganui, and infrastructure and air quality needed to be improved before providing more housing.

Face-to-face key themes

12. During four face-to-face engagement sessions, and an ongoing presence at the Mount Hub over the four-week engagement period, we asked the community to like, or dislike proposed projects using thumbs up/thumbs down stickers.
13. We received 440 likes, and 58 dislikes across the projects. The most popular projects included:
- a. Extend coastal path/boardwalk (73 likes/10 dislikes)
 - b. Improve air quality in Mount Maunganui (55 likes/2 dislikes)
 - c. Enhance nature, biodiversity, and amenity in the industrial area (38 likes/2 dislikes)
14. The least popular projects were:
- a. Provide housing choice along Maunganui Road (9 likes/20 dislikes)
 - b. Local Plan – Omanu and surrounding neighbourhoods (7 likes/0 dislikes)
 - c. Enabling visitor accommodation in Mount North (7 likes/3 dislikes).

Written feedback key themes

15. 62 emails were received via the Mount to Arataki Spatial Plan inbox.
16. 40 emails related to Plan Change 33, all of which objected to higher density and building heights. During the time, hearings were being held on Plan Change 33 with the independent Hearings Panel. The feedback was provided to the Plan Change 33 team.
17. Other emails of note included feedback from Surf Life Saving New Zealand, The Mount RSA, Clear the Air and the Tauranga Fumigant Action Group, Papamoa Mangatawa Block Inc. and the Mount Business Association.
18. Common themes among these pieces of feedback include concern for increasing housing density and heights, and how to support the increase in population; concern about air quality and suggestions on how to improve and manage this; potential for conflicts in land use, particularly between residential and industrial, and residential and commercial/hospitality; and the importance of keeping the special character of the Mount downtown
19. In regard to the Mount Industrial Area, feedback was received from Waste Management New Zealand, and Allied Asphalt and Ballance.
20. These pieces of feedback suggested that the draft spatial plan needs to recognise the significant benefit the industry brings to the area; and that a move to 'greener' practices is the appropriate way forward. The feedback has been provided to the Mount Industrial Planning Study team.

Attachment E: Mount to Arataki Identity – what it means to be a Mountie



Mount Maunganui is steeped in history and has been cherished for generations, from the original inhabitants of the area to people from all around the globe.

Māori have lived in the coastal Bay of Plenty area for almost 1000 years, when several waka landed here including Mataatua, Tākitimu, and Te Arawa, their descendants becoming the first people to call the Mount to Arataki area home.

This intrinsic link to the ocean has not faded over time with proximity to the beach a major influence on the Mount's contemporary culture of spending time in, on, and around the ocean -surfing, surf lifesaving, fishing, diving, swimming, and relaxing.

People love to call this place home and it is no surprise the area has experienced rapid growth, with people from around Aotearoa and beyond proud to call themselves 'Mounties'.

You cannot mention the Mount without evoking a mental picture of Mauao, the iconic maunga nestled at the north end of the peninsula. Mauao provides a stunning natural recreational playground for walking, running, climbing, and exploring the rock pools, and this affinity with the outdoors and appreciation of the area's natural beauty is entrenched in the community.

Those who grew up here a generation or two may have heard hushed whispers of a secret track on Mauao, a secret cave on Hopukioire (Mount Drury), or a secret surf spot on Matakana Island. Many will have fond memories of biking barefoot to school on near empty roads, playing rugby or netball with their mates on Saturday mornings, or taking their first trip across the Tauranga Harbour Bridge after its opening in 1988.

The town has seen some changes due to the increased population, but growth has heralded an increased entrepreneurial and aspirational spirit in our community, evident in the many locally owned boutique retail stores, markets, and events, cafes, bars, and restaurants, a thriving surfing industry, manufacturing, and the port.



The Mount is a natural playground, and its people have an intrinsic link with the land, harbour, and ocean.



There's a strong sense of community on 'this side of the bridge'. Locals support locals, and there's a noticeable entrepreneurial and aspirational spirit, evident in the many locally owned boutique retail stores, markets, and events, cafes, bars, and restaurants.



Mount kids are active kids, and they often grow up trying different sports, as well as surfing and skating. This photo of barefoot kids playing cricket in the local park was taken in 2023 but the same scene wouldn't have looked out of place in the 1980s.



It's fair to say the tide, wind, and swell direction are common topics when it comes to schoolyard chat in the Mount.

