



ATTACHMENTS

**Ordinary Council meeting
Separate Attachments 1**

Monday, 18 March 2024

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2024-2034 LTP - Responses to other topics

ARTS AND CULTURE

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
638	Robin Haslett	Submitter does not support building a new museum.	The museum, as part of the Te Manawataki o Te Papa development, was consulted on through the Long-term Plan amendment in 2022. Following that consultation, the decision was made to proceed with the development of a new museum. There is no intention to revisit that decision. Construction is expected to commence in 2024 and the museum to be open in 2028.
Other submissions that align with this theme 671, 700, 1271, 1585			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
644	Michael Baxter	Submitter suggests continued council funding for the arts sector such as Historic Village.	Council is committed to contributing towards a vibrant arts and culture scene in the city and does this through its funding arrangements with various organisations.
1089	John Coster	Submitter (member of the Tauranga Historical Society) requests support from Council for the Tauranga Historical Society.	Council notes the Historical Society is currently in abeyance pending an AGM in March 2024. Prior to going into abeyance, a new strategic plan for the Society was being developed and Council supports the Society to complete this planning process once it has some certainty of structure following its AGM in March.
1428	Liz Cooper	Submitter seeks implementation of the Public Art Framework and support of the arts and culture sector.	The Public Art Framework will be implemented in the first half of 2024. The appointment of a new Community Arts Advisor in December 2023 means Council is well positioned to roll out the new framework in line with the LTP funding and this will be a priority for this new role. Council is committed to working with organisations such as Font and Creative Bay of Plenty to facilitate a vibrant arts and culture scene in Tauranga. Council is also committed to working with Tauranga Art Gallery as a key relationship and cornerstone component of Te Manawataki o Te Papa.

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2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1513	Katheryn Lellman	Submitter compares regional arts festivals across New Zealand and the levels of local council support each receives.	For the 2023 Arts Festival, Council departments including City Development; Event Development and Arts, Culture and Heritage provided a total \$152,259 of funding, \$17,259 of which was value in-kind. Council believes that the arts festival is an important event in the region and will work with the Arts Festival staff and Board to understand how we can support the delivery of the event with value in kind.
1520	Cara Paterson - Creative New Zealand	Submitter raises several creative suggestions for consideration while developing this Long-term Plan.	Council appreciates the time you have put into commenting on the arts, culture and heritage components of the LTP and notes the observations and recommendations made in your submission.
1543	The Bay of Plenty Creative Organisation Alliance	Submitter has given a range of examples that they support in the Long-term Plan and encourages council to continue and grow the arts and culture sector.	Council appreciates your support for the Arts, Culture and Heritage Action and Investment Plan and the Public Art Framework. The appointment of a new Community Arts Advisor in December 2023 will assist the rollout of both strategies and Council looks forward to working with your constituent organisations to deliver the outcomes we all aspire to for arts and culture in Tauranga. Thank you also for your support of Te Manawataki o Te Papa and your comments about operational funding. Museum staff are currently developing a detailed Project Plan for opening day of the facility and beyond, with an emphasis on sustainable delivery of high-quality exhibitions and public programmes.
1564	Tanya Trass - The Incubator Creative Hub	Submitter has suggestions for council with regards to staffing and Arts and Culture.	At Council, Arts and Culture activity is appropriately resourced and the staff members involved are experienced and respected galleries, libraries, archives, and museums sector professionals. The current staffing structure is more than capable of delivering on the Arts, Culture and Heritage Action and Investment Plan and the Public Art Framework. Council will continue to demonstrate its commitment to arts and culture in the community in many ways, including by strengthening our already strong and robust relationships with the sector locally and nationally, including with Creative New Zealand.
1578	Annie Hill – Creative BOP	Submitter seeks discussion to identify how to increase Council funding from 2026/27 (Y3) within this LTP process.	In the recently adopted Community Funding Policy, Creative BOP is recognised as one of four cornerstone community partners of Council. This will provide the opportunity for Creative BOP to negotiate a

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			3+3 year funding agreement that will provide planning certainty for the organisation. Discussions will be held in the coming months between Council and Creative BOP to agree on the details of the partnership agreement for the next three years.
1581	Andrew Gregg – The Elms Foundation	The Elms Foundation would like to formally acknowledge and thank Tauranga City Council for its support over the past three years, and congratulate council for developing its new community funding policy.	Council values its relationship with the Elms Foundation and recognises the central importance of the Elms to the heritage sector of Tauranga. Council has demonstrated its ongoing commitment to the Elms by selecting it as a recipient of a multi-year funding agreement and looks forward to negotiating an agreement that assists the Foundation to be sustainable into the future. Council commends the Elms Foundation for its forward-looking approach and its commitment to further enhancing the visitor experience on the site, including the planning for a new visitor centre and related amenities. With the opening of Te Manawataki o Te Papa a matter of a few years away, including a new Museum and Exhibition Centre, there is a need for more high-quality visitor attractions in the city to complement those being built by Council. The Elms is well positioned to become an important component of a vibrant visitor destination and to create products and services that will enhance the Foundation's ability to be self-sustaining and viable. Council looks forward to a future of continued cooperation and mutual-support with the Elms.
1668	Sonya Korohina – Tauranga Art Gallery Toi Tauranga	Submitter commends council on decisions made in city centre and is proud to work with Council on enhancing the arts sector in Tauranga.	The Tauranga Art Gallery is a critical partner for Council in the delivery of high-quality arts and culture opportunities for the people of Tauranga and visitors to the city. The Gallery is also a key component in the development of a world-class cultural precinct in Te Manawataki o Te Papa and Council will continue to support the Gallery in its ongoing development and evolution.

AIRPORT

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
531	Stephanie Towers	Submitter suggests getting more flights into Tauranga.	Tauranga Airport is available for use 24/7 but the passenger transport schedule is driven by Air New Zealand. Air Traffic Control hours of service are determined by the schedule of flights requiring Air Traffic Control. Airport management is aware of an issue with duty controllers running out of duty hours on occasions when the last scheduled flights are running late of scheduled time of arrival with the effect of Air NZ not operating these flights and is pushing for a resolution. At the time of writing Air NZ and Air Traffic Control are in discussions looking to resolve the issue for Monday to Friday. There is some flexibility of Air Traffic Control hours of service due to the last flights earlier arrival on Saturday and Sunday and changes to hours of service are underway
570	Paul Fenwick	Submitter states that the airport should be improved to international standard.	There are no plans for Tauranga to become an international airport for several reasons the two main ones being: commercial viability for both the airport and an airline; and secondly the biosecurity risk to our horticulture industry. Four of the five regional airports that have commenced international operations no longer operate internationally due to commercial viability issues for both the airport and airline.

BAY VENUES

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
833	Mike Fitzharris	Submitter suggests better maintenance of Mercury Baypark Stadium.	In May 2023, Council agreed to fund depreciation on the Mercury Baypark Stadium. This means there is funding built into the draft Long-term Plan to refurbish and replace assets in stages throughout the stadium, over the 10-year period. The stadium itself is used predominantly for speedway, which mostly precludes it currently being used for other sports/events, therefore LTP funding precluded areas of the stadium that are Speedway specific, while work is undertaken to understand the future use of the Stadium.

BUILDING SERVICES

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
667	Christina Robinson	Submitter suggests extending the private pool inspection period to 10 years.	The frequency of swimming pool inspections is set at not less than three yearly by section162D of the Building Act 2004. This cannot be changed by Council.
1493	Matt Cowley – Tauranga Business Chamber	The submitter comments on improvements in processing times and increased levels of service.	Thank you for acknowledging the hard work completed to date. We will continue to improve, and to advocate for improvement, across our Regulatory functions particularly noting the likely market changes in the coming years.

COUNCIL CONTROLLED ORGANISATIONS (CCO'S)

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
141	Christine Treacher	Submitter raises suggestions for improving the flow of cruise ship passengers and amenities.	Cruise passenger movements and egress points are dictated by Port of Tauranga. They have said that it is not an option for cruise ship passengers to be bussed out of the Port via the Rata Street entrance. Whilst the plan is reviewed annually, the constant challenge is ensuring that cruise traffic does not interfere with the Port's operational traffic, which would become a serious health and safety issue. At present, the current Traffic Management Plan is the most efficient and least intrusive solution to ensure cruise ship days are safe for residents and visitors alike.

CITY AND INFRASTRUCTURE PLANNING

General

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
931	John Edwards	Submitter suggests supermarket is needed in Ohauti / Maungatapu / Welcome Bay which would reduce traffic in high volume areas.	There is a need for a supermarket in this part of the city. Supermarket operators have been unsuccessfully looking for a suitable site for some time. Council recently investigated whether land in its ownership could be utilised for this purpose but this raises several complex legislative and property matters. The upcoming review of the commercial centres hierarchy and network for the city will provide another opportunity to consider this matter.
Other submissions that align with this theme			
674			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
19	Steve Allan	Submitter questions development contribution collection on new housing and what it's being spent on.	Development contributions collected on building consents and subdivision are spent on transport, water, wastewater, community infrastructure and reserves in accordance with the projects set out in the Development Contributions Policy. While there are some transport projects funded through development contribution charges, much of the strategic transport network is the State Highway network which is the responsibility of the government via New Zealand Transport Agency - Waka Kotahi. This includes projects to upgrade State Highway 29 at Tauriko and Hewletts Road.
650	Susan Hardgrave	Submitter suggests less intensification of residential areas.	Contrary to the view that intensification leads to more traffic congestion, our transport modelling and general experience in New Zealand and overseas shows that more intensification will lead to lower levels of

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			congestion when compared with managing growth primarily through expanding the city outwards.
960	Grant McDonald	Submitter suggests reducing rural residential sections within the city boundaries to create more revenue for Council through rates	The redevelopment of rural residential properties can be quite challenging. Most of these properties are covered by private covenants that prevent further subdivision and dwellings. These covenants are outside of Council's control.
996	Dwayne Roper	Tauranga should be getting more infrastructure funding from Wellington (central government).	In recent years Council has been successful in obtaining substantial funding from the government through the Housing Infrastructure Fund, the Shovel Ready programme, and the Infrastructure Acceleration Fund as well as successfully implementing the new Infrastructure Funding and Financing tool. The incoming coalition government have also indicated as part of their infrastructure for the future policy that they will be looking to partner with local government on "city deals" to create a long-term pipeline of regional projects with long term funding commitments in place from both central and local government. Council has begun work on identifying priority projects and are now in early discussions with the new government. Despite all of this, currently infrastructure funding remains insufficient for Council infrastructure and for the necessary direct government investment in the city (particularly in the State Highway network). This is the subject of ongoing discussion with the new government and a range of government departments.
1164	Diane Goldsack	Submitter suggests commercial and industrial development in suburbs.	Enabling people to access shops, jobs, schools and other amenities is a focus of our planning and investment approach and is supported. This is a focus of our master planning of new greenfield areas like Tauriko West and Te Tumu. We are also commencing review work on the existing commercial and industrial areas within the existing city.
1257	Nisha Morais	Submitter is concerned about transfer of costs for future development.	The financial cost of providing for growth is high. Traditionally Council has sought that these costs are funded by developers rather than by the wider community. Council has been reasonably successful with this approach, but some costs have fallen to ratepayers due to the inadequacy of existing

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>funding tools available to Council. In addition, the existing community has felt the effects of growth in other ways, for example through traffic congestion increasing.</p> <p>Council is looking to minimise the financial burden of growth that falls on ratepayers in future by maximising direct developer funding and delivery of growth-related infrastructure, implementing new funding tools, seeking further Crown investment and advocating for further reform of funding options.</p>
1257	Nisha Morais	<p>Submitter provides suggestions for transport infrastructure and public transport, and for moving container storage areas further inland.</p>	<p>We acknowledge your comments and views on the growth management, but we do not consider there is a need for these plans to be rethought or reconsidered through further public consultation processes.</p> <p>Council is committed to both growth through intensification and development of the western corridor. The pace of growth in these areas will be determined by several factors including the rate of population growth and the take up of intensification opportunities by house builders. Nonetheless, the large-scale development opportunity in the western corridor is one that would take more than 30 years to complete, possibly much longer.</p> <p>Public engagement and consultation on the western corridor opportunity has occurred through both the SmartGrowth Strategy and the Western Corridor Specified Development Project processes.</p>
1377	Robert Paterson	<p>Submitter opposes use of golf and racecourse land for housing.</p>	<p>The outcome of the Greerton Maarawaewae Study into the future of the Tauranga Racecourse and Golf Course site is to retain the site as greenspace subject to the outcome of the Te Whatu Ora business case in respect of a potential new hospital for the city. The development of housing on the site has been discounted as an option. (For further information refer to Council's website https://letstalk.tauranga.govt.nz/projects/the-greerton-maarawaewae-study)</p>

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1493	Matt Cowley – Tauranga Business Chamber	The Tauranga Business Chamber think Council should prioritise infrastructure to enable new housing and transport infrastructure for a likely housing peak in 2-4 years.	Tauranga housing and infrastructure deficits are acknowledged, and the Long-term Plan provides significant investment to unlock housing opportunities in a number of areas including Tauriko West and Te Papa. Rates and debt constraints mean that Council has limitations in its ability to include all necessary infrastructure to support growth in its Long-term Plan. To address this, we are working closely with the government on improving existing funding tools, and advocating the need for new funding tools and for the provision of additional direct Crown investment into the city.
1502	Carole Gordon	Submitter suggests that the Long-term Plan can better serve the community by limiting the growth agenda.	In respect of limiting growth this is not an option available to Council given requirements to provide for growth under the National Policy Statement for Urban Development. Furthermore, given Tauranga's attractiveness, attempts to constrain or limit growth may create greater issues for the community. For instance, they could put significant further upward pressure on already very unaffordable house prices. Council is placing significant focus and investment on enabling residential intensification, particularly in the Te Papa urban transformation corridor. Future greenfield urban growth areas will also have higher densities than in the past and will have liveability elements such as walking and cycling, public transport accessibility and recreational opportunities.
1507	Libby Gosling – Classic Builders Tauranga	Classic Group wishes to provide strong support for the plan for growth in west to bring Tauriko West online.	The Long-term Plan provides for investment in infrastructure required to enable development to commence in Tauriko West.
1510	Julie Andrews	Submitter notes that council is working with Kainga Ora but says there seems little chance that the planned increase in housing in the Western corridor or other developments will provide any solutions affordability-wise.	In respect of housing in the western corridor, Kāinga Ora is a key landowner, and their development plans include a significant amount of both social and affordable housing. Price points for this housing are not available at this stage.

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1511	Glen Growther – Sustainable BOP	Submitter thinks the economic growth model that Council has been pushing is broken. Also references Smartgrowth and Council's Growth Plans.	We acknowledge your comments and views on the growth management but disagree with your criticisms and the need for these plans to be rethought or reconsidered through further public consultation processes. Council is committed to both growth through intensification and development of the western corridor. The pace of growth in these areas will be determined by several factors including the rate of population growth and the take up of intensification opportunities by house builders. Nonetheless, the large scale development opportunity in the western corridor is one that would take more the 30 years to complete, possible much longer. Public engagement and consultation on the western corridor opportunity has occurred through both the SmartGrowth Strategy and the Western Corridor Specified Development Project processes.
1519	Katy McGinty – Western Bay of Plenty District Council	Council strongly supports the collaborative work between Council, WBOPDC and the other partners to deliver the SmartGrowth Strategy, and looks forward to continuing to work together on preparation of the implementation and funding plan.	Your support for the collaborative effort on the SmartGrowth Strategy is noted, welcomed and shared.
1532	Nathan York – Bluehaven Group	Submitter wants Council to undertake a up to date risk assessment on Te Papa Intensification.	Through the Plan Change 33 process an updated development capacity assessment was undertaken in 2023 around the delivery of intensification. This work was undertaken by external consultants and reconfirmed the intensification projections that Council is working to, including in Te Papa. The expectation is that the majority of intensification will be delivered (at least for the first one to two decades) through smaller scale developments, for example duplexes and two-storied terraced housing). This is consistent with what we are currently seeing happen on the ground.

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1532	Nathan York – Bluehaven Group	Submitter wants Council to prioritise Te Tumu over all other growth options.	Council has funding in the Long-term Plan to secure infrastructure corridors through Tumu Kaituna 14 Trust land and is actively working with the Tumu Kaituna 14 Trust to secure these corridors. The construction of the roads and other infrastructure in these corridors is the responsibility of the developers / landowners in Te Tumu and is not provided for in the Long-term Plan.
1535	Jennifer Tepaea	Submitter suggests spatial planning of Mount industrial area, to relocate the airport and move Hewletts Road for alignment with safety improvements.	The safety of all road users, and particularly vulnerable users like cyclists and pedestrians, is of huge importance and is a significant focus of our transport budget. The tragic circumstances your whanau had to deal with last year have also had a very significant impact on the whole community, as evidenced by the strong advocacy provided by hapu, schools and many residents seeking safety improvements at the level crossing where the accident occurred. While responsibility for the crossing rested with KiwiRail and NZTA Waka Kotahi, Council is a stakeholder too and like you, we deeply regret that it has taken a tragedy like this to raise awareness of the need for improvements. Significant work has been undertaken throughout the city to improve cyclist safety, including the construction of cycle lanes along Totara Street, and other similar initiatives are planned in the wider area you are concerned about. Current NZTA-led transport planning for the Hewletts Rd / Mount industrial area includes a particular focus on the needs of pedestrians and cyclists and ensuring they can use the roads in this area more safely, including options to separate them from the main traffic flows. We note your suggestion that the airport be moved so that a new road could be constructed providing an alternative link into this area. That possibility is not part of our current transport planning and from a practical perspective, would present difficulties which would be extremely difficult to overcome.

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1650	Nigel Tutt – Western Bay of Plenty Infrastructure Forum	Believes that the LTP has not accommodated for year on year population growth and industry growth. Due to lack of available land.	The city's infrastructure deficit is acknowledged. The long-term plan and the infrastructure investment contained within it is part of the solution, but infrastructure needs are beyond those affordable to Council and its community. Council is engaging with the government on these matters including the need to improve existing funding tools, introduce new funding tools and the requirement for additional direct Crown investment in the city. Cooperation with others like the Western Bay of Plenty Infrastructure Forum will be an important component in addressing these matters.
1662	Tui Henry – Ngai Tukairangi Hapu Trust and Others	Submitter requests that a certain number of homes are allocated that are affordable to whānau.	The affordability of housing is a significant issue affecting many parts of our community, especially Māori. Council has a significant role in the provision of housing but is not a house builder and is not able to allocate housing to specific groups or determine housing price points. Council does however actively support the delivery of papakainga through initiatives such as development contribution rebates, targeted infrastructure investment and ensuring our City Plan provisions provide appropriate housing development opportunities on Māori land. Rates are charged to fund Council expenditure on services and infrastructure. Council aims to set rates and user fees in a way that is fair and affordable within the community. There is also an opportunity for low-income households to apply for a rebate which is funded by central government and administered through Council.

City Planning

Submission	Name or Organisation	Summary of submission points raised	Council’s proposed response
1544	Aaron Collier – Urban Task Force	Submitter suggests increased council engagement with the Crown on its planned role in infrastructure funding. Submitter suggests exploring investing GST revenue from new house sales in new urban growth areas with the Government.	Significant engagement is underway between Council and the government on funding requirements for the city's infrastructure needs, this includes how existing funding tools could be improved and the need for new funding sources in addition to this.

Structure Planning

Submission	Name or Organisation	Summary of submission points raised	Council’s proposed response
43	Elizabeth Hunter	Submitter has questions and comments about planning for public amenities - health and education.	Healthcare, like hospitals, and educational facilities, like secondary schools, are predominantly provided and funded by central government or the private sector rather than Council. That said, Council works with central government including through the SmartGrowth partnership to encourage the provision of new healthcare and schooling facilities to support the development and growth of the city. The outcomes of the Greerton Maarawaewae Study led by Council specifically provide for consideration of a new and relocated hospital on the Tauranga Racecourse site.
36	Anita Greenside	Submitter would like to know more about the issues with rezoning Te Tumu and why they are not being addressed.	Planning for growth and development of Te Tumu continues. This includes structure planning and rezoning processes, as well planning and design of infrastructure and securing land required for infrastructure. However, the timing of housing development commencing within Te Tumu could be significantly delayed due to Council’s wider financial constraints that impact the timing of infrastructure investment. Rezoning of land to support urban development within Te Tumu is complex and requires careful consideration of a range of matters. These relate to securing infrastructure corridors across Māori land, the wider views of

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>Tangata Whenua on the scale and appropriateness of urban development, and the impacts of government freshwater and indigenous biodiversity policy on urban development and associated infrastructure delivery. For further information on Te Tumu refer to our website https://letstalk.tauranga.govt.nz/projects/new-community-te-tumu</p>
1196	Whiti McLeod	<p>Submitter suggests that new infrastructure projects take Māori land into account.</p>	<p>Council is working actively with the Māori Land Trusts in the Kaitemako area (and their representatives) to understand the development opportunities in this area and what is required to realise these opportunities, including infrastructure investment. This is also occurring in respect of a number of other papakainga opportunities across the City. Council is working with Māori Land Trusts in the Te Tumu area.</p> <p>Council acknowledges the points the submitter has made and note it is a matter for continued further consideration as Council works with hapu and land trusts including through Smart Growth Partnership to support papakianga housing.</p>
1650	Nigel Tutt – Western Bay of Plenty Infrastructure Forum	<p>Submitter supports the focus on housing but would also like to see more provision for industrial/commercial land. Submitter wants to see more urgency in housing shortfall.</p>	<p>We acknowledge the points made regarding the focus on enabling housing and being strongly in favour of the provision of land for industrial / commercial purposes. We note that the long-term plan includes investment to support increased housing and commercial / industrial land and development including in the eastern (e.g. at Wairakei Town Centre), central (e.g. in the City Centre and Te Papa Peninsula) and western (e.g. at Tauriko) corridors. This investment includes projects to continue to progress the planning for new growth areas in the medium term and for the delivery of infrastructure and community facilities to enable new growth areas and intensification in the short term.</p>

Transport Planning

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
62	Rose McKeachie	Submitter suggests developing the train network as public transport, or using water taxis, and suggests looking at cities like Wellington for transport ideas.	<p>In response to your question of passenger rail (Te Puke to Papamoa and Ōmokoroa), the recent sub-regionally focussed spatial planning process, known as the Urban Form & Transport Initiative (UFTI), considered the role of local passenger rail and freight movement. While the work supported local sub-regional commuter rail as a future option it did not foresee it as a viable alternative in the next few decades. This decision was based on the implementation cost and need for major land use change to support a passenger rail system, i.e. greater densities around (potential future) stations and more compact employment. In the shorter to medium term there was also concern that commuter rail would displace freight rail and in doing so place a significant increase of truck movements on to roads.</p> <p>Work completed looking into rail services for Tauranga noted that:</p> <ul style="list-style-type: none"> • Passenger rail services will require significant capital costs (e.g. park and ride, station facilities (buildings, platforms) and track facilities (signals, level crossing) and the investigation and planning of these needs to be undertaken. • Passenger rail requires high populations and high population densities to be a viable option. <p>Tauranga, in terms of population size and density, is currently well below thresholds required.</p> <p>Bay of Plenty Regional Council has considered and concluded that it is not feasible to commence a major ferry service.</p> <p>While a major ferry service has been determined as not viable, work is commencing on the option of a simple ferry commuter service between Mt Maunganui and the City Centre.</p>
<p>Other submissions that align with this theme 40, 54, 73, 78, 101, 109, 113, 125, 130, 155, 214, 301, 322, 380, 418, 438, 466, 468, 469, 489, 512, 516, 531, 534, 585, 622, 670, 673, 681, 686, 796, 848, 879, 993, 1200, 1246, 1325, 1334, 1510, 1575</p>			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
29	Isabella Wharry	Submitter feels that plans for public transport are not adequate in the LTP.	<p>There is significant investment planned for public transport by both Tauranga City Council in terms of public transport infrastructure and Bay of Plenty Regional Council (BOPRC) in terms of bus services. The level of investment has been informed by various studies which consider growth of the city, how the transport network functions, public transport route options and required public transport infrastructure.</p> <p>The work completed highlights the need for a frequent, reliable, safe public transport system within and between centres. They will also enable the public transport investment requirements to fit together and provide complementary benefits.</p> <p>BOPRC is planning an 'On demand PT trial' to begin early in 2024. This service will improve access to Public Transport in areas that are more difficult to serve with a traditional fixed route bus service. The trial is likely to cover southern Tauranga suburbs from Greerton to Pyes Pa etc. BOPRC will monitor the trial and decide if on demand services should be implemented in other areas subsequently.</p>
<p>Other submissions that align with this theme 266, 376, 444, 645</p>			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
18	Christine Bougen	Submitter is not happy with the transport planning and feels it's too cycling and bus focused.	<p>Significant work has been completed to understand the current and future pressures on the transport network and to determine the investment needed to improve the experiences of users. This includes a programmed investment in key corridors, across all modes, to meet the needs of existing and new communities, commercial businesses and the Port of Tauranga through the strategy with other partners and the councils in the sub region to determine the programme for integrated land use and transport investment (known as the Urban Form & Transport Initiative - UFTI).</p>

			<p>We don't have the funding or physical space to repeatedly build more roads to cater for future growth. Instead, we must ensure people and goods move more efficiently and effectively along the transport routes we do have. This requires a shift away from cars and towards public transport, cycling and walking. Where appropriate, council and NZTA Waka Kotahi will still invest in new roads, but this investment will aim to deliver a balanced multi-modal transport network providing people with a range of transport choices to help them move as easily as possible around the city.</p>
<p>Other submissions that align with this theme 384, 641, 707, 742</p>			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
40	Graham King	Submitter would like to see car sharing lanes, and better collaboration with BOPRC on public transport projects like Hamilton.	<p>We have considered the submitter's car sharing lanes under the broader banner of managed lanes (i.e. T2, T3 etc). A managed lane study for the Western Bay of Plenty region is currently underway, with initial recommendations expected in mid-2024. This is to supplement the broader Public Transport Services and Infrastructure business case, which Bay of Plenty Regional Council is leading, to further define the indicative public transport network and infrastructure required to service the Western Bay of Plenty sub-region.</p> <p>A network response is required to understand where managed lanes (being T2, T3, Bus, Freight lanes – including a combination of modes) would have network benefits, without significantly adversely affecting overall network performance. The study will assess where managed lanes could provide for the greatest number of users, how it could improve travel time for buses, and include a hierarchy of users. It will do so by avoiding significant impact on other users.</p> <p>Once proposed network changes have been drafted through the PT Services & Infrastructure business case and managed lanes study, community engagement on the proposals will be undertaken and submissions from the public will be considered.</p>

			In response to rail as a public transport service, the recent sub-regionally focussed spatial planning process, known as the Urban Form & Transport Initiative (UFTI), considered the role of local passenger rail and freight movement. While the work supported local sub-regional commuter rail as a future option it did not foresee it as a viable alternative in the next few decades. This decision was based on the implementation cost and need for major land use change to support a passenger rail system, i.e. greater densities around (potential future) stations and more compact employment. In the shorter to medium term there was also concern that commuter rail would displace freight rail and in doing so place a significant increase of truck movements on to roads.
Other submissions that align with this theme 110, 403, 1288, 1510			

Submission	Name or Organisation	Summary of submission points raised	Council’s proposed response
215	Tom Crane	Submitter suggesting more car lanes need to be planned for less congestion.	Significant work has been completed to understand the current and future pressures on the transport network and to determine the investment needed to improve the experiences of users. This includes a programmed investment in key corridors, across all modes, to meet the needs of existing and new communities, commercial businesses and the Port of Tauranga. We don’t have the funding or physical space to repeatedly build more roads to cater for future growth. Instead, we must ensure people and goods move more efficiently and effectively along the transport routes we do have. This requires a shift away from cars and towards public transport, cycling and walking. Where appropriate, council and the NZ Transport Agency will still invest in new roads but this investment will aim to deliver a balanced multi-modal transport network providing people with a range of transport choices to help them move as easily as possible around the city.
Other submissions that align with this theme 1387			

Submission	Name or Organisation	Summary of submission points raised	Council’s proposed response
1246	Ben Cain	Submitter suggests park and ride locations.	<p>Regarding Park n Ride, Tauranga City Council adopted its Parking Strategy in 2021, which includes some key factors that are required for a successful Park and Ride;</p> <ul style="list-style-type: none"> a) A cost advantage for users where the cost of a two-way bus ticket is attractively lower than the cost of driving and parking in the CBD. b) Traffic congestion on CBD routes and bus priority that provides bus users a travel time advantage. c) Frequent public transport services that minimise delay for car – bus transfers (e.g. 10-15 min headway). d) Close proximity to arterial routes so the site is convenient to access for car drivers and bus uses. <p>Due to a lack of parking pricing or relatively low parking prices in most of Tauranga’s centres, park and rides currently don’t deliver on these objectives. Potential sites for Park and Rides are however being investigated through the PT Services and Infrastructure Business Case. This work is expected to be completed in 2024 and will be consulted upon accordingly.</p> <p>Currently in business case stage is a trial short-term Park and Ride Facility and service, which will run as a trial for 2 years from a site in Tara Rd in Papamoa. The aim of the trial is to reduce single occupancy vehicles traveling from East of Tauranga (e.g. Pāpāmoa, Te Puke, Paengaroa) to Tauranga CBD, as well as serving as a test case for other future, more permanent, park and ride sites in the sub-region.</p>
Other submissions that align with this theme			

1510

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
44	Petra Savicova	Submitter wants better investment in roading infrastructure to and from the port. Submitter also suggests RUC discounts for truck companies if they will operate overnight and higher RUC during peak hours.	<p>Council has strategies with other partners and the councils in the sub region to determine the priority of investment in the transport network. This work has identified that it is very important to support access to the Port of Tauranga and enable movement of goods. Currently, there are two key projects in planning phase; SH29 upgrade and Connecting Mount Maunganui (Hewletts Road sub-area) which will improve transport corridors to and from port.</p> <p>In response to the comment regarding Road User Charges (RUC) discounts to trucks operating during night and off peak times, RUCs are set by central government and Council therefore has no ability to influence this.</p>
133	Aleisha Schofield	Suggesting the use of water taxis to help reduce congestion as we are surrounded by water.	<p>With respect to your suggestion to use water taxis in Tauranga this is something that private operators could chose to do. A ferry service has been considered and the conclusions of that work was:</p> <ul style="list-style-type: none"> • There are significant cost barriers to ferries, including significant capital investment in vessels and infrastructure, for areas where the level of growth is unlikely to justify such investment for a mode that is only useful to travel to a single destination. • In the short to medium term, it would seem prudent to continue the work already underway to make best use of the existing bus based public transport network supported by appropriate levels of priority and infrastructure. • The option of future ferry services should be preserved, with the ongoing monitoring of appropriate triggers for the viability of implementing a ferry service.

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			While a major ferry service has been determined as not viable, work is commencing on the option of a simple ferry commuter service between Mt Maunganui and the City Centre.
315	Tommy Forrest	Submitter suggests that Council should investigate a Gondola.	Gondolas as a form of transport have been suggested previously and it is not considered a suitable option for Tauranga. Gondolas as described in the submission would deliver a 'point-to-point' public transport service, similar to ferries or trains with only a few key stations. This means such systems can't pick up passengers along the way, and therefore require very high numbers of residents/employment living/working near every station. Similar to a ferry or train network, for it work, it would need to be linked with a high-quality bus network, being used as a 'feeder' bus network. The same logic applies to the passenger rail study undertaken through UFTI. The UFTI programme assessed such forms of public transport, but a high-quality bus network would be required even if a train, ferry or gondola system would be in place. At the same time bus infrastructure (such as bus lanes) allows the bus network to also provide fast journeys not just point-to-point but for everyone along the way, requiring much lower up-front capital costs and operating costs, and therefore providing an affordable form of public transport for a city the size of Tauranga. Tauranga doesn't have just one key centre of employment, it has numerous places of employment, hence a large 'point to point' system doesn't suit well. That's why Council are working together with BOPRC and Waka Kotahi NZTA on the Public Transport Services and Infrastructure business case to improve the bus services as well as the required infrastructure such as bus lanes. Current projects such as the Tauriko Network Connections Business Case (SH29A), Cameron Road Upgrades and the Connecting Mount Maunganui (Hewletts Road) business cases include high quality bus infrastructure to make bus journeys faster

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>and more reliable, both 'point to point' as well as passengers along the way.</p> <p>For comparison, BOPRC recently undertook a ferry feasibility study, suggesting fleet and associated infrastructure would require an investment in the order of \$87m, and if successful in attracting very high number of passengers, the full users fees could vary between \$20 and \$400, depending on uptake. Council query the suggested estimated investment of \$525m given a gondola in London built in 2011 did cost GBP 60m, i.e. NZ\$120m for approx. 1 km (not accounting for inflation). This suggests that a 12-24km gondola system would cost at least \$1.5b, that's an investment 17 times the cost of enabling ferries. Assuming a similar estimated number of customers as the ferries, the user fees are likely to be above \$100 per journey, or requiring significant subsidy from rate payers, which is unlikely to provide an attractive option for our residents.</p>
543	Luke Dwyer	<p>Submitter suggests flow control for Tauriko roundabout. Submitter suggests introducing more bus services and incentives for parents to send their children to school on buses instead of dropping them off.</p>	<p>Note that work is underway to improve the roading network in this area. The Tauriko West Enabling Works will upgrade the SH29 intersection with Redwood Lane/Kaweroa Drive, Cambridge Road. A new intersection will be developed to provide access to Tauriko West. More information about this project can be found here: https://www.nzta.govt.nz/projects/tauriko-network-plan/tauriko-enabling-works/ This project will provide a second access directly off SH29 into the Tauriko Business Estate connecting to Kaweroa Drive, this will reduce pressure on the roading network further to the north. Waka Kotahi NZTA also have long-term plans to upgrade the Barkes Corner intersection, the Takitimu Drive intersection, SH29 and SH29A. The business case was recently endorsed by the Waka Kotahi NZTA board, however no decisions have been made whether the proposed works will receive funding and when works</p>

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			<p>could start. More information about this project is available here: https://www.nzta.govt.nz/projects/tauriko-network-plan/ Council is working with the Bay of Plenty Regional Council to improve the bus network. This work is currently underway and is called the 'Public Transport Services and Infrastructure Business Case'. This document once completed will provide a blueprint for future improvements to the bus network, including development of bus priority schemes. In terms of more recent changes, the Bay of Plenty Regional Council has prepared its 'Bus Network Refresh' programme, which has led to improvements for many bus travellers. More information can be found here: https://www.participate.boprc.govt.nz/busrefresh</p>
742	Nigel Busbridge	<p>Submitter suggests more bus lanes, tolls for trucks, and more bridges to alleviate congestion.</p>	<p>In response to your suggestion about a new bridge crossing, we note the Western Bay of Plenty Transport System Plan (TSP), on page 18, includes a possibility of a new harbour crossing capacity, in particular for public transport and cycling, potentially combined with a future renewal of the railway bridge. The project's aim in the long-term would be to investigate new cycle and bus connections from the Tauranga CBD toward Arataki, to make it faster and safer to travel by bike and bus and slow the growth of traffic volumes. However, there are no current plans, timelines or funding committed for investigations at present. Whilst the idea of a toll for trucks would enable for high users of the roads to contribute more. The technology and administration along with current legislative barriers for this makes it prohibitive at present to progress any further at this stage.</p>
805	Ernst Visser	<p>Submitter notes that multiple lanes converging into single lanes is a recipe for disaster. Submitter notes that Taking away motor lanes turning them into cycleways is causing congestion. Suggests needs to look</p>	<p>We note your comments about tapering from two lanes to one lane. This is a common practice near intersections, as it enables the intersections to operate more efficiently compared to one lane in each direction. Intersections are typically the biggest constraint in the roading network, and improving traffic flow at intersections</p>

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		<p>at redesign and upgrade of main arterial roads better to help reduce congestion.</p>	<p>therefore has a significant effect on capacity. Whilst continuous double lanes would provide for more capacity, there often isn't sufficient space to do so.</p> <p>In response to your comment about new cycleways and footpaths, in most projects new cycleways and footpaths are delivered on the berms and as such have limited effect on the capacity for vehicles. The upgraded Cameron Road for example still provides for two lanes of general traffic in each direction. Both national and international evidence tells us that providing attractive and safe infrastructure for alternative modes of transport is the biggest key to reduce congestion. Not all trips are suitable or possible by bus, bike or by foot, however even a minor uptake will have significant impact in reducing congestion levels.</p> <p>Council has a strategy with other partners and the councils in the sub region to determine the programme for integrated land use and transport investment (known as the Urban Form & Transport Initiative - UFTI). There are quite a few projects planned. For example, projects such as the 15th Avenue-Welcome Bay Project, the Connecting Mount Maunganui project and the Tauriko Network Connections project all propose to both increase roading capacity as well as planning for other modes of transport.</p>
893	Brigid McDonald	<p>Submitter supports funding for Welcome Bay to 15th Ave improvements, and strongly supports improved bus flow via more bus lanes. Submitter requests further works to provide more separated/safe cycling routes from the eastern side of urban Welcome Bay (Ranginui, Waikite Rd) to the CBD.</p>	<p>In response to your comment about Welcome Bay Road, we note that the scope of the 'Connecting the people: Fifteenth Avenue to Welcome Bay' business case has recently been expanded to include the section you're referring to, up to the TCC-WBOPDC boundary. Please find more information about this project here: https://letstalk.tauranga.govt.nz/projects/connecting-the-people-fifteenth-avenue-to-welcome-bay</p>
942	Alan Ridley	<p>Submitter suggests the need for more parking on the outskirts of the city with free</p>	<p>We note your comment about the parking buildings in the CBD. We wish to clarify that council staff do not receive free car parking. The only vehicles stored in the city centre are the council fleet.</p>

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
		or low cost public transport into city centre and Mount Maunganui.	<p>We also note your suggestion for council to build more parking buildings at the outskirts of the city centre and the Mount. Council has considered how best to manage the transport system including parking supply and pricing. The approach to parking is contained in the Tauranga Parking Strategy Please see further details here https://www.tauranga.govt.nz/council/council-documents/strategies-and-plans/action-investment-plans-aips/tauranga-parking-strategy.</p> <p>The key element of the Parking Strategy is the need to manage supply and demand to an 85% occupancy. This is important, as when parking is not managed well and leading to a close to 100% occupancy, visitors will have severe difficulties to find a free space, impacting on the attractiveness of a centre, leading to drivers circulating sometimes for a long time in the hope to find a space. To give effect to the Parking Strategy, it is anticipated that over time all of Tauranga's centres will have a Parking Management Plan, providing a detailed plan for how the supply and demand of car parking in a specific area can be best managed.</p>
993	Nitin Bindal	Submitter suggests reducing the cost of parking in parking buildings.	<p>We note your comment about the difference in parking fees for building versus on-street. This is acknowledged, and parking buildings already provide a lower price for all-day parking than on-street. Council is in the process of further investigating how parking building pricing can be made more attractive to encourage using those versus the on-street parking spaces.</p>
1200	Guy Wilkins	Submitter suggests a road through Omanu golf course.	<p>In response to your comment about a potential new road connecting from SH2 via the Omanu Golf Course to the Harbour Bridge via airport land, please note that this land is currently zoned as reserve and therefore has certain development restrictions placed on it. Please also note the following relevant projects that provide some context to plans in this area to support landform and movement:</p>

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			<p>- Mount to Arataki Spatial Plan: https://letstalk.tauranga.govt.nz/projects/mount-to-arataki-spatial-plan</p> <p>- Connecting Mount Manganui (NZTA business case to consider options to improve Hewletts Road): https://www.nzta.govt.nz/projects/connecting-mount-maunganui/ "</p>
1271	Maree Quill	Submitter suggests double lanes on all major roads.	<p>In response to your comments about double laning and future city planning, we note the following. Tauranga has indeed seen significant growth over the last few decades, although this isn't unique to Tauranga. Over the last 40-50 years, Tauranga has primarily been planned around the private vehicle, and as a result, many people choose to drive in this city with Tauranga becoming one of the most car dependant cities in New Zealand. This had led to congested roads, primarily in the peak hours.</p> <p>There are no examples globally of cities that have been able to eliminate congestion by building more roads and providing more roading capacity in the long term. New roads may provide some temporary relief to congestion, however over time, drivers (new or time shifted) quickly fill up this new road capacity, particularly at peak hours. This concept is referred to as 'induced demand'. Effective methods to reduce congestion include investment in mode shift to walking, cycling and public transport as well as pricing. The Urban Form and Transport Initiative (UFTI) Recommended Programme, endorsed by the SmartGrowth Partners, is the key document that provides the future planning for the region, and is based on the development of high quality alternative modes of transport. The region, in particular Waka Kotahi NZTA and TCC are currently investing significantly in infrastructure, comprising of numerous projects that are catering for all modes of transport. The Transport System Plan (TSP)</p>

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			<p>provides an overview of all infrastructure projects in the region to ensure we're futureproofing the city for further urban growth: https://www.tauranga.govt.nz/Portals/0/data/future/growth/files/transport-system-plan-executive-summary.pdf</p>
1288	Georgia Brill	<p>Submitter suggests a route/bridge from Matapihi to the city centre.</p>	<p>In response to your suggestion about a new bridge crossing, we note the Western Bay of Plenty Transport System Plan (TSP), on page 18, includes a possibility of a new harbour crossing capacity, in particular for public transport and cycling, potentially combined with a future renewal of the railway bridge. The project's aim in the long-term would be to investigate new cycle and bus connections from the Tauranga CBD toward Arataki, to make it faster and safer to travel by bike and bus and slow the growth of traffic volumes. However, there are no current plans, timelines or funding committed for investigations at present.</p>
1510	Julie Andrews	<p>Submitter makes comments on the Urban Form and Transport Initiative (UFTI) and transport funding.</p>	<p>In terms of the comments regarding UFTI/Transport Plan needing review, the Western Bay of Plenty Transport System Plan (TSP) was developed to prioritise transport investment and optimise the sequencing of delivery of the transport interventions included in UFTI. The TSP uses current and estimated future levels of service to help identify the priority order for the transport projects to deliver the multi-modal transport system set out in UFTI. In June 2023, TSP transport partners, which includes Waka Kotahi (NZTA), Bay of Plenty Regional Council (BOPRC), Tauranga City Council (TCC), and Western Bay of Plenty District Council (WBOPDC), developed TSP refresh or version two. TSP refresh was an important step that will enable the WBOP sub-region to continue to progress the integrated transport and urban form vision and recommendations set forth earlier.</p> <p>In terms of public transport, The Bay of Plenty Regional Council (BOPRC) has completed 'Western Bay of Plenty Public Transport Reference Case'. The reference case establishes the preferred</p>

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>high-level Public Transport network structure for the future and identifies concept-level bus route alignments, frequencies, and supporting interchange infrastructure requirements. Building on this work, BOPRC is also leading Public Transport Services and Infrastructure Business Case, which is to further define the indicative public transport network and infrastructure required to service the Western Bay of Plenty sub-region. The above partnership and planning studies highlight the need for a frequent, reliable, safe public transport system within and between centres. They will also enable the public transport investment requirements to fit together and provide complimentary benefits.</p>
1565	Olive McVicker	<p>Submitter highlights the importance of strategic alignment between TCC and BOPRC to deliver effective public transport and outlines a range of collaborative initiatives that will achieve public transport investment initiatives.</p>	<p>We acknowledge the importance of strong and productive relationship between BOPRC and the Council that aims to deliver the best outcomes for the respective communities. We agree that there has been a good collaboration between BOPRC and the Council on a range of focus areas and projects, and we propose to continue this collaboration moving forward.</p>
1650	Nigel Tutt Western Bay of Plenty Infrastructure Forum	<p>Submitter supports the 1.4b investment in the transport network aligned with TSP but notes other projects don't have firm funding.</p>	<p>We acknowledge and thank you for your comprehensive submission. Your support for Infrastructure planning, prioritisation and delivery to support and enable growth are noted, along with your support for exploring funding and financing options and alternative concepts such as exploring road pricing.</p>

Urban Communities

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
44	Petra Savicova	Submitter suggests building more apartments in the city centre which include one space for the resident and other parking spaces available for lease.	The city centre and surrounding area has provided for apartment buildings for some time and through Plan Change 33 to the Tauranga City Plan we are providing greater opportunity for this type of development. Council itself does not deliver housing, that is the remit of the private sector, Kainga Ora and community housing providers. Council investment in the city centre will make it a more desirable place to reside which should stimulate interest in city centre apartment building developments. With regard to parking, central government has mandated that councils throughout the country can not require on site parking to be provided with developments. This mandate has been in place for several years and Council has had developers choosing in places to still supply on-site parking. As redevelopment is undertaken in the city centre area Council will continue to work with developers to encourage on-site parking provision be included as part of their developments.
<p>Other submissions that align with this theme 57</p>			

Submission	Name or Organisation	Summary of submission points raised	Council’s proposed response
287	William Dyck	Submitter is concerned about air quality in Mount Maunganui.	Council is committed to improving air quality outcomes in the Mount area. The Mount Industrial Planning Study was presented to the Strategy, Finance and Risk committee on 4 Dec 2023. The committee endorsed the following vision for the Industrial area: “An economically productive, healthy and connected industrial area that fits with the surrounding environment and communities”. In addition, the committee recognised that achieving the vision will require partnership with Bay of Plenty Regional Council – Toi Moana, mana whenua and stakeholders; endorsed key interventions for consideration through the Mount to Arataki Spatial Plan; and approved land use policy interventions for consideration through the Tauranga City Plan (Industrial and Commercial zoning review), to introduce controls to regulate future industrial land use activities adjacent to sensitive land uses in proximity to Whareroa, and Newton Street and MacDonald Streets. Council will continue to work with its partners to implement the above outcomes.
<p>Other submissions that align with this theme 475, 531</p>			

Submission	Name or Organisation	Summary of submission points raised	Council’s proposed response
893	Brigid McDonald	Suggesting Council look at planning for growth in other areas.	In partnership with SmartGrowth, Council has established a connected centres approach throughout the sub-region, providing for growth around centres and in the areas that can best support density. This is in line with direction from the government to provide for density around centres and will see a significant proportion of future growth provided for in existing urban areas. This approach is supported by Council's spatial planning for Te Papa, Otumoetai and the Mount to Arataki, as well as Plan Change 33. It is notable however, that even with intensification of existing areas over time, we still will not have enough houses to meet demand in the short, medium and longer term. As such, greenfield areas remain critical to providing housing to meet future needs of the community. Ongoing planning for Te Tumu will consider impacts of climate change and natural hazards, with planning of urban development minimising any risk.
Other submissions that align with this theme			
894			

Submission	Name or Organisation	Summary of submission points raised	Council’s proposed response
45	Ian Brothers	Submitter suggests making The Mall one way use, due to safety concerns.	The Mount North area is busy with competing uses of the Mall area. Previous projects have considered solutions such as one way vehicle movement, bike lanes and wider footpaths. The Mount to Arataki Spatial Plan is currently under development and considers how the community move about in this whole area. Future actions for interventions to improve the safety of the community in this area are being considered through the spatial plan and broader movement initiatives.
57	Darren A’Court – Dunes Consulting	Suggests should investigate options like a rent to buy scheme.	While Council supports affordable housing delivery and models such as rent to buy, Council is not itself a housing provider nor does it have the fiscal capacity to enter into this market at this time. Council would be happy to support government programmes or private sector initiatives to deliver

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			these outcomes through our functions such as zoning land and funding/providing infrastructure.
109	Kester Insall-Reid	Submitter suggests using land more efficiently, e.g. shared walls, better design and density.	Council has undertaken a process (Plan Change 33) to enable land to be used more efficiently through increased density. Plan Change 33 supports the direction given through the Te Papa Spatial Plan. This spatial planning exercise identified the Te Papa Peninsula as a suitable area for intensification to occur. The plan change enabled heights and density to encourage the private development community to deliver a more intense land use in this central area. This will enable vastly more opportunity for this sort of development. Council does not deliver housing itself, this is the remit of the private sector, Kainga Ora and community housing providers. Council will continue to invest in public realm, movement, infrastructure, open space and community facilities, to assist in improving the value proposition for future development. Council is also continuing to consider other incentives to encourage development in the city centre. Feedback from the private sector, Kainga Ora and community housing providers is that apartment building development is currently very challenging from a financial perspective, even for parties that are not required to meet standard market returns.
516	Heidi Hughes	Submitter suggests a development agency similar to Eke Panuku in Auckland to regenerate the avenues area and create housing supply.	Council does not have the balance sheet capacity to support rent to buy schemes for housing, nor is it the core role of Council to be involved in the direct provisions of housing. This is more the role of central government who have a range of different housing programmes in place. Council is supporting housing affordability through a number of initiatives including the Housing Equity Fund, providing grants to fund development contribution costs for Papakainga and community housing, and the decision to sell the elder housing portfolio to Kainga Ora, There are current leasehold examples in Tauranga where private developers are delivering new residential housing stock to the market in more affordable and different land ownership models to the traditional freehold title approach.

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852	Barry Brown	Submitter objects to the Mount to Arataki Spatial Plan being treated as complete, and submitter is concerned that council is rushing its planning process unnecessarily. Submitter disagrees with allocating money to Mount Maunganui in the LTP in spite of the incomplete Mount to Arataki Spatial Plan.	The draft Long-term Plan and draft Mount to Arataki Spatial Plan have been prepared over similar timeframes and with coordination across teams, also taking into account the Plan Change 33 process. The Mount to Arataki Spatial Plan provides actions to support future growth anticipated in the area, with the relevant funding provided for in the draft LTP. Preparation for both has included workshops to ensure consistency. Any outcomes of decision making through Plan Change 33, Mount to Arataki Spatial Plan and/or the LTP will be reflected in necessary refinements to other plans.
893	Brigid McDonald	Would like to see planning underway which supports sustainability and biodiversity eg urban forests, green corridors etc.	<p>Council is committed to improving nature and biodiversity. The Nature and Biodiversity Action and Investment Plan helps to deliver on our city vision and the Tauranga Taurikura Environment Strategy. This plan focuses on the Tauranga Taurikura goal to have thriving nature and biodiversity at the heart of our communities. We're working with our mana whenua partners and others to seek new and innovative ways to take action to protect and enhance our natural environment including:</p> <ul style="list-style-type: none"> • Incorporating more tree planting in our designs for roads, stormwater and public areas. • Protecting mature and maturing trees. • Undertaking pest management on council land. • Enhancing how we look after areas in our city that are recognised as being special ecological areas and Significant Natural Areas. • Looking to international best practice to ensure we are enabling nature to flourish throughout the city, including having healthy, diverse, connected and accessible greenspace. <p>The Nature and Biodiversity Action and Investment Plan is available on the Council website https://www.tauranga.govt.nz/council/council-documents/strategies-and-plans/action-investment-plans-aips/nature-and-biodiversity-action-investment-plan</p>
895	Steven Davies	Welcome Bay needs more improvements and amenity	Ongoing investment is proposed within the Welcome Bay area. This includes potential for new amenities, community hall improvements, cultural

Submission	Name or Organisation	Summary of submission points raised	Council’s proposed response
			<p>heritage improvements, and completing the planned improvements to the quality and function of reserves. In addition, improvements to wider network connections such as 15th Ave are under investigation. As growth occurs, Council will continue to monitor community needs and whether further planning is required over and above that identified in the 2017 Welcome Bay and Ohauiti planning study (refer https://www.tauranga.govt.nz/our-future/enabling-growth/welcome-bay-and-ohauiti-planning-study) .</p> <p>Council will also reconsider commercial / retail needs for the suburb as part of the upcoming review of commercial and industrial activities across the city. In addition Council is working with the Ministry of Education of schooling needs and opportunities in this part of the city.</p>
1532	Nathan York – Bluehaven Group	Submitter wants Council to undertake a commercial centres review.	<p>On 4 Dec 2023 Council approved proceeding with the development of a plan change to comprehensively review the commercial and industrial zones and relevant provisions in the City Plan, including the commercial centres network and hierarchy. It is anticipated that this process, including the development of the hierarchy, will include engagement with key stakeholders throughout the process. It is noted that this process will take place during 2024, with any findings influencing future planning and Long-term Plan processes.</p>
1537	Manea David Ngata – Whareroa Marae	Whareroa Marae is suffering from neighbouring industrial uses. Submitter would like more done to slow down traffic, reduce industry, and protect the Marae and Papakainga from flooding, sea rises and tsunamis.	<p>On 4 Dec 2023 Council received and endorsed a vision, objectives and key recommendations from the Mount Industrial Planning Study, including making decisions on three policy interventions to support land use management in the Mount industrial area. Key directions agreed included:</p> <ul style="list-style-type: none"> • 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

Submission	Name or Organisation	Summary of submission points raised	Council’s proposed response
			<ul style="list-style-type: none"> • Delivering the necessary infrastructure to support business growth • Considering our response to climate change, technological changes and hazard risks. <p>The Council also endorsed a range of actions for consideration and inclusion in the Mount to Arataki Spatial Plan (proposed to be endorsed March 2024). This included approving the following land use policy interventions for consideration through the Tauranga City Plan, subject to robust analysis and the requirements of Schedule 1 to the Resource Management Act 1991 being met:</p> <ul style="list-style-type: none"> • adopting the appropriate zoning to manage existing and future industrial activities, consistent with the National Planning Standards 2019 requirements; • introducing controls to regulate future industrial land use activities adjacent to sensitive land uses in proximity to Whareroa and Newton Street and MacDonald Street for the purpose of providing a buffer between heavy industrial and sensitive land uses, and/or requiring any new heavy industrial activities to go through a resource consent process for the use of that land. <p>Council has an adopted principle that it does not protect private land from climate change. The policy documents outlining this position can be found in Council’s Coastal Structures Policy and its Landslide Policy. However, the Mount to Arataki Spatial Plan mentioned above does include actions to work with hapu 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. This action will be supported by the Bay of Plenty Regional Council and central government agencies.</p> <p>The draft Mount to Arataki Spatial Plan also includes specific action seeking to improve safety in relation to the rail corridor.</p>
1662	Tui Henry – Ngāi Tukairangi	Submitter seeks to be engaged on the future of Te Papa.	Council is committed to working in partnership with tangata whenua through the Iwi/Hapu Protocol Agreement and hapu rohe mapping and te

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
	Hapu Trust and others		<p>Rangapu Mana Whenua o Tauranga Moana. Council's current processes rely on hapu rohe mapping to identify who should be consulted with on any activities and whether the relevant hapu respond to any invitations and/or participate in any way. We acknowledge we may have missed opportunities to engage in the past and are happy to meet, discuss and work out ways forward.</p> <p>With regards to Te Papa and especially the city centre area it has been acknowledged that this has significant mutual interest as a core hub of activity as Tauranga has developed – therefore these discussions have been taken to te Rangapu for awareness and guidance on hapu involvement. We will continue to educate staff on consultation requirements and work hard to ensure those are met and maintained.</p>
1663	Lorin Waetford - Ngāi Tukairangi Ahu Whenua Trust	Submitter requests as a workstream to come out of the Mount to Arataki Spatial plan, an extensive safety assessment and action plan is added as an additional layer.	<p>The long-term plan includes funding for ongoing rail safety improvements in the Mount to Arataki area, subject to approval through the Regional Land Transport Plan (NZTA Waka Kotahi) process. The draft Mount to Arataki Spatial Plan also includes a specific action to " Work with Kiwirail, Waka Kotahi and the port to investigate opportunities to improve safety and to reduce rail crossing points". This builds on recent improvements and seeks to continue the stakeholder and partner engagement to continue to make improvements. At the present time Council have relied on KiwiRail's network risk assessment model and a detailed Level Crossing Safety Assessments (LCSIA) at each crossing to determine the safety improvements that would occur once funding has been approved. It is envisioned that the focus on safety improvements at various crossing points, and the current upgrade to the Hewletts Road Rail Crossing is an interim solution with a long term solution being looked at by the Connecting Mount Maunganui project (note this is a NZTA Waka Kotahi asset). The Hull Road Rail Crossing is planned to be upgraded along side the Mount Maunganui Skate Park.</p>

