



ATTACHMENTS

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

Monday, 25 March 2024

Table of Contents

9.3 Adoption of Mount to Arataki Spatial Plan

Attachment 1 Attachment A: Mount to Arataki Spatial Plan - Te Mahere ā-Takiwā o Mauao ki Arataki..... 4

Attachment 2 Attachment B: SFR Committee Resolution SFR9_23_7 Mount Industrial Planning Study 92

Te Mahere ā-Takiwā o Mauao ki Arataki

Mount to Arataki

SPATIAL PLAN

March 2024



**MOUNT
TO
ARATAKI**
SPATIAL PLAN

MOUNT TO ARATAKI SPATIAL PLAN

www.tauranga.govt.nz/mount-arataki-feedback





He kupu whakamānawa

Mai te Awaiti ki Te Awanui
Tawhati kau ana te tai ki Waikorire
Ko Te Maire te toka tāmure
Tohua ki uta rā!
Kei Hopukiore te ahi kōmau
Tiro whakararo ki Owhare ki Moturiki
Takahia Te Ara o Rēhua
Ki ngā wai koiora
Ko Te Awa o Takuna,
Ko Te Awa o Tūkorako!
Tangi ana te aroha ki runga Whareroa
Whano ake rā i Te Ara Tauā ki Horoipia
Mai Ōmanu tuarāwhiti ki Parakiri
Hoki whakaroto ki runga Mangatawa
Ka mārama te titiro ki raro
Ki ngā taumata kōrero o Matapihi
Ka ngaro te tangata, toitu te whenua
Tihēi mauri ora!

Word of encouragement

From Te Awaiti to Te Awanui
The tide ebbs at Waikorire
The ancient fishing ground Te Maire
Is reflected upon the land.
The smoldering fire burns at Hopukiore
Peer upon Owhare, and Moturiki.
Tread Te Ara o Rēhua
To the living waters,
Te Awa o Takuna and Te Awa o Tūkorako.
Bear lamentations at Whareroa &
set forth upon Te Ara Tauā, the warriors path to
Horoipia.
From Ōmanu, eastward to Parakiri.
Return inland, atop Mangatawa
The many sites of heritage below at Matapihi
Will become apparent.
Whilst man passes away, the land remains!
Tis life!

The legend of Mauao

There were once three mountains that lived in the Hautere forest overlooking Tauranga Moana. One was Ōtānewainuku who still stands there today adorned with the tallest trees and beautiful birds. There was also the female mountain Pūwhenua, a beautiful hill, clothed in the finest ferns, shrubs and trees of the forest of Tāne. The other was a maunga pononga or a nameless mountain.

The nameless mountain was desperately in love with Pūwhenua. However, her heart already belonged to Ōtānewainuku.

There seemed like no hope for the nameless one who decided to end it all by drowning himself in the Pacific Ocean, Te Moananui ā Kiwa.

Calling on the patupaiarehe, the people with magical powers, the nameless one asked them to plait a magical rope and then haul him down towards the ocean. Chanting, they began to haul the nameless one slowly towards the sea, gouging out the valley where the Waimapu River now flows. Waimapu means 'weeping waters' and is so named after this journey to the sea. The path also created the channel which flows past Tauranga City out to the ocean.

By the time they reached the ocean, it was very close to daybreak. The sun rose, fixing the nameless one to that place. Being people of the night, the patupaiarehe fled back to the shady depths of forests but not before giving the name Mauao – "caught by the morning light" – to this mountain which marks the entrance to Tauranga Moana.

(Source: www.bayofplentynz.com)



Rārangi upoko

Contents

1	Mount to Arataki Spatial Plan Overview	8
2	Tangata Whenua Aspirations for the Mount to Arataki area	21
3	Our journey together - Engagement	27
4	Strategic context	30
5	Mount to Arataki Outcomes Sought	35
6	Liveable, connected, healthy and unique neighbourhoods	38
7	Mount to Arataki Neighbourhood-based Action Plan	56
	Appendix A: Accessibility Priority Action Maps	81
	Appendix B: Mount Industrial Greening Opportunities	85

1.

Te Mahere ā-Takiwā mai Mauao ki Arataki: He tirohanga whānui

Mount to Arataki Spatial Plan Overview



6

Mount to Arataki Spatial Plan

1.1. He kupu whakataki – Te Kaupapa o te Māhere ā Takiwā

Introduction – Purpose of the Spatial Plan

The Mount to Arataki area is a unique and special place and that is reflected in the amount of people who have decided to call it home. The Mount to Arataki Spatial Plan (MSP) sets a 30-year vision for the area, addressing the opportunities and challenges that growth will bring, to enhance the wellbeing of the people who live, work, play and visit there, now and in the future.

The spatial plan supports a future that respects where we've come from and what we love about the area while also focusing on the practical needs of our community. The spatial plan provides direction on the actions and investments necessary to support anticipated growth, with particular regard to:

- The wellbeing of our communities
- The way we move around
- Culture and heritage
- The natural environment and the features we want to protect
- Public open space: playgrounds, parks, and community facilities
- The economic development of the city including business, the Port of Tauranga and industry
- How to manage the different land uses in the area, including industrial, residential and commercial.

As a non-statutory document, the spatial plan helps to inform council planning processes such as city plans, social infrastructure planning, transport planning, local plans, and the annual plan and long-term plan. It does this by identifying actions and projects that are needed to achieve the outcomes sought for the Mount to Arataki area.

A spatial plan tailored to the Mount to Arataki area

The Mount to Arataki area is home to 16% of the Tauranga population, and includes the communities of Mount Maunganui, Omanu, Arataki, and Whareroa. The coastal strip is anticipated to see ongoing residential growth due to the number of established centres, proximity to the water and open spaces, commercial/retail centres, and the economic and employment hub of the industrial area.

Providing an integrated plan that supports housing choice and growth in the area, with strong connections to the city centre and adjoining centres such as Papamoa will also support the continued prosperity of the entire Western Bay of Plenty subregion.

The spatial plan provides a blueprint to assist in supporting growth through the right infrastructure – whether that's fit-for-purpose waters infrastructure, ways of getting around, housing choice, amenities for visitors, access to employment, schools, healthcare or other community facilities.

As well as home to many, the area is a popular destination for locals and visitors, with the population doubling over summer months as visitors make the most of the natural environment and other visitor attractions.

The area is also host to the Port of Tauranga, New Zealand's largest and fastest growing port. The port, and the wider industrial area are an important economic and employment hub for the region, providing jobs for many of the people that live in the Mount to Arataki area. Many of the actions in this plan are based around working in partnership with industry, to enhance both economic and environmental wellbeing.

Over the next 20 to 30 years the Mount to Arataki area is projected to experience significant future growth, including:

- 18% population growth by 2058
- 29% more jobs within commercial and business areas by 2063
- Over 50% of new jobs will be in the services sector
- 2,600 more dwellings by 2058
- Increasing aging population.

Alongside growth, the area also faces some key challenges, including:

- The area has a number of issues arising from adjoining land uses, particularly between industrial and residential activities. There are concerns about worsening air and water quality from industrial activities, and the impact of this on human and environmental health.
- The ability for industrial and port activity to continue in a way where it can co-exist with surrounding land uses and the environment is important for the economic development of the city and region.
- The movement network faces significant challenges in the area. There is a lack of alternative options for people to move around, and people often report feeling unsafe when walking or cycling on roads.
- The area is at risk of numerous natural hazards, which are exacerbated by climate change.
- Tangata whenua have strong connections and history to the Mount to Arataki area. The community of Whareroa in particular faces significant challenges from the surrounding industrial activity. There is a need to find balance between enabling development while safeguarding the cultural values of the area.

A collaborative approach

Collaboration has been, and will continue to be, a vital ingredient to success in spatial planning and gives us the opportunity to create a place that reflects our cultural heritage and welcomes all communities. Planning for the future of the Mount to Arataki area requires ongoing engagement with partners, key stakeholders and the community, acknowledging the different meaning and values placed on the area by all involved parties. The input from engagement to date has been invaluable and we've incorporated what we've heard in this plan, which provides a roadmap to support existing community needs as well as future growth and highlights how important it will be to work together to get there.

As part of the spatial plan a specific planning study was also undertaken for the Mount industrial area, with input from mana whenua and key stakeholders, to provide a more in-depth response to key issues in this area. The outcomes are reflected in the spatial plan.

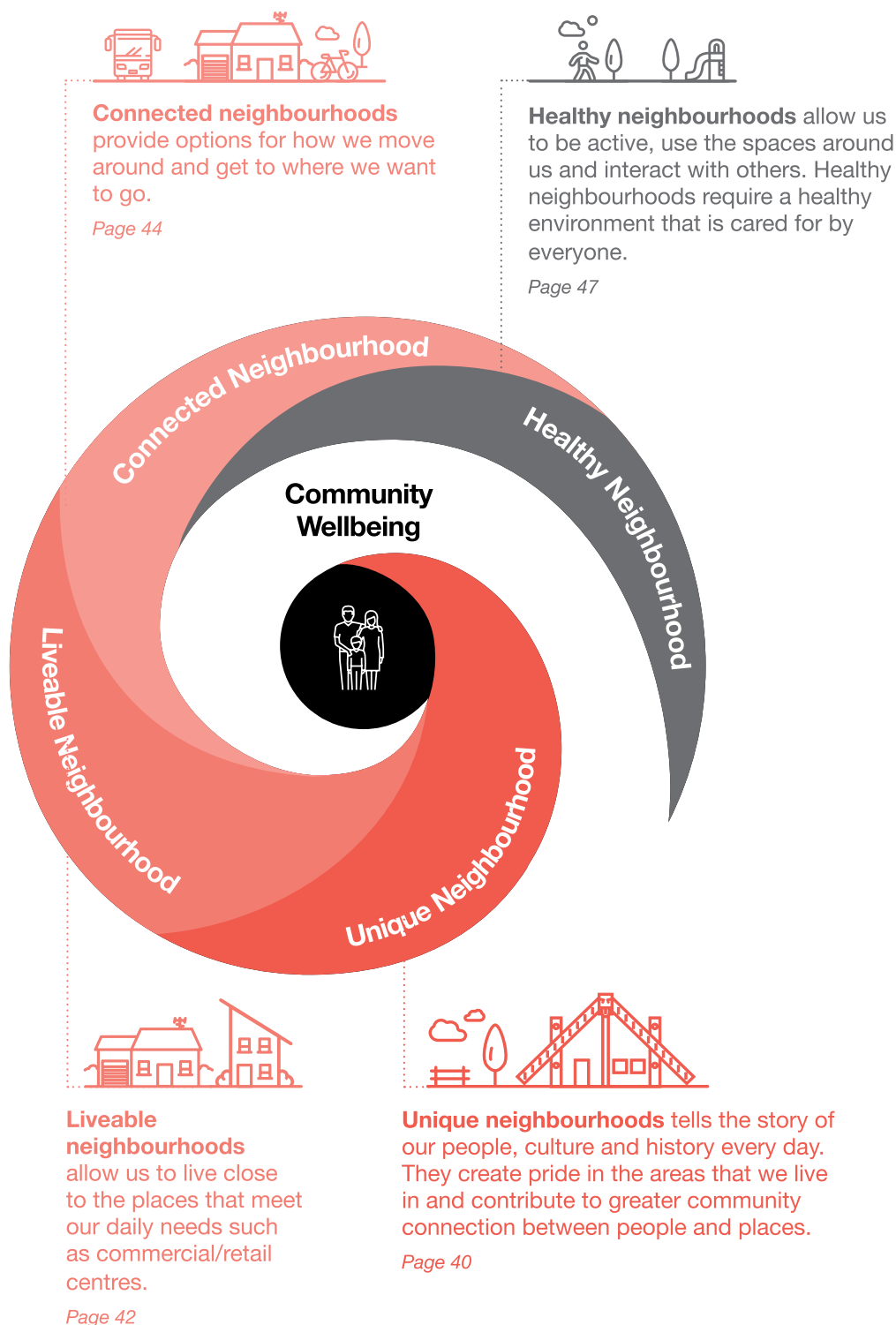
Responding to the key challenges and achieving the change envisaged by the MSP will take time, resources, effort and commitment. That is why it's important that we take this journey together by acting now.

Unique, Liveable, Connected and Healthy

Our plan for the Mount to Arataki area will support neighbourhoods to become Unique, Liveable, Connected and Healthy. To achieve these community outcomes, we will follow key principles that are outlined below. These key principles will be delivered through specific actions, detailed in the MSP, that will be implemented throughout the Mount to Arataki area.



Mount to Arataki Spatial Plan



1.2. Te pānui i Māhere ā Takiwā

How to read the spatial plan

There are six sections in this spatial plan, set out as follows:



1.3. He māramatanga mō te rohe mai i Mauao ki Arataki

Understanding Mount to Arataki

Place

The Mount to Arataki area is located on the Tauranga coastal strip, approximately six kilometres from Tauranga's city centre, bounded by the Pacific Ocean on the east and Tauranga Harbour on the west. For the purposes of this spatial plan, the Mount to Arataki is defined as the area south of Mauao to Papamoa, including Omanu, Arataki, the Mount industrial area and Whareroa marae.

The area includes the sacred maunga, Mauao, that marks the entrance of Tauranga Moana. It has a long coastal strip, known for its white sand beaches and surf. The Port of Tauranga sits within the area and is a significant economic foundation of the local community and wider region. The area adjacent to the port houses the largest industrial area in Tauranga.

It is also home to Whareroa Marae (Ngāti Kuku and Ngāi Tukāirangi hapū), which is located adjacent to the inner harbour to the south of Hewletts Road, between the Mount Industrial area and Tauranga airport. Mana whenua view the Mount to Arataki area within the context of the wider whenua and interconnected with other areas, including Matapihi, Te Maunga and the wider Tauranga Moana.

State Highways 2 and 29A are the arterial spines of Mount Maunganui and facilitate the majority of transport to and from the area. The area has an established urban centre and a long-standing, vibrant beach community. It is a major employment and education centre for the Tauranga and wider Bay of Plenty area. To the north, Mount Maunganui is a popular tourism and recreation destination, known for its beach culture, walks, vibrant restaurant and bar scene. Towards the south in Arataki, the form and function of the area is characterised by low density dwellings and suburban living.



Natural environment

The Mount to Arataki area has an iconic landscape which is characterised by the constant presence of Mauao and the coastal environment.

Mauao and the coastline have been identified as conservation zones, special ecological areas, and significant landmarks. They are valued for their natural, ecological, landscape and open space values as well as their cultural and heritage values. The Mauao to Hopukiore (Mount Drury) area is a significant cultural landscape which includes Moturiki, home to kororā (little blue penguin).

People rate access to green space and the beach as an essential part of living and visiting the Mount to Arataki area, and it is important that these features are protected and enhanced going forward, and that everyone can access these equally.

Neighbourhoods

There are three main neighbourhoods along the coastal strip of the Mount to Arataki area, centred around the Mount North, Central Parade, and Bayfair commercial centres:

Mount Maunganui: A key tourist destination and residential neighbourhood including the Mount North town centre, the area is regarded as a coastal resort town by many. Characterised by its natural landscape, including Mauao (Mount Maunganui), its beaches and the surrounding ocean and harbours, the area is a destination for locals and visitors alike. Residents and visitors also benefit from a range of amenities including local retail and convenience shopping, Blake Park, local library and close proximity to schools.

The area is a mix of low, medium and higher density living and accommodation. Many dwellings in the area are used as holiday homes or visitor accommodation and there is a vibrant hospitality scene, particularly during summer months.

Central Parade/Omanu: The Omanu neighbourhood, including the Central Parade local centre and the small-scale neighbourhood centres at Tay Street and Omanu (including cafes and local convenience retail), is located on the coastal strip in the centre of the spatial plan area. The area is primarily of low-density residential living. Residents of Omanu enjoy the proximity

of coastal living, and the area is popular with holiday makers given its proximity to the Mount. There area is well provided for by schools/kura, including Mount Maunganui College.

Arataki/Bayfair: The Arataki neighbourhood, including Bayfair town centre, is located on the coastal strip at the southern end of the spatial plan area. The population is more diverse than its adjoining neighbourhoods, including 22% with Māori heritage, alongside European, Pacifica, and Asian. The area, consisting primarily of low-density residential living, is complemented by community amenities such as schools, Arataki Park and community centre and Pacific Park. Arataki Park has strong community roots with links to various sports and other clubs. Residents of Arataki enjoy the proximity of coastal living while also having convenient access to the Mount and Baypark. Bayfair is a citywide retail centre with over 140 retail shops and restaurants.

Whareroa

Whareroa Marae and its community are situated on the shore of the Tauranga Harbour, neighbouring the Mount Industrial area. Whareroa Marae has been present for around 160 years, making it one of the oldest kainga in the area. It is a traditional pā site and is the key marae for Ngāi Tukāirangi and Ngāti Kuku hapū of the Ngāi Te Rangi Iwi, including a kōhanga reo and papakāinga housing, as well as providing for important events such as tangi and iwi and hapū hui.

The whare tipuna is named Rauru ki Tahī. Whareroa connects ancestrally to the waka Mataatua, the maunga Mauao and the moana Tauranga.

Port of Tauranga and Mount Industrial area

The Port of Tauranga is an economic anchor for the local economy being New Zealand's largest, fastest growing, and most efficient port. The Port of Tauranga is the only port in New Zealand able to accommodate the largest container vessels. It handles more than 20 million tonnes of cargo annually, including 41% of the country's exports. It is estimated that the port is associated with 43% of the Bay of Plenty gross domestic product (source: Port of Tauranga). Within the area, the port has 114.2ha of land holdings across the port and industrial precinct.

The Port of Tauranga's cruise ship terminal is also a key pillar of the wider Bay of Plenty tourism sector. In the 2022-2023 season, Tauranga recorded \$90 million of cruise ship related expenditure.

The Mount Maunganui industrial area is the largest in Tauranga City, spanning 396.8ha comprising a general industrial zone and a port industrial zone. Over 850 businesses are located within the Mount industrial area; and many of the businesses benefit from the proximity to the port.

Local identity

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 ago may have heard hushed whispers of a secret track on Mauao, a secret cave on Hopukioie (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.

Sure, 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.

While the area has continued to grow it has managed to retain its unique charm, and the essence of what it means to be a Mountie has not changed too much, the relaxed vibe remains, the appreciation of our natural surroundings endures, and there is an intangible feeling that you are a part of a special community in a special part of the world.

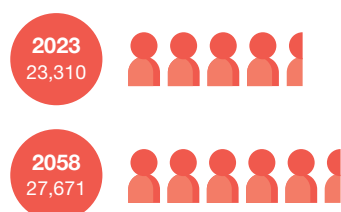


People

- Mount Maunganui has an estimated population of 23,310 people (2023) and makes up 14.5% of Tauranga Moana's population.
- The Māori population comprises of 16.6%.
- The median age of the area is 42 years, and the largest demographic group is those aged 15-29 years.
- The median personal income is \$35,800 (2018), \$4,200 higher than Tauranga city.

Population

Mount to Arataki



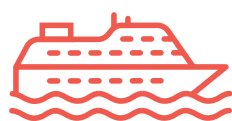
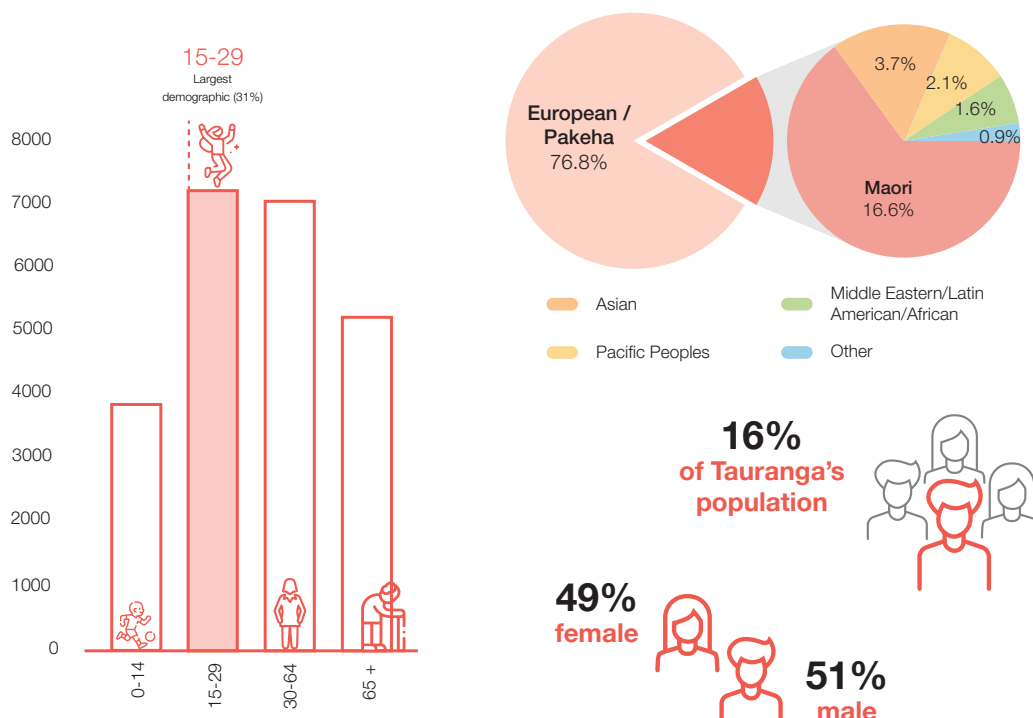
Tauranga



Western Bay of Plenty sub-region



 = 5000 people (rounded)  = 20,000 people (rounded)



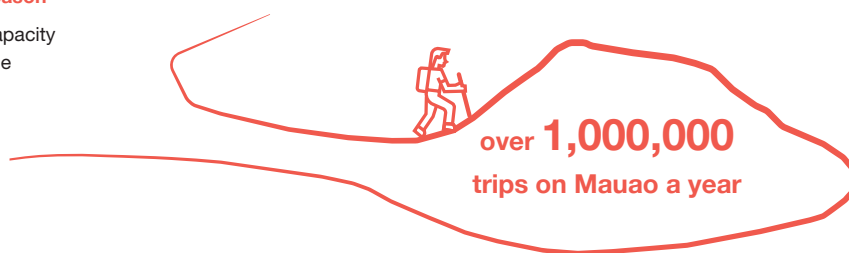
103 cruise ships

in the 2022/23 season

With an average capacity
of 1650 people

Tourism

Although the permanent estimated population of 28,050 people, the area is a popular holiday destination. During peak seasons the population sees a significant increase. Although these figures are difficult to calculate accurately, over the summer period the population can more than double. Urban planning for the study area needs to take into account that the population numbers are much higher than recorded.



Work travel choices

Mode choice among Mount Maunganui residents is also more diverse than those who live across Tauranga, with slightly higher levels of walking (8.5%) and cycling (5.6%) to work. However, driving is the most popular (68%). The use of PT within the area largely reflects Tauranga as a whole (1.4%). Unique to the area is the high rate of working at home (19.6%) even prior to COVID-19.





The Mount to Arataki area is home to approximately 12,050 dwellings, which is approximately one-fifth of Tauranga's housing supply.

As a popular holiday destination, many dwellings are used as 'baches' for seasonal living. When compared to the rest of Tauranga, The Mount to Arataki area's rate of unoccupied dwellings is almost double the city overall average (17% compared to 9%). The high number of unoccupied dwellings exacerbates the regional and national housing supply shortage and challenges.

Visitors

The Mount and Tauranga area is a popular summer holiday destination. More recently, the region's mild winter climate has also attracted domestic tourism year-round. Retail trade, accommodation and food services make up 21% of the Mount's employment.

The Mount experiences double the amount of spending during the summer compared to the rest of the year (between \$40 million to \$50 million), with December and January being the most popular months for summer tourism.

The Mount North centre has a strong evening economy due to the popularity of the area for tourists who regularly visit local hospitality venues like restaurants and bars.



Key challenges

Over the next 20 to 30 years, the Mount to Arataki area is projected to experience significant future growth, including:

- 18% population growth by 2058
- 29% more jobs within commercial and business areas by 2063
- Over 50% of new jobs will be in the services sector
- 2,600 more dwellings by 2058
- Increasing aging population.

Alongside growth, the area faces some key challenges that impact the existing and future population. Identified outcomes for the area will help to address these challenges:



The area has issues arising from adjoining land uses, particularly between industrial and residential activities. There are concerns about worsening air and water quality from industrial activities, and the impact of this on human and environmental health.



The ability for industrial and port activity to continue in a way where it can co-exist with surrounding land uses and the environment is important for the economic wellbeing of the city and region. A move toward more sustainable practices by industrial businesses, along with a shift to lighter industrial activities in some specific locations, will lessen the impacts of the industrial area on surrounding land use in the future.



The movement network faces significant challenges in the area. Many industrial businesses require private vehicles to undertake their work, along with the need for trucks to transport goods to and from the port. There is a lack of alternative options for people to move around, and people often report feeling unsafe when walking or cycling on roads.



To make the transport network more efficient, a focus on alternative modes of transport, such as cycling or bus, is required. Making it easier to move around the industrial area can also be done, through improving roading connections and improving the capacity of rail.



The area is at risk of numerous natural hazards, which are exacerbated by climate change. The community and infrastructure need to build resilience to be able to respond to these risks in the future, and any future development and growth of the area must be cognisant of these risks.



Tangata whenua have strong connections and history to the Mount to Arataki area. The community of Whareroa in particular faces significant challenges from the surrounding industrial activity. There is a need to find balance between enabling development while safeguarding the cultural values of the area.

Local infrastructure capacity

Actions within this spatial plan have regard to and respond to existing and future infrastructure capacity needs, taking into account the following assessments.

Movement

As part of the planning for growth, a transport assessment has been undertaken based on the projected growth of the Western Bay of Plenty sub-region, including the Mount to Arataki area. The assessment shows that impacts on the movement network associated with anticipated growth through the spatial plan will be able to be accommodated by existing and planned investment, including walking, cycling and public transport.

Green Infrastructure and Community Facilities

Accessibility to community services and open spaces is part of what makes a well-functioning urban environment. While residents in the Mount to Arataki area currently have good access to open space and a range of community facilities, a number of these facilities like the Arataki Community Centre and Baywave are under pressure and, as the area intensifies, more people will look to use reserves and open space. Investment in open space and community facilities will need to respond to both increased demand and the changing needs of the community over time.

Stormwater

The consequences of future development and intensification will see additional dwellings and increased impervious surfaces through the

construction of roofs, driveways, roads and parking lots. This will see additional stormwater run-off and put demand on existing systems. Council has recently updated flood maps to show the future predicted flood extent for 2130 and these areas are managed through provisions in the Tauranga City Plan to mitigate flood risk effects.

The existing stormwater system will have insufficient capacity when considering the ongoing impacts from climate change. Due to the geographic nature of the area, the spatial plan area is at risk of future natural hazards such as sea level rise and inundation, and extreme rainfall events, which are likely to become more frequent as climate change occurs.

Water Supply

Growth demands are shaping our water supply planning for the Mount to Arataki area. The recent connection of the Waiari Water Treatment Plant now means the area is supplied by three aquifer fed streams. Council is still active in this area designing and constructing trunk watermain throughout the coastal strip. A location for a new reservoir in the Mount Industrial area is being explored. We are also developing a programme of renewals to replace aging and failing infrastructure.

Wastewater

The current capacity of the system is sufficient to meet existing needs, but we have undertaken scenario modelling that shows the system will be constrained with future development and climate scenarios. This will require us to keep planning and delivering upgrades to ensure capacity and resilience in the future.

2.

**Ngā manakonui i wawatahia
ai e ngā hapū ki te takiwā o
Maunganui**

**Tangata Whenua aspirations for
the Mount to Arataki area**



Mount to Arataki Spatial Plan

21

Tauranga City Council works in partnership with tangata whenua to build, protect and celebrate our city, our environment and our people. Through the preparation of this spatial plan, Council has worked in partnership with the mana whenua of the Mount to Arataki area, including engagement with Ngāi Te Rangi, Ngāti Ranginui, Ngāti Pūkenga, Ngāti Kuku, Ngāti Tapu, Ngāi Tukāirangi, Ngā Potiki, and Waitaha.

A key focus of the mahi and wānanga undertaken throughout the project with mana whenua has been identifying the Mount to Arataki Spatial Plan cultural values to support future projects. Mana whenua worked through a series of wānanga to ascertain place-based values (tātai kōrero) in the Mount to Arataki area, sharing insight and understanding. Guiding principles (ngā uara me ōna whakamārama) were identified to underpin future engagement and future projects with tangata whenua and the desired outcomes (ngā mahi whakawhanake).

Mana whenua input into the process has also assisted to identify specific historical cultural areas, informing the takiwā mapping.

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

Partnership and engagement – recognising rangatiratanga and mana motuhake

Recognising tangata whenua as a partner on relevant Council projects and ensuring ongoing engagement by project partners is reflective of this partnership and is integral to achieving the Tauranga Moana Design Principles and the cultural principles in this spatial plan:

- Mana whenua authority is recognised as 'hapū centric' as determined by the agreed hapū rohe and protocols, Treaty of Waitangi and Resource Management Act
- Hapū authority is recognised and enabled through appropriate engagement, collaboration and co-creation of outcomes, from inception to completion of the project process
- Design inspiration is drawn from mātauranga ā hapū (hapū knowledge systems) and wairuatanga (holistic concepts)

- Through engagement and partnership, provide meaningful opportunity for mana whenua to exercise their kaitiakitanga (in accordance with Resource Management Act)
- Whakamanahia – acknowledge that all sites are of importance to mana whenua and that it is necessary to engage to further understand the value of those sites.

Partnership and engagement – how we do this effectively

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

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

Ngā tātai kōrero - heritage narratives, whakapapa, te mana i te whenua

In addition to recognising rangatiratanga (sovereignty) and mana motuhake (autonomy) within the Mount to Arataki rohe, mana whenua also identified the following place-based values based on heritage narratives, whakapapa (genealogy), and te mana i te whenua (the power of the land) and supporting examples of how Council and key stakeholders can assist to achieve these.

Ngā tātai kōrero - place-based values	Ngā mahi whakawhanake – examples of how the values can be supported
<p>Tāuutuutu, tū atu, tū mai: stand firm, stand united; tangata whenua are committed maintaining a natural balance and reciprocal relationship with the environment.</p>	<p>As integral components of projects, create avenues for:</p> <ul style="list-style-type: none"> • ‘Cultural offsetting’ to ensure positive cultural outcomes amidst development • Leveraging projects as opportunities for revitalizing both cultural and environmental well-being.
<p>Ahi Kaa: the vibrant essence of tangata whenua within their traditional domain, upholding the enduring flames of occupation.</p>	<p>In projects, aim to facilitate opportunities for tangata whenua to manifest their presence, such as:</p> <ul style="list-style-type: none"> • Showcasing cultural interventions and design elements at significant sites like Hopukio • Sharing of information through kiosks across the area • Supporting iwi and hapū initiatives related to housing and commercial opportunities.
<p>Kaitiakitanga: continuing the responsibility of guardianship/stewardship of taonga (treasures).</p>	<p>Provide opportunities for:</p> <ul style="list-style-type: none"> • Resourcing of feasibility studies in partnership with tangata whenua, where relevant • Procurement opportunities for tangata whenua as part of appropriate projects • Working with iwi/hapū (and other agencies) to respond to climate change challenges, including adaption and mitigation efforts to preserve and sustain cultural values • Working with iwi/hapū (and other agencies) to enhance infrastructure outcomes aligned with iwi and hapū needs, including access to natural resources and sites of significance.
<p>Mauri: protecting and enhancing the life force of the whenua and moana</p> <p>Manaaki tangata: continuing the responsibility of care for people, in a holistic manner.</p>	<p>If the environment is well, the people will flourish:</p> <ul style="list-style-type: none"> • Working with partners and other agencies (such as Regional Council), to provide opportunities for resourcing of environmental feasibility studies (water and air) and hauora (health) studies in partnership with tangata whenua, aimed at protecting the health of people and environment.

Kōrero tukuiho: telling the stories inherent to the Mount to Arataki area.

- Recognise that ‘the past informs the future’, including the need for historic research and engaging with tangata whenua representatives (acknowledging their expertise and knowledge).
- Provide adequate timing, resources and expertise to support hapū/iwi discussions and the investment of mātauranga Māori/iwi/hapū/whānau into planning.
- Ensure previous work by hapū/iwi is considered.

Māramatanga: providing understanding and enlightenment to existing and future generations.

- Empower values from a Te Ao Māori and mātauranga Māori perspective, including imbedding principles and outcomes into projects.
- Provide support to ‘Hui Te Marama’ – convene together to find understanding.
- Provide opportunity to tangata whenua mātauranga to empower influence within their traditional domain and educate the wider community.
- Assist to enhance cultural capability and capacity development.
- Assisting to provide for succession planning - resourcing the capability development for the next generation.

Specific aspirations for Whareroa Marae and the surrounding area

Whareroa Marae has been present for around 160 years, making it one of the oldest kāinga in the area. It is a traditional pā site and is the key marae for Ngāi Tukāirangi and Ngāti Kuku hapū of the Ngāi Te Rangi iwi, including a kōhanga reo and papakāinga housing, as well as providing for important events such as tangi and hui. However, over time, the marae functionality and the wellbeing of the Whareroa community has become increasingly impacted by the development of the adjacent industrial land, port, airport and related activities. Mana whenua and the Whareroa community have continued to strongly advocate for improvements to the situation, particularly to see health and environmental impacts addressed.

Through the spatial plan and other projects, as well as submissions on the Long-term Plan, mana whenua and representatives of the community have provided clear feedback that the current effects from activities in the Mount Maunganui Airshed on people's health and the environment are not being addressed and, therefore, they support greater land use controls, with emitting industrial activity removed. They have also identified concerns over noise, traffic, safety, hazard risks, visual amenity impacts and pollution of waterways and Te Awanui (Tauranga Harbour).

An aspect of this spatial plan and related mahi has been on what can be done to respond to issues identified by Whareroa marae hau kāinga (the home people), mana whenua and the wider community, and whether a move away from emitting industries in this area can be achieved over time.

He māhere ā rohe mō ngā wāhi mai I Mauao ki Arataki

Mount to Arataki Takiwā and Wāhi map

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

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

All boundaries shown on the map are indicative only. Further information on each of the areas, including location and names, will be provided by mana whenua as part of ongoing engagement. It is also noted that the Takiwā and Wāhi map is not intended to signify iwi and hapū rohe boundaries, which are identified within the relevant iwi and hapū management plans. Further, the Takiwā and Wāhi map is not intended to identify 'Significant Māori Areas' (SMAs); SMAs are identified and registered in the Tauranga City Plan.



3.

Tūhonohono: Tōtātau ara haere**Our journey together -
Engagement**

Planning for the future of the Mount to Arataki requires ongoing engagement with partners, key stakeholders and the community, acknowledging the different meaning and values placed on the Mount to Arataki area by all involved parties. We have worked closely with mana whenua, Waka Kotahi NZ Transport Agency, Bay of Plenty Regional Council – Toi Moana, Ministry of Education, Kāinga Ora and other partners, including local businesses, to deliver this plan.

We also engaged with the community to create a shared future vision for the Mount to Arataki area and will continue to do so as we progress implementation of this spatial plan. In March 2023, the community shared with us what they value about living in the Mount to Arataki, what they don't like, what they would like to see in the future and what their priorities are for growth within their own neighbourhoods.

Some key themes we heard were:

- A desire for more public amenities like rubbish bins, toilets, showers, seating, barbeques, and shade sails
- Maintaining access to the beach while preserving the coastal environment
- The need for safer roads, separated cycle and pedestrian infrastructure, and traffic calming measures like roundabouts and speed bumps
- Crime reduction and personal safety, particularly in the Bayfair and Arataki area

- Parking and accessibility at key centres
- Managing traffic congestion across the network, including traffic generated by the industrial area
- The risk of natural hazards and climate change related impacts including flooding, sea level rise, and tsunami
- Amenity and air, noise and water pollution associated with the industrial area.

In September 2023 we engaged with the community again to get their feedback on the draft outcomes and actions proposed for the spatial plan. Across the engagement, there was staunch support for:

- Improving air quality in Mount Maunganui
- Improving walking and cycling connections and safety
- Extending the coastal path/boardwalk.

People showed opposition and concern for:

- Providing housing choice along Maunganui Road
- Visitor accommodation in Mount North
- Projects that may result in a conflict of land use, particularly ongoing industrial activity near residential land use, and residential and evening hospitality activity.

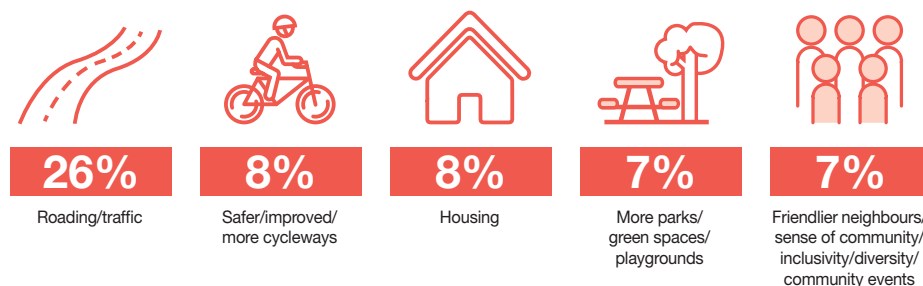
Feedback was used to finalise and prioritise the actions in this plan.



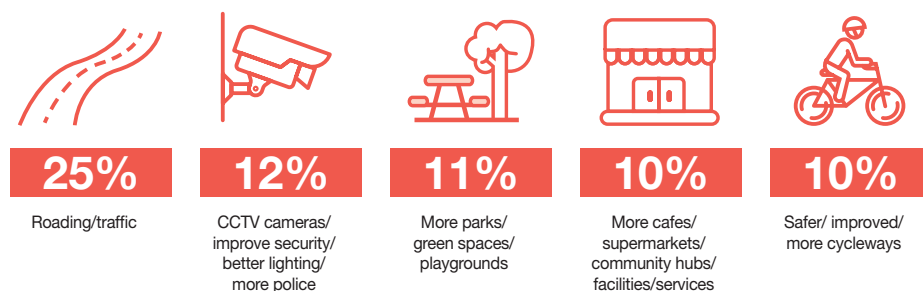
Tauranga Vital Updates 2023

'Whakahou Taketake Vital Update – Tauranga' is a research project undertaken by Tauranga City Council, alongside the Acorn Foundation, TECT and BayTrust. In late 2023 Council undertook this research to better understand the communities who make up Tauranga, and what their needs, wants and aspirations are for their neighbourhoods and the wider city. The Vital Update further confirmed what we heard through MSP public engagement. Some notable issues include:

What is the one thing you would change about Mount Maunganui?



What is the one thing you would change in Arataki & Matapihi?



- Throughout the area, approximately 13% of respondents have a disability or care for someone with a disability.
- Roothing and traffic is the issue of highest concern to respondents, with around 25% of respondents identifying this issue.
- There is high usage of neighbourhood facilities, with most people using the beach, walkways, neighbourhood reserves and harbour/reserves by the water.
- Approximately 19% of respondents want to be nearer walking and cycle ways.

In terms of safety, people generally feel safe during the day, however people feel unsafe at bus stops, with only around 40% feeling safe during the day, and 25% feeling safe at night. Safety is a higher concern in the Arataki area, particularly around bus stops.

4.

He horopaki rautaki Strategic context



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

Tauranga City Council's strategic direction

'Our Direction' is Council's strategic framework, which shows how all Council's strategies and plans contribute to achieving the vision for Tauranga. Our Direction comprises five community outcomes (outlined below); woven through each of these community outcomes are the Te Ao Māori, Sustainability, and Working beyond Tauranga approaches to how Council will deliver the outcomes. This spatial plan, including its vision, strategic outcomes and actions, is a key contributor to delivering Our Direction, as shown in the table on the next page.

Strategic direction is also supported by a range of other Action and Investment Plans (AIPs), such as include the Climate, Community Centres, Nature and Biodiversity, Play, Active Recreation and Sport, Reserves and Open Space AIPs. This spatial plan does not intend to repeat the content of these plans, but rather should be read alongside these.

City-wide growth planning

SmartGrowth Strategy

The SmartGrowth Strategy provides a 50 year direction for housing, employment, and people's wellbeing in the face of rapid and sustained long term growth, while safeguarding what people value most about the sub-region. The SmartGrowth Vision is: Western Bay - a great place to live, learn, work and play. The Strategy is based on the Western Bay of Plenty Urban Form and Transport Initiative (UFTI) which sets out an integrated land use and transport programme known as the 'Connected Centres programme'. Two core concepts of the Connected Centres programme are:

- Increasing the number of dwellings by intensifying around key centres and transport corridors in existing and new urban areas

in order to maximise the land available for development and support a well-functioning multimodal transport system

- Providing improved accessibility to local social and economic opportunities within a 15-minute journey time, and sub-regional social and economic opportunities within 30-45 minutes, to encourage strong local centres and connected neighbourhoods.

The Strategy identifies six transformational shifts that will lead to the greatest improvement in community wellbeing outcomes, all of which are relevant to the MSP:

- Homes for everyone
- Marae as centres and opportunities for whenua Māori
- Emissions reduction through connected centres
- Strong economic corridors linking the east and west to the city and the port
- Restore and enhance eco-systems for future generations
- Radical change to the delivery, funding and financing model for growth.

Transport System Plan

The Western Bay of Plenty Transport System Plan (TSP) is a 30-year plan aligned with UFTI, identifying more than 80 projects that will make it easier and safer for people to get to schools, jobs, healthcare and shops by walking, cycling or public transport, for freight and inter-regional links to be reliable, and for lower emissions to help our environment. The TSP aligns with UFTI and identifies the following transportation projects which are intended to support the growth in the Mount to Arataki area:

- Public Transport Services and Infrastructure business case
- Baypark to Bayfair Link
- The Arataki bus facility
- Connecting Mount Maunganui
- Maunganui Road Safety Improvements
- Parking management
- Accessible Streets.

Our Direction

Vision for Tauranga	Tauranga, together we can prioritise nature, lift each other up, fuel possibilities
Relevant community outcomes The community outcomes this spatial plan will help achieve	Tauranga - Tātai Whenua - We are a well planned city Tauranga Mātaraunui - We are an inclusive city Tauranga Taurikura - We are a city that values, protects and enhances our environment Tauranga Ara Rau - We can move around our city easily Tauranga a te kura - We are a city that supports businesses and education
Relevant primary strategy	Connected Centres Programme (UFTI), 2020
Other relevant primary strategies Other strategies that will guide us and help us achieve our outcomes	Tauranga Mātaraunui – Inclusive City Strategy Tauranga Taurikura - Environment Strategy
Other related Action and Investment Plans Action and Investment Plans that will help us achieve our city centre outcomes	Tauranga Climate Action & Investment Plan Community Centres Action & Investment Plan Our Public Places Strategic Plan Accessible Tauranga Action and Investment Plan Reserves and Open Space Action & Investment Plan Play, Active Recreation and Sport Action & Investment Plan

This plan also contributes to delivery of our two holistic strategies, which span all five community outcomes. These are the joint sub-regional SmartGrowth Strategy and the iwi-owned Tauranga Moana Iwi Management Plan.

Central government direction

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

- Government Policy Statement on Housing and Urban Development
- Government Policy Statement on Land Transport
- National Policy Statement on Urban Development
- Resource Management (Enabling Housing Supply and Other Matters) Amendments Act 2021
- Emissions Reduction Plan.

Inter-related projects

A number of significant projects are underway within the area which will provide significant direction for growth and movement. These include:

Plan Change 33 - Enabling housing supply

Plan Change 33 gives effect to Policy 3 in the National Policy Statement on Urban Development which requires Council to provide height and density around identified commercial centres to enable residential intensification and to implement the Resource Management (Enabling Housing Supply and other Matters) Amendment Act 2021 to apply the Medium Density Residential Standards to residential zones. Residential land use within this spatial plan reflects the extent of intensification identified through the plan change process.

Mount Industrial Planning Study

The Mount Industrial Planning Study provides a programme of actions for the future of the industrial area, having considered the issues, concerns and requirements of all stakeholders. Those issues include future land use, cultural and social impacts, natural hazards, air quality, transportation, and economic growth.

Engagement was undertaken with tangata whenua, businesses, local and central government agencies and other stakeholders to identify options to address the issues related to the Mount Maunganui Industrial area.

Key actions from the Mount Industrial Planning Study have been incorporated into the Mount to Arataki Spatial Plan. The spatial plan seeks to ensure that industrial land in the Mount Maunganui area meets the future economic, environmental, and social needs of our city.

Connecting Mount Maunganui Indicative Business Case

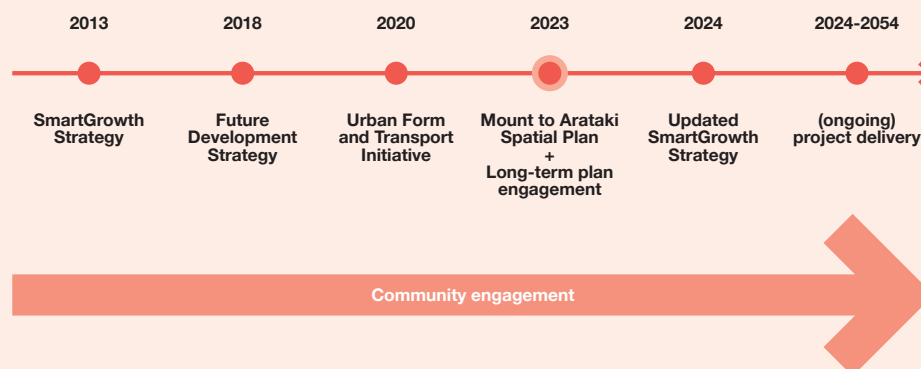
Connecting Mount Maunganui is about developing a long-term plan for the Mount Maunganui area transport system, including State Highway 2 / Hewletts Road, Totara Street, and Maunganui Road. The project seeks to identify solutions to increase travel reliability for people and goods, improve transport choices (public transport and active modes), improve safety, and deliver better environmental outcomes.

An indicative business case (to be followed by a detailed business case) has been prepared by Waka Kotahi in conjunction with mana whenua, Tauranga City Council and Bay of Plenty Regional Council and identifies the programme interventions is to 'maximise the movement of people and goods whilst improving safety and environmental outcomes for all customers', taking a whole of network approach (i.e. including consideration of improvements to all modes on both the state highway and local road network).

Accessible Streets

The Accessible Streets programme aims to make it safer and easier for people to get around as the city is growing. The Accessible Streets programme will help people in the spatial plan area be ready for continued growth by providing sustainable and people-focused options to get around.

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



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



5.

**Ngā hua e whāia ana, mai Mauao
ki Arataki**

**Mount to Arataki outcomes
sought**



Mount to Arataki Spatial Plan

35

Through engagement with **partners, stakeholders and the community**, we have identified the following key outcomes for the Mount to Arataki area, which respond to the **key challenges and opportunities of the area**, as well as its **unique and local attributes**.

Mount to Arataki Outcomes Sought:

- *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*
- *Provide opportunities for housing to better meet our social and economic needs*
- *Improve accessibility and movement*
- *Proactively manage natural hazards and land use activities to enhance the wellbeing of our community*
- *Support an economically productive, healthy and connected industrial area that fits with the surrounding environment and communities.*

To help achieve these outcomes, Section 6 of the spatial plan outlines the key elements that will make up the Mount to Arataki's **Unique, Liveable, Connected and Healthy Neighbourhoods**, including the community aspirations and the **key directions** proposed to help achieve the outcomes.

In the Mount to Arataki area, each neighbourhood area provides a focal point for the surrounding community and enhances the ability to live, work and play within that neighbourhood. Section 7 of this spatial plan contains a **neighbourhood-based 'Action Plan'** for the Mount to Arataki area, including area-wide actions and business as usual actions that will help achieve the outcomes. These build on the outcomes and directions by providing a specific programme of actions over the short, medium and long term.

By working towards the outcomes and key directions together, we envisage a vibrant, resilient community where people and the environment flourish together. The benefits of undertaking long-term planning also include better coordination, guidance for how we want our place to grow, identifying infrastructure and facilities that are needed and creating the type of place we want now and into the future.



Unique neighbourhoods



The Mount to Arataki area will reflect our city's unique culture and history, and people. Places and buildings that identify our heritage will be protected. Neighbourhoods will have an enhanced identity and sense of place which reflects our local identity. We will have neighbourhoods that we are proud of. Areas of significance to tangata whenua will be protected, enhanced, commemorated and celebrated – this enriches the culture and identity for the wider community and future generations to come.

Liveable neighbourhoods



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

Connected neighbourhoods



As growth occurs, this will continue to place pressure on the Mount to Arataki area's movement network, impacting on residents, workers and visitors to the area. A connected neighbourhood means that we can move around and get to the places where we need to go easily by using a range of transport options. A strong focus on public transport, walking, cycling and other accessible options, encourages people to choose safe and active ways to move around, providing health and environmental benefits and supporting economic and social opportunities. The Mount to Arataki will have stronger physical links to water and open space through improved physical connections and wayfinding.

Healthy neighbourhoods



A healthy neighbourhood supports a healthy community that allows us to connect with the natural environment, provides for spaces to interact with others and do the things that are important to us, and minimises risk to health from pollutants. Public spaces and community facilities provide opportunities for inclusiveness, social interaction, learning and recreation, and contribute to the overall health and wellbeing of our community. These spaces are safe and accessible so that they can attract the widest possible use.

A healthy community requires a healthy environment that is cared for by all, designed in a way that maximises access to the natural environment, increases biodiversity, enhances water and air quality, and minimises effects on human health and the environment from polluting industry. A healthy neighbourhood will also be resilient to climate change and natural hazards.

6.

**He haponi koiora, he Haponi kua
kōtuia, he haponi ora noa, he
haponi rongomaiwhiti**

**Liveable, connected, healthy and
unique neighbourhoods**



38

Mount to Arataki Spatial Plan

6.1. He Hapori Rongomaiwhiti



Unique neighbourhoods

What people told us about the unique neighbourhoods in the Mount to Arataki area:

- People want to increase their knowledge and understanding of the area
- Information, signage and storytelling of history and culture should be available
- Contemporary and Māori history should be recognised and celebrated
- Natural and historical landscapes, such as Mauao, Moturiki Island, the beach, the dunes and Hopukioire should be preserved and enhanced
- Maintain the unique character of the Mount Mainstreet as a tourist destination that reflects the beach culture.

Feedback from our community

Provide more ability for cruise ship passengers to mutually benefit from visiting the area. For example, a cultural history walking tour run by local iwi, or a kai moana tour, a museum or art gallery. The cruise ship passengers often look lost and aimless, we are missing a big opportunity.

A great idea. We need to better respect and support our local iwi and history.

ABSOLUTELY - we should be protecting our cultural heritage and supporting our local iwi.

To address key challenges and achieve unique neighbourhoods, we will follow these key directions:

1. **Work with tangata whenua** to:
 - a. Recognise tangata whenua leadership and enable opportunity for hapū and iwi to realise their role as kaitiaki.
 - b. Embed Mātauranga Māori in projects: Identify interventions to preserve and enhance the cultural identity and history of the area through mātauranga Māori. To be integrated with local area plans and delivered through future projects in MSP area to celebrate the local identity and reconnect with local history and culture.
 - c. Embed te ao Māori principles into urban planning outcomes.
 - d. Integrate a Māori world view into future projects by applying principles established by tangata whenua.
 - e. Acknowledge and showcase the cultural history of the Mount to Arataki, including information and education on cultural landmarks.
2. **Continue to work with the community to understand local values and needs** that respond to and enhance local identity (such as the surf and beach culture), diversity and inclusiveness in these communities.
3. **Promote placemaking** and create spaces that reflect local communities, local character and local history.

What will a unique neighbourhood look like in the Mount to Arataki area?

- Tangata whenua's role as kaitiaki is increased and present within the rohe
- Reflects the unique culture and history of Mount to Arataki
- Places and buildings that identify our heritage are protected
- Enhanced identity, sense of place and cultural values are protected as they grow
- Visitors to the area can experience and enjoy the places and landmarks that make it unique
- People are well informed and can easily access information on the area's culture and history.



Vision for the Future

Let's hold on to our unique culture and history

First time cruise ship passengers Sarah 52 and Rob 54 from Sydney have visited New Zealand before but never been to the Bay of Plenty. As they sail in from the Pacific, Mauao slowly comes in to focus and they overhear other excited passengers start to chat about the walk to the summit. Keen on an adventure after a few days at sea they immediately look at each other and smile, a shared glance and understanding with no words spoken.

After leaving the ship they are greeted by friendly locals at the gateway, a local hub that promotes the area, celebrates the culture and history, provides information, and can help arrange transport, tours, and answer questions. They have a quick chat to staff about local cafes and where to get a good coffee and scan a QR code that gives them all the information they need about which route to take up Mauao.

As they climb, they realise they shouldn't have worried with the QR code as individual tracks are clearly marked, and map displays help with information about distance, time, and difficulty in several languages. Along the way they stop at each sign to read about the history and biodiversity of the area. As they marvel at the view from the summit Sarah points out Mōtītī Island, Pāpāmoa Hills, and Hopukioire (Mount Drury) as she reads from a sign.

Quenching their thirst and hunger after a slow descent they chat to a bartender who is back living in his hometown after a few years away overseas then get talking to the owner of a local clothing store who is having lunch. They can't help but notice how passionate about the area everyone appears and how quick they were to offer tips on other things to check out.

With an early departure in the morning, they don't have the time to see everything on this trip and want to spend the afternoon relaxing on the beach, but vow to come back again with the whole family.

When they get back to the ship other passengers were talking about the guided history and culture tour they went on and even pointed out the statue of Tangaroa at the harbour entrance, while waving back to all the onlookers.



6.2. He Hapori Koiora

Liveable neighbourhoods



What people told us about the liveable neighbourhoods in the Mount to Arataki area:

- Improvements are needed to our centres to make them a safe and enjoyable place to visit
- Mount Mainstreet should be enhanced through actions such as pedestrianisation, enabling events and entertainment, and promoting family-friendly activities
- People value the ability to easily access amenities and shops
- Lack of parking and accessibility at centres should be addressed, including through improving other modes of transport such as walking, cycling and public transport
- There are concerns around intensification and the potential negative impacts that come with it, including impacts to the character of the area, traffic congestion, and personal safety
- People are concerned about increasing negative impacts generated by the industrial area. Along with minimising pollution, they would like to see improvements to safety, aesthetics and infrastructure for cyclists and pedestrians within and near the industrial area.

Feedback from our community

Rising sea level and weather patterns need to concentrate on storm water management and invest in infrastructure and servicing to enable intensification.

Safety is the biggest concern for us in terms of public spaces.

I don't spend a lot of time out at night, but I think as the population grows, there will be a natural decline in personal safety because of the diversity that increased population brings.

Just making sure there are nice places to sit, walk and enjoy with safety being very important. More trees and green areas.

I would like to see air quality and water quality improved, particularly around the Port.

To address key challenges and achieve liveable neighbourhoods, we will follow these key directions:

1. **Support walkable neighbourhoods** – where people can live, learn, work and play within a short journey of their home.
2. **Support the growth of commercial centres** so that they are accessible, safe and offer events, amenities and activities for people of all ages and abilities.
3. **Develop a transition between industrial and other land uses** with physical separation distances, visual screening, plantings and green space, to minimise the impacts of industrial activities on residents and visitors.
4. **Recognise the inherent differences between communities**, with a greater focus on visitor at Mount Maunganui, and community outcomes in the Omanu, Arataki and Whareroa areas.
5. **Provide infrastructure to support growth**, including stormwater, water supply and wastewater infrastructure renewals.

What will a liveable neighbourhood look like in the Mount to Arataki area?

- Healthier and safer neighbourhoods that feature vibrant and accessible centres, that are great places to live, work, play, learn and visit
- Thriving centres at the heart of each neighbourhood – Mount North, Central Parade and Bayfair - that connect people with what they like to do and with others
- High quality residential and commercial development in all neighbourhoods
- Easy access to education and employment
- The interface between industrial and residential land use is clearly defined, and a 'buffer' is created between the two to minimise impacts on nearby residents.





Vision for the Future

More liveable means more local

Living in an apartment was an enormous and initially reluctant change for Jane and her family after moving to the Mount from Auckland to work at Zespri.

“This work opportunity came up and it was too good to turn down, but we were concerned about a few things. We sold a car before we moved and are used to needing two and we weren’t too sure about apartment living but had to act fast to make it all work.”

Having everything so close meant they really had nothing to worry about. Jane’s husband works from home and walks the kids to and from Mount Primary each day. He also joins them on their weekly walk to rugby practice at Blake Park and to the beach for after school surfs.

Jane usually uses the Maunganui Road shared path to ride her e-bike to work but sometimes catches the bus or drives if it’s wet.

“We barely use the car here. The streets are well lit so it feels very safe to ride home from work. It’s easy to walk down the road to pick up bread and milk during the week but we will use the car for the weekly grocery shop or when we head out of town.”

Safe and easy access to Moa Park, the skatepark and the beach means the kids don’t miss their old backyard and when they are a bit older it will be easy for them to bike and walk with their all their new friends.

“One of the best parts of the move has been getting to know so many people in the area. We’re always running into families at the supermarket, at the library, and at the picnic tables near the beach where we have our coffee. Everything is so close, and you see a lot of the same people and really feel like you’re part of a community.”



6.3. He Hapori Kōtuia



Connected neighbourhoods

What people told us about movement in the Mount to Arataki area:

- People need to feel physically safe when using active transport. This can be done through things like separated cycle ways, wide footpaths, enforcing speed limits and clear and simple signage
- Public transport must be reliable, frequent, on time and accessible for people to use it
- Access to the beach for everyone in the community, including those with disabilities and different ages, needs to be a high priority
- Access to and within the Mount industrial area for freight and commercial vehicles needs to be improved
- People are concerned about increasing traffic congestion.
- Parking and accessibility are an issue at our key centres.

Feedback from our community

We need much safer train and highway crossings. The worst is getting from Golf Road across down to Hewletts Road or Newton. Lots of school kids need to cross here and it is soooo dangerous, loud, scary and intimidating. This needs to be so much safer.

Marine Parade walkway is awesome. Could we make it longer?

Pleased with the Marine Parade improvements and would like to see it link to Papamoa. Like the idea of using the buffer land along Maunganui Road eg. the new skate park.

A walking and cycling 'highway' from north to south would be amazing. Bonus if it had child friendly amenities (playgrounds, gardens, artwork etc). It is not just cyclists using these, it is prams, wheelchairs etc.

Let tradies use the bus lane.

Even if cycle lanes are not being used much now they are vital to entrench as our town grows. It will be too late in ten years.

To address key challenges and achieve connected neighbourhoods, we will follow these key directions:

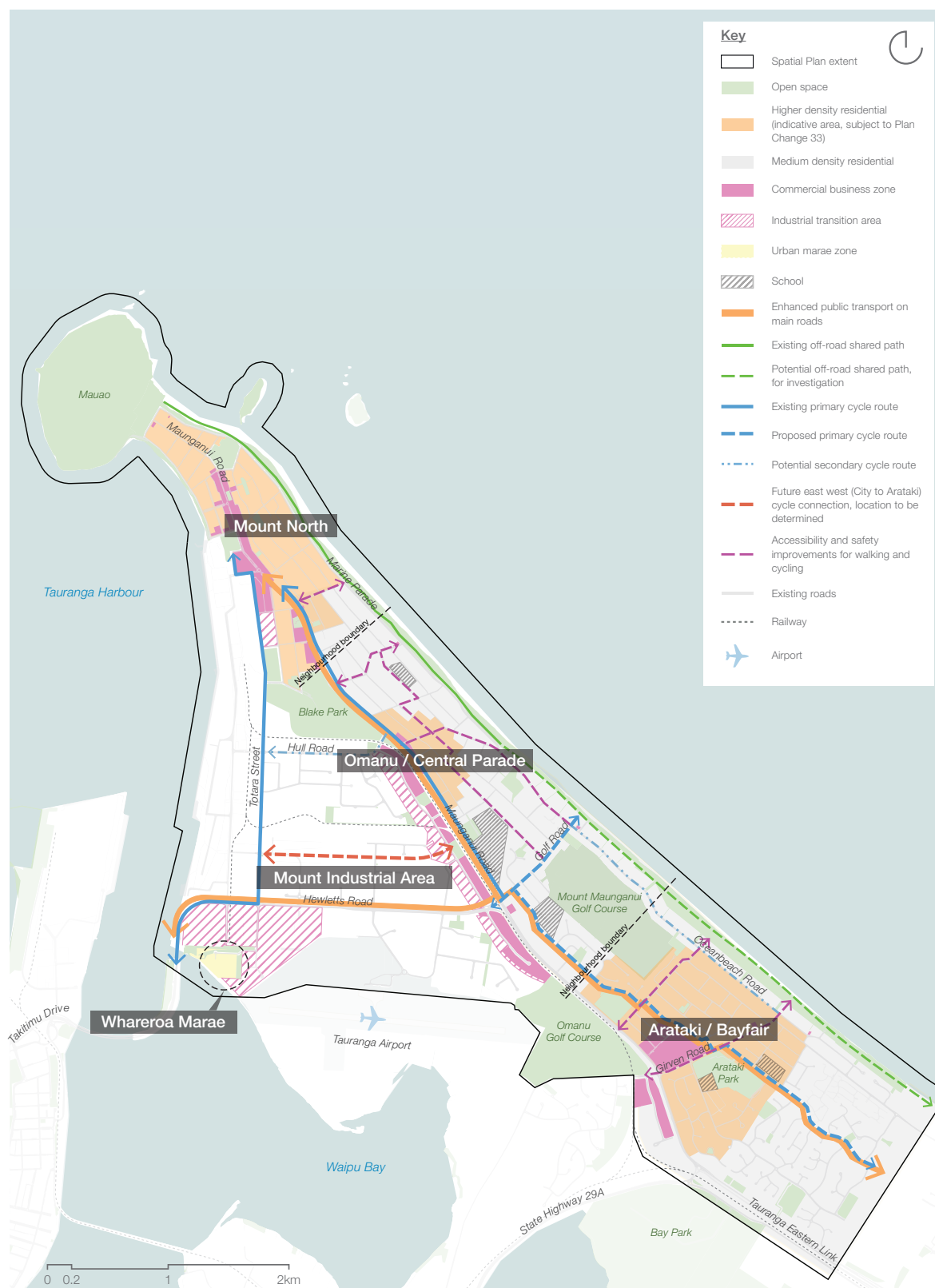
1. **Provide safe and easy to use transport options**, including cycling, walking and public transport, and the infrastructure needed to support these, particularly along the Central Maunganui Road corridor.
2. **Prioritise commercial and freight vehicle movements**, to and within the industrial area, to improve wider environmental and amenity outcomes.
3. **Support a local connected centres network**, including neighbourhood centres along Ocean Beach Road and the three key commercial centres – Mount North, Central Parade / Omanu and Arataki / Bayfair; between the Industrial (employment) area and residential areas; and with local amenities such as the beach.

The outcomes of a connected neighbourhood in the Mount to Arataki area will be:

- People of all ages and abilities, can go about their daily lives and get from one place to another easily, affordably, and safely via a range of low and zero emission transport options, to support accessibility, travel choice and reduce emissions from vehicles
- Freight and commercial vehicles are given priority to move to/around/within the industrial area, to support the economy and business needs, and ease traffic congestion
- Designed to welcome both local and international visitors (of all abilities), promoting easy access through clear connections to open spaces, centres, landmarks, and the beach, while encouraging the use of active transport. Neighbourhoods are connected to each other, and to centres, employment, schools, community facilities, and parks through safe and accessible walking, cycling and public transport connections
- Centres are safe and accessible for everyone to move around with enhancement to public places and traffic calming
- Greater walking, cycling and public transport choices contribute positively to personal health and wellbeing.



Mount to Arataki Spatial Plan



Accessibility

In Tauranga, around 37,000 people (27% of the population) have a disability. Disabled people commonly face obstacles, such as the built environment, when pursuing employment and social opportunities. These challenges can have a notable impact on overall wellbeing. Over time, as our population ages, the proportion of people with mobility needs will also increase.

Connected neighbourhoods in a coastal area foster inclusive environments that prioritise healthy connections between the residential, town and the coast, catering to individuals of all abilities. Initiatives such as wheelchair-friendly boardwalks, sensory gardens, and community events promote social interaction and physical well-being, ensuring that everyone, regardless of their abilities, can fully enjoy and benefit from the unique coastal environment while fostering a sense of belonging and community cohesion.

An accessibility audit has been completed to prioritise improvements so that our transport infrastructure supports movement of all members of our communities. Initially, this is focused on low-cost low-risk interventions that would have the highest benefit. The summary maps from the accessibility audit are provided in Appendix 1.

The key priorities identified to improve accessibility within the Mount to Arataki area are:

- **Pavement obstructions (Mount North)** – Smooth surfaces improve accessibility for everyone by minimising the need to navigate obstacles and hazards along the route. This also decreases the risk of falling, injuries, or tipping (for wheelchairs), promoting safety for the entire community.
- **Accessible parking (Mount North, Central Parade and Bayfair)** – In Mount North, there's a shortage of mobility parking spaces on the main street (Maunganui Road) in front of shops, eateries, and key services. Additionally, in Central Parade, there are no mobility parking spaces in front of the shopping blocks; instead, they are located on side streets.
- **Step changes and footpath obstructions (Central Parade and Bayfair)** – Step changes in the main movement zone create tripping hazards and obstacles that can impact everyone, especially those with mobility needs and people with low vision.



Mount to Arataki Spatial Plan

Vision for the Future

Connected neighbourhoods, no matter how we travel

Driving is off the cards for Shane, 77, who grew up in Omanu and now lives in Arataki.

As a lifelong Mount to Arataki resident, he's seen some substantial changes to how people get around in the area over the years, and after a recent health scare has had to make some changes of his own.

"It was a change in mindset at first, but it hasn't been too hard," says Shane.

"Getting to Bayfair and Baywave is fine, there's an easy path through the park to walk and it's safe to cross the road. Looking back, I can't believe I used to drive what is less than a ten-minute walk. Most of what I need is my local area but when I go to bowls or golf I take the bus, which is free as I'm over 65."

The new bus terminal is just around the corner and Shane found the live tracking app helpful at first but realises now with the priority bus lanes the service is quite reliable and he knows the schedule off by heart.

Admittedly not much of a cyclist, Shane doesn't see himself strapping on a helmet any time soon but has noticed the increase in kids riding to school or people riding to work since the new shared-path opened.

"You see all sorts using it. Not just kids biking to school but parents with prams, people on scooters and skateboards, and even some of my mates from the village with their mobility scooters."

Formerly a logistics manager at the port, Shane is in touch with many of his old workmates who tell him moving around the industrial area has become much easier since they opened up some of the internal roads.

"Thirty years ago, if someone told me there would be traffic jams in the Mount I wouldn't believe them. But over my career I saw it all happen and as the place got more popular, it became more difficult to move freight in and out of the industrial area and port. It sounds like these new access roads really are helping take the pressure off Totara Street and Hewletts Road".



6.4. He Hapori Ora Noa



Healthy neighbourhoods

What people told us about the health and wellbeing of people in the Mount to Arataki area:

- The negative impacts of polluting industries, the need to move to sustainable practices, and minimise, relocate or eliminate polluting activities
- People want more spaces and facilities for recreational activities, gatherings and events
- Community connections help to create a sense of belonging
- The importance of connecting with nature and preserving green spaces
- The need for amenities such as toilets, showers, playgrounds and rubbish bins in our public spaces.

Feedback from our community

Planting more native trees and maintaining green spaces including dunes and park areas.

Omanu does not have a community garden. Mt Maunganui, Arataki, Welcome Bay, Bethlehem, Matua do have community gardens. Omanu needs one!

Human health needs to be prioritised over industry. We need the industrial area rezoned. We smell bitumen production from Allied Asphalt (Fulton Hogan / Downer) and Higgins at Omanu School and Mount College most days. It is not okay. Regional Council and TCC need to do way more and act on it now.

Seems crazy to be even having to fight for clean air. Urgent priority should be planning to re-locate as much of industrial area as possible. Let's not look back in 20 years when our kids are adults and have respiratory problems etc and are asking why we didn't do anything about it.

Plant trees that will provide shade over play spaces and ones that can be climbed by young people, increase nature play opportunities through planting.



52

Mount to Arataki Spatial Plan

To address key challenges and achieve healthy neighbourhoods, we will follow these key directions:

1. **Minimise the impacts of polluting industries** to people and to the natural environment in the Mount to Arataki area.
2. **Improve access to green space and the beach** to encourage play and recreational opportunities and connection to the natural environment.
3. **Enhance existing public places and community facilities, and provide for new ones as needed** to foster community connections and give people a safe place to meet.
4. **Enhance and protect the natural environment**, including the urban green network and preservation of dunes and the beach, noting this is an essential part of the community identity and culture (including health of the moana and whenua).
5. **Understand and build resilience to climate change and natural hazards** through innovative tools such as Dynamic Adaptive Policy Pathways (DAPP, an approach that develops a series of actions over time).

What will a healthy neighbourhood look like in the Mount to Arataki area?

- Pollution generated by industry is limited and does not impact on the health of nearby residents or on the natural environment
- Accessibility to vibrant, diverse and distinctive places and spaces is enhanced for everyone
- Quality spaces, where people can meet and gather, are well used, safe and valued
- A range of community facilities and amenities provided throughout neighbourhoods such as halls, sports facilities and playgrounds
- A healthy and resilient environment that can respond to climate change and natural hazards through preservation of the beach and dunes, biodiversity in an urban setting, and water quality improvements.





Vision for the Future

Healthy neighbourhoods mean making the most of the outdoors

Ihaka loves sport. In fact, he loves it so much he's in the process of applying to study a bachelor of sport, health, and physical education over the bridge at Waikato University in Tauranga next year.

An avid surfer and cricketer his favourite team is the Black Caps and every time they are in town he's there at Bay Oval with his dad.

"I grew up playing cricket at Blake Park and have played at Bay Oval and it's so cool we get to play on the same ground as the pros. I even see some of the players training in the nets there sometimes."

After he graduates he wants to stay in the area and work in the sport and recreation sector and keep surfing as much as he can.

"A lot of my mates will be heading off to other cities for uni but I love it here. I can do all the things I like in my awesome backyard, and I love the beach too much to move away."

Ihaka has always been environmentally conscious and volunteers in the annual dune planting at Omanu. This is just a small piece of the work that has gone into protecting the dunes from erosion, sea level rise, and coastal inundation. They also help support natural habitats and biodiversity.

Ihaka's dad Rangi says his son is lucky steps were taken in 2024 to improve air quality and limit hazardous emissions from the industrial area.

"The air is much cleaner now according to all the reports and you don't get those terrible smells in certain winds anymore. There's more public gardens and new trees and the area is looking a lot greener"



7.

**Mai Mauao ki Arataki, he rautaki
whakakōkiri ā Hapori**

**Mount to Arataki Neighbourhood-
based Action Plan**



56

Mount to Arataki Spatial Plan

This section provides an overall Action Plan to assist with local planning and improvement of the neighbourhoods identified:

- Mount North
- Central Parade / Omanu
- Arataki / Bayfair
- Mount Industrial area.

It provides the starting point to coordinate and integrate the various planning and delivery projects, building on the directions provided above.

Work undertaken in each of the neighbourhoods will be carried out in collaboration with local communities, mana whenua, partners and key stakeholders, and incorporates local aspirations along with the outcomes or core elements identified for each of the neighbourhoods below.

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

Tangata whenua and community partnership

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

Role of Tauranga City Council and partner agencies

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

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

- Achieving the outcomes as outlined within this plan
- Strategic fit with the growth approach of this plan and council's wider strategies, including sub-regional strategies such as SmartGrowth
- The ability to attract and increase public and private investment
- Contribution to mana whenua outcomes sought within this plan
- Achieving community aspirations (based on engagement feedback)
- Value for money, including synergies with council infrastructure renewals and upgrades and consideration of ongoing costs.
- Contributing to climate change, mitigation and adaption/resilience.



Funding implications

The Long-term Plan (LTP) is council's main budgetary tool for the current 10-year period. Some of the projects are already budgeted for in the LTP. It is important to note that the availability of funding from council for proposed projects is not guaranteed. Funding and prioritisation will be determined as part of the LTP and Annual Plan process. This plan can be used as a tool to assist in decision making on funding priorities. The next LTP being developed will be for the 2024-2034 period and is subject to potential reprioritisation. Because of this, the funding opportunities for several of the projects identified in this plan will need to be carefully considered.

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

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

Monitoring and review

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

7.1. Overview of Action Plan

Actions are grouped as follows:

- Area wide actions
- Mount North Neighbourhood Plan actions
- Omanu / Central Parade Neighbourhood Plan actions
- Arataki / Bayfair Neighbourhood Plan actions
- Mount Industrial Area actions
- 'Business as usual' / ongoing actions.

Each action is identified as to whether it relates to the following outcomes and directions:

- Liveable: land use and urban form
- Healthy: open space, public spaces and environment
- Connected: transport and movement
- Unique: culture and identity

Timeframes for delivery of the action are proposed in alignment with Long-term Plan periods.

- Immediate – recently commenced / 2024
- Short term – 2025 – 2027
- Medium term – 2028 – 2030
- Longer term – 2031 onwards

Indicative costs for the action are identified as follows:

- \$ - less than \$500,000
- \$\$ - \$500,000 - \$2,000,000
- \$\$\$ - 2,000,000 - \$5,000,000
- \$\$\$\$ - more than \$5,000,000

Unless already committed to, costs are indicative only; investigation for future project costs will be undertaken in the lead up to the 2024 Long-term Plan. All costs are indicative, based on projects of similar type delivered previously; +/- 50%.



Delivery partners are identified in the tables as follows:


- TCC: Tauranga City Council
- Mana whenua
- BOPRC: Bay of Plenty Regional Council
- Waka Kotahi: Waka Kotahi NZ Transport Agency
- TBoP: Tourism Bay of Plenty
- P1: Priority One
- Community
- Businesses
- Port: Port of Tauranga
- KiwiRail
- MoE: Ministry of Education
- MfE: Ministry for Environment
- MBIE: Ministry of Business, Innovation and Employment
- FENZ: Fire and Emergency NZ
- MBA: Mount Business Association

Lead agencies for delivery are highlighted in **bold**. Identification of partners does not constitute a financial commitment

7.2. Area wide specific projects

The following table outlines actions that apply to area-wide and/or across the coastal strip neighbourhoods, i.e. Mount North, Omanu / Central Parade, and Arataki / Bayfair.


Directions		Intervention Name and Description	Who	Costs	Timeframes
 Liveable Neighbourhoods	1	Increased visitor and community amenities along coastal strip, including beach safety Provide more visitor and community amenities, such as: public toilets, picnic areas and shade, outdoor showers, opportunity for small scale hospitality (either permanent or temporary), beach sports facilities, and surf lifesaving services; supported by accessibility and safety enhancements. Support through policy changes to enable appropriate commercial activities, e.g., coffee bars, function facilities.	TCC, community, businesses	\$\$-\$\$\$	Medium term to longer term
	2	Enhance public transport along key corridors, including Hewletts and Maunganui Roads (underway) Improve public transport connectivity between the area, the city centre and the wider region. Delivered through the Connecting Mount Maunganui Business Case and Maunganui Road safety improvements. <i>Note: Final detail is subject to approval of the Connecting Mount Maunganui Business Case.</i>	Waka Kotahi, TCC, BOPRC	\$\$\$\$	Immediate to longer term
 Connected Neighbourhoods	3	Improve cycle routes and traffic calming between Arataki and Mauao (underway) Deliver safe cycle routes between Arataki and Mauao, including traffic calming, bus priority and bus stop access improvements to link with local connections. This will include a mix of dedicated cycleways and lower cost, shared street solutions, with a focus on accessibility and safety measures. Potential interventions include widening footpaths; wayfinding; 'play along the way' concepts. Delivered through Council's low-cost, low-risk, Accessible Streets and Travel Safe programmes, and other movement related projects.	TCC; Waka Kotahi	\$\$\$\$	Immediate to longer term


Directions	Intervention Name and Description	Who	Costs	Timeframes
 Connected Neighbourhoods	Deliver Transport Safe Network Programme interventions – ongoing improvements (underway) Deliver Safe Network Programme interventions, including safety improvements at: <ul style="list-style-type: none"> 4 - Roundabout Tay Street/Marine Parade - Raised pedestrian crossing Marine Parade - Ocean Beach Road / Girven Road / Maranui Street intersection upgrades - Maunganui Road between Tui Road and Hull Road upgrade - Maunganui Road / Tweed Street signalled crossing (destination skatepark). 	TCC	\$\$\$	Immediate to longer term
	Accessibility enhancements to local centres Implement recommendations from the Accessibility Audit completed for centres (Mount North, Omanu / Tweed Street, Arataki / Bayfair) to improve infrastructure and facilities, ensuring better accessibility for everyone. Delivered through Accessible Streets programme, Low-Cost Low-Risk framework and other projects. Undertake further accessibility audits for areas that have been identified as needing further research, such as Owens Place. <ul style="list-style-type: none"> 5 	TCC	\$\$\$	Medium term
	Wayfinding Implementation Work with Tourism Bay of Plenty to implement wayfinding and signage for the Mount North area as part of a broader city strategy. Focus on: <ul style="list-style-type: none"> 6 - taking visitors on a journey from harbour to sea, telling the story of our heritage, both contemporary (e.g., a holiday destination, longboarding) and historic (cultural) - interpretative and cultural kiosks - providing navigation for active travel modes through the area (through transportation projects) - working with Mauao Trust to integrate and align with existing signage on Mauao. 	TCC, TBoP, mana whenua	\$	Medium term


7.3. Mount North Neighbourhood


Key actions to achieve the desired outcomes for the Mount North neighbourhood are described below.

Place specific actions are identified on the Mount North Neighbourhood Plan below with the corresponding action number.

Directions		Intervention Name and Description	Who	Costs	Timeframes
 Unique Neighbourhoods	1	Enhance local identity and culture Enhance local identity and culture through: <ul style="list-style-type: none"> - Preparation of guidelines for the design of public places, to enhance local identity and culture, as well as safety and accessibility - Delivery of art through capital projects, in line with Council policy - Telling the story of our heritage, both contemporary (e.g., a holiday destination, longboarding) and historic (cultural) - Engaging with the community and supporting community initiatives, where appropriate. 	TCC, mana whenua	\$-\$	Ongoing
	2	Residential intensification around centres, and Medium Density Residential Standards (underway) Provide for residential intensification (four to six storeys) within the walking catchment of Mount North town centre; and provide for the implementation of Medium Density Residential outcomes throughout the area.	TCC	\$	Immediate
	3	Accessible hotspots ongoing improvements, including Hopukiore (Mount Drury) Make open spaces and reserves, including Hopukiore and the coastline, accessible for everyone. Provide for suitable linkages to the beach, accessible play equipment in reserves, surfacing treatment changes, accessible seating and improved kerb cuts.	TCC	\$-\$	Immediate to longer term

Directions	Intervention Name and Description	Who	Costs	Timeframes
 Liveable Neighbourhoods	4 Mount North CPTED (Crime Prevention through Environmental Design) audit and improvements Undertake improvements to safety, including lighting and activation pending the outcome of the audit.	TCC	\$-\$	Immediate to medium term
	5 Mount North built form guidelines As part of future City Plan updates relating to the commercial centres hierarchy, develop non-statutory guidelines for building design, to enhance amenity and local identity, including any specific outcomes for the Mount North town centre. Work with the Mount Business Association and other key stakeholders through this process.	TCC	\$	Short term
	6 Mount Public Realm Design Guidelines In partnership with tangata whenua, Mount Business Association and key stakeholders, prepare Public Space Design Guidelines specific to Mount Downtown and the wider Mount to Arataki area as part of a city-wide strategy, to support good quality public space outcomes and assist to preserve the identity of the area.	TCC, mana whenua, MBA	\$	Medium term
	7 Improve the 'cruise ship gateway' into Mount Maunganui Work with Tourism Bay of Plenty, tangata whenua, the Port of Tauranga and the Mount Business Association to investigate and deliver opportunities to create a tourist gateway for visitors and cruise ship passengers to the Mount North. This includes consideration of: <ul style="list-style-type: none"> - enhancing connections between the Mount mainstreet and the cruise ship terminal and integration with wayfinding and signage plan - facilities for tourists, information and tourist operators - improved event and/or welcoming space - options for active travel hubs e.g. bicycle hire scheme, scooter storage. 	TCC, Port, MBA, TBoP	\$\$-\$\$\$	Medium term

Directions	Intervention Name and Description	Who	Costs	Timeframes
 Connected Neighbourhoods	8 Improve connections and transport choices between local centres and the coastline Develop a local movement programme, focusing on improving safe and accessible local connections with key destinations, e.g., schools, beach and centres. This will include separating active transport routes from primary traffic routes where possible; and lower cost, shared street solutions, with a focus on accessibility and safety measures. Potential interventions include widening footpaths; wayfinding; 'play along the way' concepts. Delivered through Council's low-cost, low-risk, Accessible Streets and Travel Safe programmes, and other movement related projects.	TCC; Waka Kotahi	\$\$- \$\$\$\$	Immediate to longer term
	9 Mount North low-cost low-risk improvements to movement safety (short term) Prepare a low-cost low-risk 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.	TCC	\$\$	Short term
	10 Improve road safety and movement in the Mount North area (medium to longer term) 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"> - Parking management - Local road network improvements, including providing a better balance between private vehicles, pedestrians and cyclists - Circulation of traffic, giving consideration to mainstreet outcomes and investigate alternate options such as one-way or widening - Applying congestion charging for entering the Mount North area during peak times - Consideration of events. 	TCC; Waka Kotahi	\$\$\$	Medium term to longer term
	11 Investigate providing for passenger ferry service Working with the Sub-regional Public Transport Committee, explore and progress a commuter ferry service between Mount Maunganui and Tauranga City Centre. Include investigation of a suitable park-and-ride facility and associated ferry infrastructure.	BOPRC; P1; TBoP; TCC	\$	Short term



Directions	Intervention Name and Description	Who	Costs	Timeframes
 Healthy Neighbourhoods	12 Mount North – adaptive framework to adjust to climate change (planning) (underway) Develop and implement a climate change adaption plan (using Dynamic Adaptive Pathways Planning), 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.	TCC	\$-\$\$\$\$	Immediate, short term
	13 Blake Park Masterplanning implementation (underway) Develop a future focus on a Field Sports Hub with expanded opportunities for rugby, cricket, hockey and tennis. The masterplan is part of an integrated approach to the redesign and development of three major active reserves (Blake, Baypark and Tauranga Domains) to enable them to provide quality outcomes for community and high performance sport and events.	TCC	\$\$\$\$	Immediate to longer term
	14 Hopukioire Park upgrade Reserve enhancement with a particular focus on providing accessible play spaces and recognising the cultural significance of the area	TCC	\$\$	Short term
	15 Cruise ship study Undertake a study of the cruise ship industry to understand environmental, social, economic and cultural costs and benefits for Tauranga City. Include development of related recommendations for consideration by key stakeholders and partners.	P1, TBoP	\$	Short term
	16 Te Papa o Ngā Manu Porotakataka improvements Undertake further improvements to Te Papa o Ngā Manu Porotakataka including installation of public toilets.	TCC, MBA, TBoP	\$\$	Short term




7.4. Omanu / Central Parade Neighbourhood

Key actions to achieve the desired outcomes for the Omanu / Central Parade neighbourhood are described below.

Place specific actions are identified on the Omanu / Central Parade Neighbourhood Plan below with the corresponding action number.

Directions		Intervention Name and Description	Who	Costs	Timeframes
 Unique Neighbourhoods	1	Enhance local identity and culture <ul style="list-style-type: none"> - Preparation of guidelines for the design of public places, to enhance local identity and culture, as well as safety and accessibility - Delivery of art through capital projects, in line with Council policy - Telling the story of our heritage, both contemporary (e.g., a holiday destination, longboarding) and historic (cultural) - Engaging with the community and supporting community initiatives, where appropriate. 	TCC, mana whenua	\$-\$\$	Ongoing
	2	Residential intensification around centres, and Medium Density Residential Standards (underway) <p>Provide for residential intensification (four to six storeys) within the walking catchment of Central Parade local centre; and provide for the implementation of Medium Density Residential outcomes throughout the area.</p>	TCC	\$	Immediate
 Liveable Neighbourhoods	3	Omanu CPTED (Crime Prevention through Environmental Design) audit and improvements <p>Undertake improvements to safety, including lighting and activation pending the outcome of the audit.</p>	TCC	\$-\$\$	Medium term to longer term

Directions		Intervention Name and Description	Who	Costs	Timeframes
 Connected Neighbourhoods	4	Improve connections and transport choices between local centres and the coastline Develop a local movement programme, focusing on improving safe and accessible local connections with key destinations, e.g., schools, beach and centres. This will include separating active transport routes from primary traffic routes where possible; and lower cost, shared street solutions, with a focus on accessibility and safety measures. Potential interventions include widening footpaths; wayfinding; 'play along the way' concepts. Delivered through Council's low-cost, low-risk, Accessible Streets and Travel Safe programmes, and other movement related projects.	TCC; Waka Kotahi	\$\$- \$\$\$\$	Immediate to longer term
	5	Maunganui Road Traffic Bylaw to restrict freight movement Implement a bylaw to restrict heavy vehicles along Maunganui Road or consider other mechanisms.	TCC	\$	Short term
	6	Investigate extension of the Coastal Boardwalk Path Investigate the continuation of the existing coastal path from Mauao to Arataki. Give specific consideration to integrating with and enhancing dune ecology through the formalisation of access to the community. Note: Implementation is subject to Long-term Plan funding.	TCC	\$\$\$\$	Medium term to longer term






Central Parade / Omanu Neighbourhood Plan



69

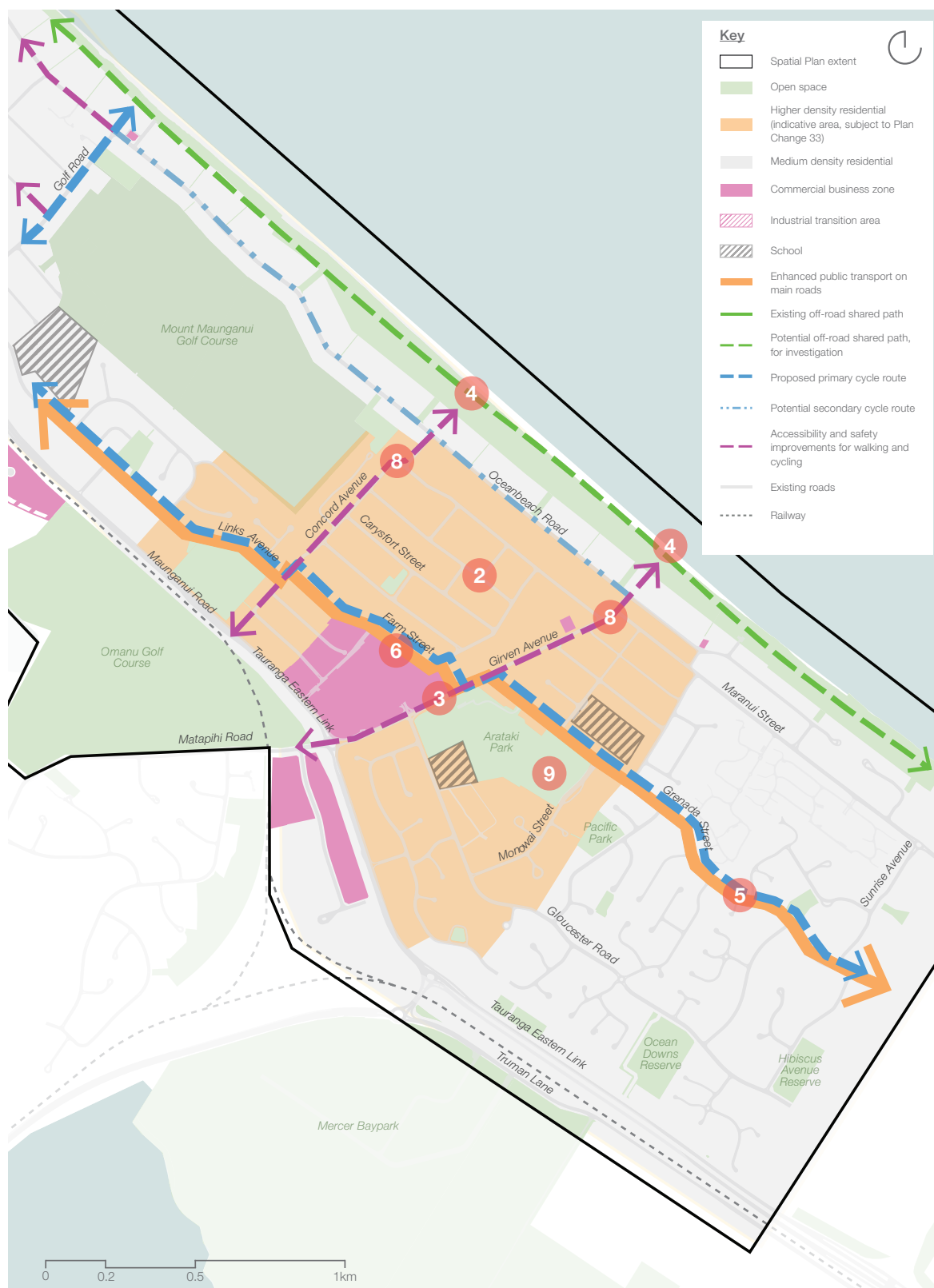
7.5. Arataki / Bayfair Neighbourhood

Key actions to achieve the desired outcomes for the Arataki / Bayfair neighbourhood are described below.

Place specific actions are identified on the Arataki / Bayfair Neighbourhood Plan below with the corresponding action number.

Directions		Intervention Name and Description	Who	Costs	Timeframes
 Unique Neighbourhoods	1	Enhance local identity and culture <ul style="list-style-type: none"> - Preparation of guidelines for the design of public places, to enhance local identity and culture, as well as safety and accessibility - Delivery of art through capital projects, in line with Council policy - Telling the story of our heritage, both contemporary (e.g., a holiday destination, longboarding) and historic (cultural) - Engaging with the community and supporting community initiatives, where appropriate. 	TCC, mana whenua	\$-\$	Ongoing
	2	Residential intensification around centres, and Medium Density Residential Standards (underway) <p>Provide for residential intensification (four to six storeys) within the walking catchment of Bayfair town centre; and provide for the implementation of Medium Density Residential outcomes throughout the area.</p>	TCC	\$	Immediate
 Liveable Neighbourhoods	3	Arataki / Bayfair CPTED (Crime Prevention through Environmental Design) audit and improvements <p>Undertake improvements to safety, including lighting and activation pending the outcome of the audit.</p>	TCC	\$-\$	Immediate to medium term
	4	Arataki / Bayfair local area – enhance safe access to beach (underway) <p>Formalise safe road crossing points to improve access points to the beach, as well as wayfinding signage and accessibility improvements.</p> <p>Work with Surf Lifesaving NZ to improve patrolling along the coastline as use of the beach increases.</p>	TCC	\$-\$	Immediate
 Connected Neighbourhoods					

Directions	Intervention Name and Description	Who	Costs	Timeframes
 Connected Neighbourhoods	5 Grenada Street improvements (transport choices) (underway) 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 and improved pedestrian crossing facilities.	TCC	\$\$\$\$	Immediate
	6 Arataki Bus Interchange (underway) Provide a permanent on-street bus facility on Farm Street in Arataki, to connect Arataki with the wider City and Western Bay of Plenty sub-region.	Waka Kotahi, TCC, BOPRC	\$\$\$\$	Immediate to short term
	7 Arataki / Bayfair programme of streetscape and transport safety improvements (includes Accessible Streets and low-cost low-risk) (underway) Provide a programme to progressively implement streetscape and transport safety improvements with focus on safe, local connections, particularly Girven Road; Integration with Arataki Park master planning.	TCC	\$\$-\$\$\$	Immediate to short term
	8 Improve connections and transport choices between local centres and the coastline Develop a local movement programme, focusing on improving safe and accessible local connections with key destinations, e.g., schools, beach and centres. This will include separating active transport routes from primary traffic routes where possible; and lower cost, shared street solutions, with a focus on accessibility and safety measures. Potential interventions include widening footpaths; wayfinding; 'play along the way' concepts. Delivered through Council's low-cost, low-risk, Accessible Streets and Travel Safe programmes, and other movement related projects.	TCC; Waka Kotahi	\$\$-\$\$\$\$	Immediate to longer term
 Healthy Neighbourhoods	9 Arataki Park Concept Plan Implement the Arataki Park concept plan to ensure development of the park meets the needs of current and future users.	TCC	\$	Immediate, short term



7.6. Mount Industrial Area

As part of the overall outcomes sought for the spatial plan area, Council has agreed the following outcome (vision statement) for the Mount Industrial area:


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


Council will work with mana whenua, other partners and key stakeholders to deliver on this vision by:



- Proactively managing land use activities to enhance the environmental, cultural and social wellbeing of our community
- Recognising and providing for the importance of the area to tangata 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 that promotes economic, environmental, social and cultural outcomes
- Delivering the necessary infrastructure to support business growth
- Considering our response to climate change, technological changes and hazard risks.


Key actions to achieve the desired outcomes for the Arataki / Bayfair neighbourhood are described below.


Place specific actions are identified on the Arataki / Bayfair Neighbourhood Plan below with the corresponding action number.


Directions	Intervention Name and Description	Who	Costs	Timeframes
<div><p>Liveable Neighbourhoods</p></div>	<div><div>1</div><p>Higher value use of industrial zoned land</p><p>To inform future decision making, undertake a study to consider how higher value use of the existing Mount industrial area can be enabled. Include consideration of mechanisms to enable higher value uses; making best use of limited industrial zoned land resource; limiting container and goods storage area (and investigating alternatives e.g. Rangiuru Business Park, Ruakura); and encouraging 'green' industry.</p></div>	TCC, P1, Businesses, mana whenua, MBIE, BOPRC	\$	Short term

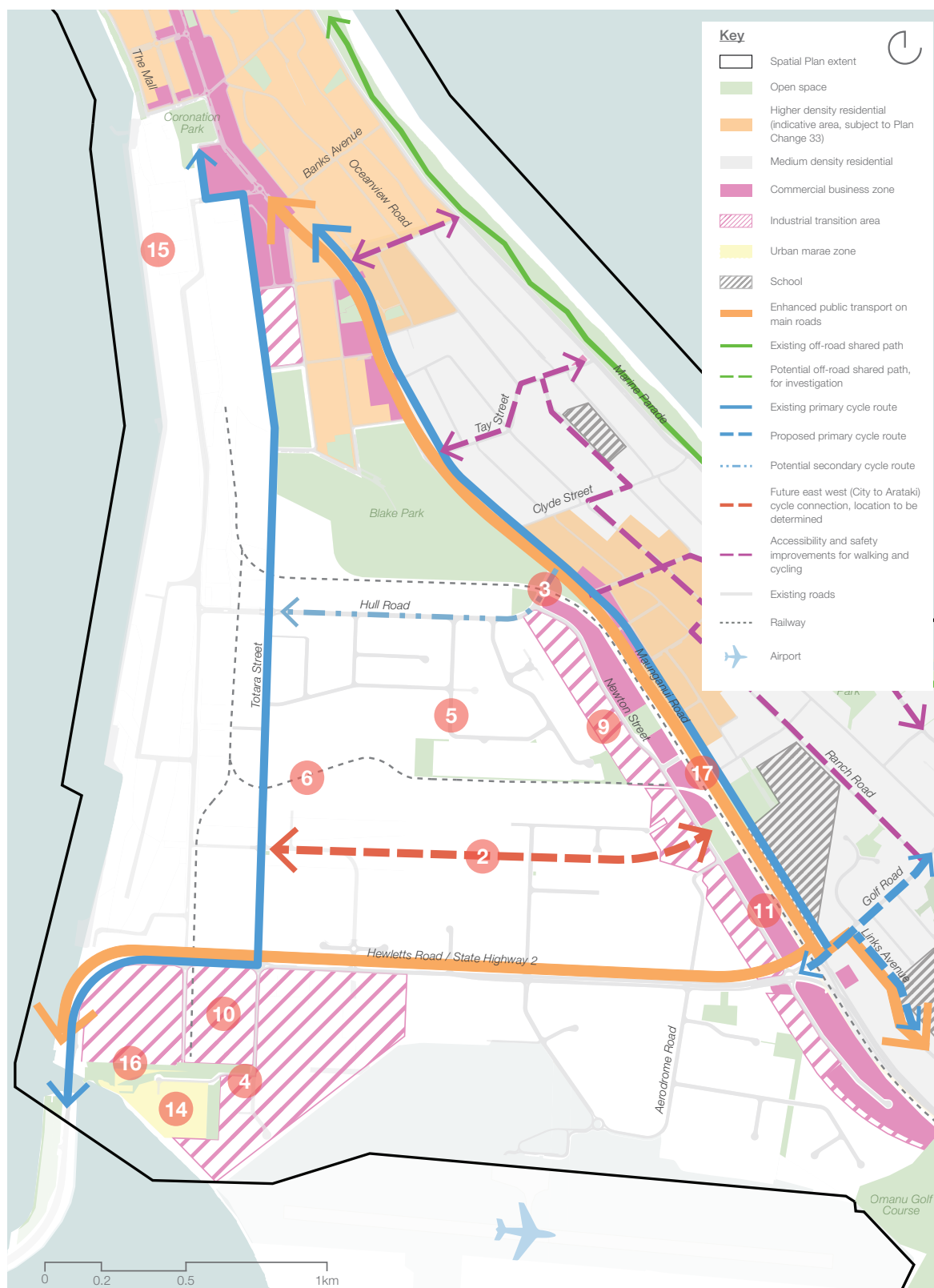
Directions	Intervention Name and Description	Who	Costs	Timeframes
 <p>Connected Neighbourhoods</p>	<p>2</p> <p>Investigate safe cycling options from the city centre to the Omanu and Arataki areas</p> <p>Investigate and provide for safe cycling options from the city centre to the Omanu and Arataki areas, through the Mount Industrial area. Investigate use of Hewletts Road in the short term, and use of industrial back streets, remnant rail corridors, open space and other areas that are not dominated by heavy vehicles in the medium to long term. <i>Note: Final detail is subject to approval of the Connecting Mount Maunganui Business Case (Hewletts Road corridor and adjacent transport system improvements).</i></p>	Waka Kotahi, TCC, BOPRC	\$\$\$	Immediate to longer term
	<p>3</p> <p>Rail safety improvements (underway)</p> <p>Work with Kiwirail, Waka Kotahi and the Port of Tauranga to investigate opportunities to improve safety, including reducing rail crossing points.</p>	KiwiRail, TCC, Port, Waka Kotahi	\$\$	Immediate to longer term
	<p>4</p> <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 - Future land use and associated movements to minimise impact on Whareroa Marae - Creating alternative access for heavy vehicles to existing businesses. <p><i>Note: Final detail is subject to the Connecting Mount Maunganui Business Case transport improvements</i></p>	Waka Kotahi, TCC, BOPRC	\$	Short term
	<p>5</p> <p>Improve the internal industrial roading network</p> <p>Determine the need to formalise existing paper road connections within industrial area (Hewletts/Totara/Hull area) eg. Te Maire Street, to improve connectivity and increase movement of people and goods.</p> <p><i>Note: This action is subject to outcomes of the Connecting Mount Maunganui Business Case, and future Long-term Plan funding.</i></p>	Waka Kotahi, TCC, BOPRC	\$\$\$\$	Medium term to longer term

Directions	Intervention Name and Description	Who	Costs	Timeframes
 Connected Neighbourhoods	6 Enhance rail efficiency and investigate completion of rail loop within industrial area Work with Kiwirail, Waka Kotahi and the Port of Tauranga to investigate opportunities to complete the railway line within Mount industrial area, to improve traffic and movement of goods and services to the port. Note: Final detail is subject to the Connecting Mount Maunganui Business Case.	KiwiRail, TCC, Port, Waka Kotahi	\$\$	Longer term
	7 Prepare an Airshed Management Strategy, led by Bay of Plenty Regional Council Set out a clear framework for the ongoing management of the Mount Maunganui Airshed to reduce emissions and enhance air quality as directed by the Environment Court. As part of this approach, investigate options such as new regulations and/or non-regulatory methods, to restore the mauri of the whenua and improve the wellbeing of people living in the Mount to Arataki area.	BOPRC	\$	Immediate
 Healthy Neighbourhoods	8 Environmental Accord with businesses in the industrial area, led by Priority One Priority One and businesses to work together with Tauranga City Council, Bay of Plenty Regional Council and other agencies to establish a voluntary environmental accord to improve environmental outcomes in the Mount industrial area.	P1, Business, TCC, BOPRC, mana whenua	\$	Immediate
	9 Industrial transition area adjacent to Newton Street and McDonald Street, and Totara Street (northeast block) Investigate and apply appropriate land use, built form and/or activity controls through the City Plan to: <ul style="list-style-type: none"> - Respond to environmental issues e.g. noise, air quality, odour and amenity values - Create a transitional area / interface between the Mount industrial area and the adjoining residential areas and other land uses - Recognise the existing use rights of businesses and their continued ongoing operation. 	TCC	\$	Immediate to short term

Directions	Intervention Name and Description	Who	Costs	Timeframes
 Healthy Neighbourhoods	Industrial transition area adjacent to Whareroa Investigate and apply appropriate land use, built form and/or activity controls for industrial activities near the Whareroa community to minimise noise, air quality, odour, health, cultural and amenity impacts. 10 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. Regulate future land use activities to improve environmental outcomes, while recognising existing use rights of businesses and providing for their future operation.	TCC	\$	Immediate to short term
	Undertake a plan change to restrict residential activities in commercial zoned areas of the Mount Maunganui Airshed 11 Undertake a plan change to restrict residential activities in commercial zoned areas of the Mount Maunganui Airshed under the operative Tauranga City Plan.	TCC	\$	Immediate to short term
	Implement a landscape plan to enhance amenity and biodiversity in the industrial area 12 Prepare a landscape plan (stage 1) for the industrial area to identify opportunities for progressive implementation (stage 2) of amenity and landscape enhancements over time, in partnership with business. Work with business owners to deliver landscape plan including through specific projects and renewals, and by private businesses (through an environmental accord or other funding arrangement).	TCC, Port, businesses	\$\$-\$\$\$	Immediate, longer term
	Decarbonisation of industrial emissions 13 Investigate and implement decarbonisation initiatives.	P1, businesses, BOPRC, Central Government	\$\$\$\$	Short term

Directions	Intervention Name and Description	Who	Costs	Timeframes
 Healthy Neighbourhoods	14 Support the Whareroa community's wellbeing by working on climate change response planning 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.	TCC, mana whenua, BOPRC, Central Government	\$	Medium term
	15 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 alternative fuel sources, such as hydrogen, across port operations.	Port	\$-\$	Short term to medium term
	16 Landscape buffer – Whareroa (physical environmental buffer) Work with tangata whenua and landowners to develop and deliver a programme of works to create an enhanced landscape buffer between industrial land use and Whareroa, by considering: <ul style="list-style-type: none"> - Planting around the road corridor, street trees and private planting/developments, - Noise barriers/controls - Improvements to biodiversity and water quality - Integration with landscape plan for Industrial area action. 	TCC, landowners, mana whenua	\$-\$-\$-\$	Short term to medium term
	17 Enhance the landscape buffer between industry and adjoining land uses along Maunganui Road Work with landowners (including Kiwirail and Waka Kotahi) to develop and deliver a programme of works to create a landscape buffer between the industrial and residential areas along Maunganui Road, through a staged approach including consideration of: <ul style="list-style-type: none"> - Planting around the rail corridor, street trees, private planting/ developments, safety and movement - Noise barriers/controls. - Improvements to biodiversity and water quality - Integration with Landscape Plan for Industrial area action. 	TCC, landowners (including KiwiRail)	\$	Short term to medium term

Directions	Intervention Name and Description	Who	Costs	Timeframes
 Healthy Neighbourhoods	18 Investigate a regional plan change to further address the polluted Mount Maunganui Airshed Investigate a plan change to the operative Bay of Plenty Regional Natural Resources Plan to further address the polluted Mount Maunganui Airshed which could include implementing: <ul style="list-style-type: none"> - World Health Organisation air quality guidelines to reduce the health impacts of air pollution and/or - A 'sinking lid' approach to managing existing emissions. 	BOPRC	\$	Medium term
	19 Water sensitive planning (policy and guidance) for the industrial area Working in partnership with Bay of Plenty Regional Council, 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 to improve the quality of discharges from industrial land use and roading run off.	TCC, BOPRC, businesses	\$	Medium term
	20 Investigate opportunities to restore and maintain the mauri of te wai (life force of the water) In partnership with business, identify enhancement opportunities in the Mount industrial area to: <ul style="list-style-type: none"> - Enhance existing waterways through riparian planting - Improve the quality of discharges from industrial landuse and roading runoff - Integrate with the landscape plan for the Mount industrial area. Note: excludes larger scale capital projects related to stream daylighting and wetlands (refer projects not included)	TCC, BOPRC, businesses	\$\$\$	Medium term



Mount Industrial Area Plan

79

7.7. Other ways Council is supporting the MSP outcomes

In addition to those specific actions outlined above, the spatial plan outcomes will be delivered through Council's ongoing operations and services provided to the community ('business as usual' activities), as well as actions outlined in other Council Action and Investment Plans. This includes various initiatives aimed at enhancing the overall well-being of residents and improving the infrastructure and amenities of the city.

Here are some examples of the ongoing work programmes being delivered by Council and its partners that will support the spatial plan outcomes:

- Facilitating community events such as festivals, markets, and cultural celebrations
- Supporting public art through citywide programmes
- Improving access to community facilities
- Integrating environmental improvements and biodiversity initiatives into place-based projects, where practicable
- Upgrading and maintaining public parks to meet the needs of residents and visitors, now and in the future
- Implementing restorative planting to improve the quality of the coastal dunes
- Undertaking stormwater, water, and wastewater upgrades to ensure infrastructure resilience
- Prioritising maintenance and renewal projects to address aging infrastructure
- Improving stormwater treatment and water quality through nature-based solutions, where practicable
- Improving public transport facilities, including upgrading bus stops and shelters for better comfort and safety, and implementing real-time data systems
- Supporting the Ministry of Education in its planning for new educational facilities, as growth occurs
- Supporting Bay of Plenty Regional Council Toi Moana to enhance the health of the moana, enhancing Nga Pataka Kai o te Awanui (the food stores of the harbour).



Appendix A: Accessibility Priority Action Maps

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



Figure 1 - Map of Mount North areas assessed for accessibility issues, and key recommendations.

*TCC to investigate mapping of accessible connections where physical access onto the beach at Pilot Bay and Mount Maunganui beach can be made, and make this information publicly available to the wider community.



Figure 2 - Map of Tweed Street areas assessed for accessibility issues, and key recommendations.

* TCC to investigate mapping of accessible connections where physical access onto the beach can be made, and make this information publicly available to the wider community.



Figure 3 - Map of Bayfair areas assessed for accessibility issues, and key recommendations.



Appendix B: Mount Industrial Greening Opportunities

Some initial consideration has been given to opportunities to improve the amenity of the industrial area, through greening and landscaping opportunities that will also have environmental benefits. This will form part of ongoing work with mana whenua, partners and key stakeholders, to deliver on the actions outlined in the spatial plan.

The concept plan below identifies potential urban greening opportunities across the Mount Industrial area local street network to improve the amenity, provide a safe public spaces that enhances resilience, biodiversity, identity and character of the Mount, and demonstrate the commitment for change to the local community.

The concept plan has been developed following engagement with mana whenua, key stakeholders and the community, and responds to the feedback received through that process. It is intended as the basis for further development with partners and key stakeholders.

Businesses within the Mount industrial area have a role to play in delivering amenity and streetscape improvements within the private realm. Public and private sector investment is required to implement streetscape improvements

and green buffer zones between industrial and sensitive land uses, including residential areas. Consideration of an environmental accord by businesses could include a partnership with Council to deliver on landscape and amenity improvements in the area.

In addition to greening streets, there are opportunities for greening privately owned land. Tauranga City Council is supportive of businesses undertaking planting, screening and landscape improvements. Some of the opportunities within the Port of Tauranga and other sites are shown below, with other opportunities such as screening, planting or murals along some of the less attractive blank facades, such as those on Hull Road and Totara Street.



Indicative Cross Section showing potential urban greening and amenity improvements



Urban Green Opportunities – Indicative Concept Plan

1. Hull Road: Opportunity to improve amenity through planting and murals.
2. Totara Street: Opportunity to improve amenity through planting and murals.
3. Totara Street: Public private land indicated to be available for planting / screening.
4. Hewletts Road: Opportunity to improve the gateway experience of entering / exiting the Mount.
5. Hewletts Road: Public private land indicated to be available for planting / screening.
6. Totara Street: Opportunity to revegetate with riparian / restorative planting to help filter and treat the stormwater runoff and improve amenity.



ATTACHMENT B - SFR COMMITTEE RESOLUTION SFR9_23_7 MOUNT INDUSTRIAL PLANNING STUDY

Subject: Mount Industrial Planning Study Key Recommendations
Target Date: 18/12/2023
File Number: A15332453

Notes:

COMMITTEE RESOLUTION SFR9/23/7

Moved: Commission Chair Anne Tolley
 Seconded: Commissioner Stephen Selwood

That the Strategy, Finance and Risk Committee:

- (a) Receives the report "Mount Industrial Planning Study Key Recommendations".
- (b) Endorses the vision and objectives from the Mount Industrial Planning Study, being:

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 and providing for 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 that promotes economic, environmental, social and cultural outcomes*
 - *Delivering the necessary infrastructure to support business growth*
 - *Considering our response to climate change, technological changes and hazard risks.*
- (c) Recognises that achieving the vision will require partnership with Bay of Plenty Regional Council – Toi Moana, mana whenua and stakeholders noting that the environmental standards would have the most immediate impacts, and any land use changes will have most impact over the longer term.
- (d) Endorses the key interventions listed in Attachment B to this report for consideration through the Mount to Arataki Spatial Plan and notes the implementation of these is dependent on funding and commitments from all agencies and stakeholders.
- (e) Approves the following land use policy interventions for consideration through the Tauranga City Plan (Industrial and Commercial zoning review), subject to robust analysis and the requirements of Schedule 1 to the Resource Management Act 1991 being met:
 - i) Adopting the appropriate zoning to manage existing and future industrial activities, consistent with the National Planning Standards 2019 requirements.

- ii) Introducing controls to regulate future industrial land use activities adjacent to sensitive land uses in proximity to:
 - Whareroa
 - Newton Street and MacDonald Streets
- iii) Restricting residential activities in current commercial zoned areas of the Mount Maunganui Airshed.
- iv) Engage with Whareroa around future aspirations for residential activity.
- v) Provide for the ongoing operation and investment of existing businesses where environmental impacts are able to be effectively avoided or mitigated.
- (f) Supports a joint agency approach to better managing noise, air quality, odour, amenity, hazards, climate change and transport within the industrial area and adjoining sensitive land uses.
- (g) Acknowledges that mana whenua and the community has requested to see health and environmental impacts addressed.

CARRIED