

Western Bay of Plenty District Council

Plan Change 72 Rangiuru Business Park

Planning Report

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1.0 Introduction

- 1.1** The purpose of this report is to provide recommendations on submissions and further submissions to Plan Change 72 Rangiuru Business Park (PC72).
- 1.2** The Rangiuru Business Park (RBP) was zoned in the District Plan by way of a private plan change in 2005, becoming operative in 2008. The purpose of Plan Change 72 is to review the initial structure plan and infrastructure schedule in order to make the Business Park economic to develop. It also takes into account the completion of the Tauranga Eastern Link (TEL) and the effect that has on the location of some of the key infrastructure, notably access and stormwater.
- 1.3** For a full background to the Plan Change and the proposed provisions please refer to the Section 32 Report. For a list of the proposed provisions only, please refer to Appendix 2 of the Section 32 Report.

2.0 Topic 1: Whole of Plan Change

2.1 Background

As stated in the Introduction above, PC72 is a review of the existing structure plan, including the Infrastructure Schedule, with some limited changes to the activity lists.

2.2 Submission Points

This Topic 1 deals with those submission points that referenced the whole of PC72, rather than specific components that are dealt with separately in this report.

Five submission points were in support of the whole of the Plan Change, while five submission points were in support subject to amendments. These amendments are addressed separately in the Topics below. Four submission points were in opposition. There were 27 further submission points.

The main submission points made are as follows:

- 2.2.1** Those in support give wide ranging reasons such as: being identified in SmartGrowth and the Western Bay of Plenty District Plan; providing a choice of employment opportunities in the east to the likes of Te Puke, Wairakei and Te Tumu; will provide potential benefits across the region (not just Western Bay); RBP adjoins established road and rail networks that lead to the Port of Tauranga; its location will minimize reverse sensitivity effects; there is already significant industrial activity in the area such as horticulture post-harvest facilities and Affco.

2.2.2 Reasons for opposition are: it will adversely affect industrial and commercial land in the Rotorua District; transport inefficiencies; inconsistencies with the RMA, SmartGrowth, the Regional Policy Statement (RPS) and Operative District Plan; concerned that the changes proposed are “stop gap”; loss of amenity values with the change from rural to industrial; increased noise, traffic, dust, odour, vibration, lighting, visual impacts, hazardous substances during site works and the operation of RBP.

Specific matters of concern such as the types of activities, particularly office and retail, are dealt with in the specific Topics below.

2.3 Discussion

PC72 introduces specific changes to the District Plan regarding the establishment and operating of RBP. It is these specific changes, therefore, that are open to submissions. However a number of submitters have gone beyond the Plan Change and challenged other parts of RBP provisions in the District Plan. PC72 is not an opportunity to revisit such matters and these submissions are therefore outside the scope of PC72.

As discussed in Topic 3 below, PC72 is consistent with the SmartGrowth Strategy, Regional Policy Statement, and District Plan. The purpose of RBP is to compliment and supplement nearby urban centres, not to compete with them. The changes are considered to not impact on that purpose, and are dealt with in separate Topics below.

2.4 Recommendation

That PC72 is retained as notified except as recommended for change in the specific Topics below.

The following submissions are therefore:

Accepted

Submission	Point Number	Name
3	1	BOP Regional Council
5	1	Hickson
6	6	Walker
18	1	Te Puke Economic Development Group
20	1	Te Puke Community Board
FS22	1,2,15,16,17	Tauranga City Council
FS25	4	Carrus
FS26	1,2	SmartGrowth Implementation Committee
FS27	18	Seeka Kiwifruit Industries

Accepted in Part

Submission	Point Number	Name
2	1	NZ Transport Agency
12	1,3	Whakatane District Council
13	1	Hebland Holdings
15	1	Attwood
FS29	1,2	Hebland Holdings
FS30	1,2,3	Attwood

Rejected

Submission	Point Number	Name
7	1	Stafford Rise Trust
11	1	Rotorua District Council
16	2	Paterson
21	1	Archbold
FS23	6	Pukeroa Oruawhata Trust
FS28	1,2,4,6,12,14,15, 17,21,22,	Rotorua District Council

2.5 Reason

PC72 introduces specific changes to the District Plan in relation to RBP. A number of the submissions are outside the scope of PC72 in that they challenge other matters not covered by the Plan Change.

The changes sought by PC72 seek to review the structure plan by providing a better layout, and to make RBP affordable to develop. Some of these proposals are supported, and there are recommendations for some changes. These are addressed in the respective Topics to this Planning Report.

3.0 Topic 2: Roading - Issue 1 Tauranga Eastern Link (TEL) Interchange Design

3.1 Background

The Operative structure plan provides for a four legged interchange to access the RBP from the TEL. This allows for access on and off the TEL from both directions. PC72 provides for the option of a three legged or a four legged interchange, with the option chosen to be determined by the developer of the first land use or subdivision within Stage 1. The three legged option provides for traffic to access RBP from either direction off the TEL, to access the TEL from RBP to head towards Tauranga, but not provide access from RBP to the TEL to head east towards Rotorua or Whakatane. This latter traffic would depart the RBP via Young Road and Maketu Road intersection to Te Puke Highway.

3.2 Submission Points

One submission point was in support while two were in opposition. Three further submission points were received.

The main submission points made are as follows:

3.2.1 Walker (6.1) submitted that the proposed change to the interchange was logical.

3.2.2 Rotorua Chamber of Commerce (17.2), Archbold (21.2), Pukeroa Oruawhata Trust (FS23.4), and Rotorua District Council (FS28.20, 28.23) opposed the change to a three legged interchange because of its limitation on traffic heading towards Rotorua and Whakatane. It would put increased traffic on Young Road affecting residents, and safety issues at the Maketu intersection.

3.3 Discussion

Proposed Rule 12.4.13.5 has the following third bullet point:

“Principal access to the Park is via the State Highway interchange which has 2 options. Either a 3 legged interchange or a 4 legged interchange. Both options are viable options with assets to vest in WBOPDC or NZTA as appropriate. Selection of the option to serve the Business Park to be determined by the developer of the first land use or subdivision within Stage 1. Once a preferred option is chosen this is the option to serve the entire Business Park. A combination of options is not permissible.”

The S.32 Report cites reduced costs as being the benefit of the three legged option.

The Financial Contributions Schedule shows the cost of the construction of the three legged interchange as \$7.1m and the four legged option as \$9.9m. For the three legged option to work for Stage 1 the following would be required: Young Road intersection connection; Young Road to Maketu Road upgrade. This is because access to the east would require going to the Papamoa intersection of the TEL to turn around, and the same would apply to traffic wanting to go to Te Puke from RBP. The cost of these is estimated to be \$1.9m (Financial Contributions Schedule, Items 1.10, 1.11, 1.12, 1.13, 1.27).

With the three legged option opening up to Young Road, traffic to and from Te Puke will be likely to use Pah Road. This will put additional pressure on that rural road and consideration will need to be given to its upgrade. This is item 1.4 in the Schedule and costed at \$417,343.

The total cost of the three legged intersection and associated road upgrades is \$9.4m which is only \$0.5m less than the four legged option, which equates to 5%. This is within the margin of error for such projects, and thus the cost of the four legged interchange is considered to be equivalent to the whole of the costs involved with the three legged option.

Although the three legged interchange may be considered cheaper from a cash flow perspective, it is likely to be less desirable from a marketing perspective. This is because the perception of businesses is that all their access would be via the TEL (except that involving Te Puke).

3.4 Recommendation

That:

1. Rule 12.4.13.5, third bullet point be deleted and replaced as follows: "Principal access to the Park is via a 4 legged interchange with the Tauranga Eastern Link".
2. Operative Appendix 7, 11.5 - the diagram "Interchange with Proposed Tauranga Eastern Motorway" be retained.

The following submissions are therefore:

Accepted

Submission	Point Number	Name
17	2	Rotorua Chamber of Commerce
21	2	Archbold
FS23	4	Pukeroa Oruawhata Trust
FS28	20,23	Rotorua District Council

Rejected

Submission	Point Number	Name
6	1	Walker

3.5 Reason

When the three legged interchange is considered with the additional road upgrades associated with it for Stage 1 to operate effectively, the total cost is only marginally cheaper than a four legged interchange, and this cost difference does not outweigh the long term benefits of the four legged option.

4.0 Topic 2: Roading - Issue 2: Te Puke Highway

4.1 Background

With the opening of the Tauranga Eastern Link, the “old” State Highway 2 between Paengaroa and Papamoa has become a Council controlled road and is now called Te Puke Highway.

Access from RBP to the Te Puke Highway is via the Pah Road or Maketu Road intersections. Proposed Rule 12.4.13.7 provides for up to 70ha of development without upgrading these two intersections. To ensure the intersections can function acceptably, they are subject to monitoring as required by clause (a) as follows:

- “(a) For the first 70ha of development, no upgrade to the existing intersection is required unless:
- i. either intersection is classified as a “High Risk” intersection in terms of the NZTA High Risk Intersection Guide, or
 - ii. (for Te Puke Highway/Pah Road only) if the average peak hour delays to side road traffic exceed 45s.

Biennial monitoring (by Western Bay of Plenty District Council) of the safety and capacity performance should be undertaken. If either (i) and/or (ii) are met, the upgrades required in below must be put in place”.

4.2 Submission Points

Three submission points were in support subject to amendments.

The main submission points made are as follows:

NZTA (2.2) seeks that the monitoring should be undertaken a maximum, not minimum of two yearly (note this was by way of clarification at time of writing this report).

Hebland (13.6), and Attwood (15.5) seek greater flexibility to allow the 70ha cap to be raised if traffic safety is maintained.

4.3 Discussion

NZTA raise a valid point in that two yearly monitoring may be too long if development and/or traffic impacts are greater than anticipated. Conversely two years may be too soon if development or traffic impacts do not eventuate as anticipated. Flexibility to be able to react to the level of development is important to ensure monitoring is appropriate to the circumstances, particularly in the initial stages. On that basis a more appropriate timing would be to have the monitoring biennial until development occurs, then annually.

The implication of submitters 13 and 15 is to rely on the performance standards to manage the level of development. This would require an assessment and a resource consent with every development to ensure compliance. This creates uncertainty to those undertaking a development and is not considered acceptable. The figure of 70ha has been derived from the traffic modelling and is considered to give sufficient flexibility to the developer of the land and to provide certainty. The performance standard could be applied to development beyond the 70ha, but as stated above this would require an assessment with every development, and consequential costs and uncertainty.

4.4 Recommendation

That the second paragraph, first sentence of 12.4.13.7(a) be reworded as follows:

“Monitoring (by Western Bay of Plenty District Council) of the safety and capacity performance shall be undertaken biennially until traffic from activities established within the RBP access Young Road, and from such time monitoring shall be annual”.

The following submissions are therefore:

Accepted in Part

Submission	Point Number	Name
2	2	NZTA

Rejected

Submission	Point Number	Name
13	6	Hebland Holdings
15	5	Attwood, Wesley Blythe (Estate)

4.5 Reason

The change in monitoring requirements is more sensitive to the actual effects of development.

The proposed cap of 70ha is considered an efficient and effective method of providing a trigger as to when upgrades are likely to be required to the Maketu and Pah Road intersections.

5.0 Topic 2: Roading - Issue 3: Internal Network

5.1 Background

Due to the changes to the location of the interchange with the TEL, there has been a review of the internal road network for the Park. Associated with this has been a review of the internal road widths and corridors to reflect more cost-effective designs.

5.2 Submission Points

One submission point was in support subject to amendments. Two submission points were in opposition.

The main submission points made are as follows:

5.2.1 NZTA (2.3) support the internal road layout, but are concerned that there is no inter-relationship between the widening of Pah Road to 10m and upgrading of Pah Road/Te Puke Highway intersection. This is likely to encourage a higher speed environment, while the Pah Road/Te Puke Highway will remain in its existing lay out until monitoring shows that triggers for upgrade are reached. NZTA seeks that speed management features approaching the Te Puke Highway intersection are incorporated into the design.

5.2.2 Archbold (21.3, 21.4) opposes the Young Road entrance feature and bylaw restriction. They are concerned that it will restrict school buses and rubbish collection services and redirect traffic volumes to Pah Road. They also oppose the use of Young and Pah Roads as access into the park because the increased traffic volumes and heavy vehicles will impact on the amenity of residents. They seek to: retain the mid-block connection with the Te Puke Highway; impose a 50 km/h speed limit on Young and Pah Roads at the commencement of RBP; and a ban on the use of exhaust brakes on Young and Pah Roads.

5.3 Discussion

The point raised by NZTA is valid, however this is a detailed matter that is normally addressed at the design stage.

The entrance feature has been deleted as part of PC72, thus any restrictions concerning heavy vehicles that serve the local area no longer apply.

With regard to the impact of traffic volumes and heavy vehicles, it must be recognized that the area is already zoned Industrial, thus allowing for such traffic. The existing structure plan and rules provide for the mid-block intersection as an option, not a requirement, and depends upon the use of Maketu and Pah Road intersections as the access points from Te Puke Highway.

The issue of speed limit is valid. Speed limits are monitored and addressed as development occurs. Thus lower speed limits will be introduced as development occurs necessitating such action. Following from above, it is not appropriate to impose a ban on exhaust brakes in Industrial zones.

5.4 Recommendation

That the internal road network and associated rules remain as notified.

The following submissions are therefore:

Accepted in Part

Submission	Point Number	Name
21	3	Archbold

Rejected

Submission	Point Number	Name
2	3	NZTA
21	4	Archbold

5.5 Reason

NZTA (2): The matter raised is a detailed matter that is normally addressed at the design stage.

Archbold (21.3): The threshold has been deleted by PC72. The midway link is still available as an option.

Archbold (21.4): Speed limits are monitored and addressed as development occurs. It is not appropriate to impose a ban on exhaust brakes in Industrial zones

6.0 Topic 2: Roading - Issue 4: Kaituna Link

6.1 Background

PC72 provides for a possible link from the RBP TEL interchange to the future urban growth area of Te Tumu, east of Papamoa. This is known as the "Kaituna Link" and is shown on the "Roading Layout, Land Use and Staging Plan" (Map 6) and identified as "Reserved Land".

6.2 Submission Points

Six submission points were in support subject to amendments. One further submission point was received.

The main submission points made are as follows:

The submitters are of the view that Rule 12.4.13.5 first bullet point, and the notation on the Roothing Land Use and Staging Plan is insufficient. They seek the addition of the following bullet point:

“Notwithstanding which option of the Rangiuru Interchange to the TEL is chosen, the eastern leg of the Rangiuru Interchange shall be designed to accommodate future local road access from the business park boundary in the east to the interchange and shall be vested as road reserve as part of the issue of any s224 certificate for any subdivision, or building consent or any use of land in the Business Park as required through bullet point one of this rule.”

They also seek that the label on all the structure plans be amended to read:

“Reserved Land for local road providing eastern connection”.

6.3 Discussion

The submitters raise a valid point about the clarity of the notation on Map 6: what is the land reserved for? This should be amended for clarity, but it is not necessary to include on every map. Each map has a specific purpose related to particular types of infrastructure. Thus it is only necessary to amend the “Roothing Layout, Land Use and Staging Plan” (Map 6).

The Kaituna Link has been a concept for a number of years. However there is no certainty if or when it might be built, and what alignment it might take. It is premature to vest a route with the first subdivision of the RBP as suggested by the submitters. Notation on the structure (albeit with more appropriate wording) is preferable in that it shows the intent, ensures land is reserved, but leaves flexibility as to the exact alignment.

6.4 Recommendation

That Appendix 7 Map 11.6 “Roothing Layout, Land Use and Staging Plan” be amended by changing the wording “Reserved Land” to “Land reserved for possible roading link to Te Tumu”.

The following submissions are therefore:

Accepted in Part

Submission	Point Number	Name
8	1	Te Tumu Landowners Group
8	7	Te Tumu Landowners Group
9	1	Te Tumu Kaituna 14 Trust
9	7	Te Tumu Kaituna 14 Trust
10	1	Ford Landholdings
10	7	Ford landholdings

Rejected

Submission	Point Number	Name
FS28	7	Rotorua District Council

6.5 Reason

The proposed wording better describes what the land is being reserved for. The "Roading Layout, Land Use and Staging Plan" is the appropriate map to show it on.

7.0 Topic 3: Community Service Areas – Issues 1 & 2: Objectives and Policies, Location and Size

7.1 Background

The Operative Plan provides for one Community Service Area (CSA) of 2.6ha midway along Young Road on the southern side. PC72 splits the allocated area into two CSAs to be located within 250m of the two main intersections along Young Road. The land area has been changed from 2.6ha gross to 2.6ha net.

7.2 Submission Points

Four Submission Points were in support. One submission point was in support subject to amendments, and one submission point was in opposition. Ten further submission points were received.

The main submission points made are as follows:

7.2.1 Bluehaven (4.1) submit that the location, scale and type of the CSAs be reviewed, with a maximum of 500m² GFA at each location. The submission is supported by Pukeroa Oruawhata Trust (23.1) and in part by Rotorua District Council (28.19), and opposed by Tauranga City Council (22.3) and SmartGrowth (26.3). The latter two submit that the changes are minor and any risks are considered to be low, and it is not feasible to wait until the Eastern Corridor component of the Settlement Pattern Review has been completed. Te Tumu Landowners Group (8.2), Te Tumu Kaituna 14 Trust (9.2) and Ford landholdings (10.2) support the location and size of the CSAs as long as the land area is not increased.

7.2.2 Attwood (15.3) seek to delete the 250m limitation of the location of the CSAs, in favour of performance standards. Whilst standards are stated by the submitter in terms of "access, site visibility, servicing and revere sensitivity", no actual performance standards are provided.

7.3 Discussion

The S32 Report states that the CSA has been split into two areas to provide for the different stages of the development of RBP. The Operative CSA is not in the new Stage one, thus there would not be the opportunity to have such services available to any development or employees located in that Stage. The maximum distance of 250m from the identified intersections will ensure that CSA Area A cannot reach the first intersection from the TEL, and if it uses the full 250m, the closest point will be 150m from the first intersection and 400m from the TEL. This is important to make any development less attractive to passing traffic on the TEL.

The existing CSA is 2.6ha. PC72 provides for two CSAs with a total 2.6ha "net land area", which excludes land for access, thus the land area in PC72 is essentially the same size.

Bluehaven (4.1) seek to limit the size of the CSAs to 500m² each. This would allow only five retail activities (max floor area of 100m²), with ten in total. No justification has been given by the submitter for this figure. The size of 500m² is considered inadequate when considering the number of activities and employees expected to be located in the area.

7.4 Recommendation

That the location and the size of the Community Service Areas be retained as notified.

The following submissions are therefore:

Accepted

Submission	Point Number	Name
8	2	Te Tumu Landowners Group
9	2	Te Tumu Kaituna 14 Trust
10	2	Ford Land Holdings
FS22	3,4,7,11,	Tauranga City Council
FS25	1	Carrus
FA26	3	SmartGrowth

Rejected

Submission	Point Number	Name
4	1	Bluehaven
15	3	Attwood
FS23	1	Pukeroa Oruawhata Trust
FS28	3,8,19	Rotorua District Council

7.5 Reason

PC72 is not seeking to increase the area but to retain what is in the Operative Plan. The Operative CSA is in the new Stage 2, so the proposal to split the CSA into two is to enable activities that would be established in a CSA to be available to the first stage of development.

Rule 21.3.2 provides that there can only be one development per site and its size has to be between 6,000m² and 2 ha. This is to ensure a comprehensive development, rather than piecemeal small ones that may or may not join up.

The restriction to 250m is important to ensure that the CSAs and their activities are internal to RBP, rather than on the edge in order to attract passing traffic.

8.0 Topic 3: Community Service Areas – Issue 3: Activities

8.1 Background

RBP has an “Additional Permitted Activities” list that provides for certain permitted activities in addition to the standard Industrial Zone Permitted Activity list. In the CSA, the Operative Plan provides for Offices, Retailing, and Places of Assembly as Permitted Activities. PC72 has added Educational Facilities (limited to childcare/day-care/pre-school facilities) to that list.

8.2 Submission Points

Two submission points were in support with one in opposition. Six further submission points were received.

The main submission points made are as follows:

- 8.2.1** Walker (6.3) and Attwood (15.2) support the additional permitted activities, with the former stating that it is “sensible” to allow such activities to support employees.
- 8.2.2** Bluehaven’s (4.1) submission is that the proposed CSA rules will enable ad hoc commercial and retail development that is not appropriate in that location. Also such development is not supported by the Industrial Zone objectives and policies, the Section 32 report is inadequate, and the proposal is inconsistent with the sub-regional commercial strategy. They submit that any plan changes should wait for the outcome of the SmartGrowth Eastern Corridor study. Bluehaven seeks that the proposed amendments be rejected, or the objectives and policies be strengthened.

8.3 Discussion

The Industrial Zone provisions in the Operative District Plan contain the following:

Explanatory Statement:

SmartGrowth established the longer term requirements for industrial land for the Western Bay of Plenty District and Tauranga City, seeing the two territorial authorities as complimentary. In particular is the establishment of two substantial business parks, Tauriko and Rangioru, to serve the sub-region's needs. (para 2)

An important resource management issue for maintaining the integrity of the Industrial Zone is ensuring that non-industrial activities such as retailing and residential activities are restricted to ensure that reverse sensitivity effects are avoided (para 6).

Objective 1

The efficient and optimum use and development of industrial resources (including land and buildings/structures) in a manner which provides for the economic well being of the people living in the District.

Objective 3

Industrial areas in which industrial activities can operate effectively and efficiently, without undue restraint from non-industrial uses which may require higher amenity values.

Objective 4.

Viable commercial centres in which commercial activities that do not have a functional need to locate in an industrial area are consolidated.

Policy 6

Limit the establishment of non-industrial activities in industrial areas to those which have a functional or operational need for such a location.

Also relevant is the following Policy for the Commercial Zone:

Policy 3

Limit the establishment of commercial activities in non-commercial zones.

The SmartGrowth position was reinforced in the 2013 update to the Strategy that acknowledges the role of RBP in the Settlement Pattern. (page 110)

The RPS also supports the development of RBP, particularly through Policy UG 16B: Providing for new business land – western Bay of Plenty sub-region, where reference is made to Appendix C and Appendix E where RBP is specified as a growth area for business land.

RBP is clearly signaled as a business park in the relevant planning documents, notable the SmartGrowth Strategy, the RPS, and District Plan.

The District Plan Objectives and Policies are intended to ensure that commercial activities are located in Commercial Zones, rather than pepper potted throughout other Zones, unless the activity has a specific need to be in that other Zone, and this is encapsulated in Industrial Policy 6 above.

The Community Service Area is essentially a commercial zone to serve the needs of RBP, whether that be the needs of the businesses located in RBP, or those of the workers. This is evidenced by the activities listed for the CSA, namely offices and retailing. What is also important is that retailing activities are restricted to a maximum floor area of 100m². This figure is in the Operative Plan and was chosen to ensure that there would not be large shops and to exclude large format-type retail. The distance from existing and proposed urban centres, along with a requirement to pay a toll for use of the TEL, makes the location unattractive from a conventional retail perspective.

The submitter appears to be concerned that RBP will be attractive to businesses that should be located in the future Wairakei Town Centre. Businesses are only likely (if at all) to do this if that town centre is not available, thus it is important for the developers of that town centre to ensure that its development is timely.

8.4 Recommendation

That Rule 21.3.2(c) be retained as notified.

The following submissions are therefore:

Accepted

Submission	Point Number	Name
6	3	Walker
15	2	Attwood
FS22	3	Tauranga City Council
FS26	3	SmartGrowth

Rejected

Submission	Point Number	Name
4	1	Bluehaven
FS23	1	Pukeroa Oruawhata Trust
FS28	3,18,19	Rotorua District Council

8.5 Reason

The only change to the list of permitted activities is Educational Facilities and those are limited to childcare/day-care/pre-school facilities. These are intended to cater for the needs of parents working at RBP, and the distance from urban centres means they will not be attractive to people living and working in those centres.

9.0 Topic 4: Industrial Zone – Issue 1: Offices

9.1 Background

PC72 introduces a new Discretionary Activity as follows:

21.3.11(a) Offices accessory to activities 21.3.1 and 21.3.2(b) which are not on the same lot as the Permitted Activities.

Operative Rule 21.3.1(p) provides for “Offices and buildings accessory to the foregoing on the same site” as a Permitted Activity. This does not allow a business to have its associated offices located on a separate lot which they may wish to do for legal or financing, or perhaps logistics reasons. Rule 21.3.11(a) allows this to occur as Discretionary Activity subject to criteria listed in 21.6.5. In particular proposed 21.6.5(d)(i) requires “a demonstrated need to be located in the Business Park including a locational requirement to be near an associated Permitted Activity within the Park.”

9.2 Submission Points

Seven submission points were in support, and one submission point was in opposition. Twelve further submission points were received.

The main submission points made are as follows:

9.2.1 Those in support submitted that offices should be allowed and that the Rule is pragmatic and appropriate.

9.2.2 Those opposing were concerned that an office complex could be established in the Industrial Zone, and that the Discretionary Criteria could be strengthened to ensure there was proven need for the office activity in that location. There was also concern at greater flexibility to establish non-industrial land uses in RBP.

9.3 Discussion

Whakatane District Council (12.2) see the proposed criteria as “useful” but seek that it be strengthened whereby that it needs to be shown why additional office space cannot be provided on the site of the industrial activity, or in the defined CSA. Although the first point has some validity, businesses are not likely to want to declare their financial arrangements if the reason is financial: i.e. the ability to borrow more money if separate titles are involved. A possible weakness or loophole is that the office activity could be anywhere in RBP, whereas the intention was to allow the offices to be adjacent to the respective industrial activity for logistical purposes.

Whakatane District Council also seeks a “tighter connection” between the Objectives and Policies of the Industrial Zone and the non-industrial activities provided for in RBP.

9.4 Recommendation

That Rule 21.3.11(a) be modified as follows:

Offices accessory to activities 21.3.1 and 21.3.2(b) ~~which are not on the same lot as~~ on a lot adjoining the Permitted Activities Activity to which the office is accessory to.

The following submissions are therefore:

Accepted

Submission	Point Number	Name
12	2	Whakatane District Council

Accepted in Part

Submission	Point Number	Name
6	4	Walker
8	3,4	Te Tumu Landowners Group
9	3,4	Te Tumu Kaituna 14 Trust
10	3,4	Ford Land Holdings
FS22	5,6,8,9,12,13,	Tauranga City Council
FS25	2,3	Carrus

Rejected

Submission	Point Number	Name
FS23	2	Pukeroa Oruawhata Trust
FS28	9,10,13	Rotorua District Council

9.5 Reason

Industrial Zone Objectives 1, 3, 4 and Policy 6, along with the Assessment Criteria in 21.6.5, Commercial Zone Policy 3, and the Recommendation provide strong direction with regard to the justification for and location of "offsite" accessory offices.

10.0 Topic 4: Industrial Zone – Issue 2: Education Facilities

10.1 Background

The Operative Plan has as a Discretionary Activity in the Industrial Zone 21.3.10(d) Education Facilities – Tertiary Education Facilities only. In addition one of the Assessment Criteria for Discretionary Activities is 21.6.5(h) "In respect of retail, place of assembly and office activities, the means by which the viability of other retail areas/town centres within the Western Bay of Plenty sub-region is maintained and enhanced." This Criteria does not apply to Education Facilities.

10.2 Submission Points

Three submission points were in opposition. Three further submission points were received.

The main submission points made are as follows:

The submitters (Te Tumu Landowners Group, Te Tumu Kaituna 14 Trust, and Ford land Holdings) are seeking to add Tertiary Education Facilities in RBP to Criteria 21.6.5(h),. The Further Submission Points of Tauranga City Council support the notified PC72 as the changes are considered minor and the risks are low. Rotorua District Council are opposed to the greater flexibility afforded to establish non-industrial activities.

10.3 Discussion

The submitters are seeking to change a part of the District Plan that is not part of PC72. Thus whether there are merits or not, there is no jurisdiction to accept the submission.

10.4 Recommendation

That there are no changes to 21.6.5.

The following submissions are therefore:

Accepted

Submission	Point Number	Name
FS22	10,14	Tauranga City Council

Rejected

Submission	Point Number	Name
8	5	Te Tumu Landowners
9	5	Te Tumu Kaituna 14 Trust
10	5	Ford Landholdings
FS28	11	Rotorua District Council

10.5 Reason

The part of the District Plan that is being sought to be changed is not part of PC72. Thus there is no jurisdiction to accept the submission.

11.0 Topic 5: Staging

11.1 Background

The Operative Plan provides for an Interim Stage 1 development of 25ha.

The following is an extract from the S.32 Report (page 6):

“Given the changes to the layout generated by the newly completed TEL and the question over viability of the Park the proposed staging for the Park was also reviewed. The current plan has one stage of interim development which was derived through transportation and the need to limit pre-TEL traffic. As the TEL has now been built staging needs to change. Given the viability issues and the cost of up front lead infrastructure plus the established funding methodology being a fully developer funded structure plan, the need to establish a regime that enables the Park to be viable including a staging regime is necessary”.

11.2 Submission Points

Two submission points were in support. Two further submission points were received.

The main submission points made are as follows:

11.2.1 Submitters Walker (6.2) and Hebland (13.7) supported the flexibility and that the staging made RBP more viable.

11.2.2 Further Submitter Rotorua District Council (FS28.5 & 16) opposed these submission on the basis that the initial stage of 45ha is too large, and that the development threshold of 50% in Stage 1 before subsequent stages can be developed is too low. The proposed amendments to the staging rules will create an imbalance.

11.3 Discussion

The Operative threshold of 25ha was based on road capacity, that the TEL would not be completed, and access therefore would be via Young Road. With the TEL now being available, and access to it being a requirement for the development of RBP, there is no longer the need to have a threshold to manage traffic impact. The purpose of the staging and the threshold is for funding purposes. The staging is to ensure that the initial developer who will have to fund the upfront costs will have the first option to recoup costs from the development of their land, as opposed to other land. The threshold (50%) is to provide some flexibility for landowners in subsequent stages so that they do not have to wait till Stage 1 is completely full.

11.4 Recommendation

That 12.3.13.6, 12.4.13.7, 12.3.13.8 are retained as notified.

The following submissions are therefore:

Accepted

Submission	Point Number	Name
6	2	Walker
13	7	Hebland

Rejected

Submission	Point Number	Name
FS28	5,16	Rotorua District Council

11.5 Reason

The proposed change is about funding the necessary infrastructure, not managing effects on the existing infrastructure. Thus it will only have an effect on landowners in subsequent stages, rather than any other party.

12.0 Topic 6: Infrastructure – Issue 1: General

12.1 Background

PC72 provides flexibility for the developer of RBP to choose from two options provided to pursue for the delivery of each of wastewater and water supply.

12.2 Submission Points

One submission point was in support, while four submission points were in opposition. Two further submission points were received.

The main submission points made are as follows:

12.2.1 Walker (6.5) supported the options subject to meeting environmental standards.

12.2.2 Hebland (13.3) and Attwood (15.4) are concerned that the Stage 1 developer would be the one determining which options would be used. There could be differences in costs to different landowners, and the submitter requests consultation by the developer with those landowners.

12.2.3 Paterson (16.1) seeks certainty and that what is proposed is not revised in the future with other alternatives.

12.2.4 Rotorua Chamber of Commerce (17.1) oppose the use of public funds of the Regional Council and Quayside for the provision of infrastructure for RBP, as RBP is seen as direct competition to land in Rotorua and the greater BOP Region.

12.3 Discussion

Significant funds are required to provide infrastructure for RBP with much of it needing to be up front. The options provided in PC72 are to provide flexibility for the developer to provide the most cost-effective solution to the provision of infrastructure, which are particularly high at the start due to the cost of the treatment plants. Because the developer of Stage 1 will be meeting all these costs, it is appropriate that they choose the solution which will give them the best return, and this is considered to be critical to getting development at RBP underway. The options are designed to meet current environmental standards. While there is some specificity as to what each option involves, PC72 states that the new alternative options will be subject to resource consents from the Regional Council. This provides certainty as to ensuring appropriate environmental standards are met. Notwithstanding, it is still possible for the developer to seek a different option by going through either a resource consent or plan change process.

The source of funds for providing the infrastructure is not an RMA matter. Any concerns that submitters have in this regard need to take up the matter with the respective parties.

12.4 Recommendation

That 12.4.13, 12.4.13.2, 12.4.13.3, and 12.4.13.4 are retained as notified.

The following submissions are therefore:

Accepted

Submission	Point Number	Name
6	5	Walker
FS30	4	Attwood

Accepted in Part

Submission	Point Number	Name
16	1	Paterson

Rejected

Submission	Point Number	Name
13	3	Hebland Holdings
15	4	Attwood
17	1	Rotorua Chamber of Commerce
FS23	3	Pukeroa Oruawhata Trust

12.5 Reason

It is the developer of Stage 1 who will be providing the up front costs, and thus it is reasonable that they have the choice of which option of infrastructure provision to pursue. Certainty as to the standards of that infrastructure are provided in part by PC72, but will also be addressed by any future resource consents that will be required.

13.0 Topic 6: Infrastructure – Issue 2: Water Supply

13.1 Submission Points

Two submission points were received from the New Zealand Fire Service (NZFS) that were in support subject to amendments.

Their submission seeks to ensure that the RBP water supply service meets NZFS requirements.

13.2 Discussion

Firefighting standards are covered in the District Plan at 12.4.7.2(b) as follows:

“A reticulation system which is compliant for fire-fighting purposes and for estimated domestic, commercial and industrial consumption shall be provided taking into account the peak demands and the latest version of the New Zealand Fire Service Code of Practice”.

They are also a requirement in Council’s Development Code. Thus it is not necessary to have a further reference in the RBP Structure Plan Rules.

13.3 Recommendation

That Rule 12.4.13.3 be retained as notified.

The following submissions are therefore:

Rejected

Submission	Point Number	Name
14	1,2	New Zealand Fire Service

13.4 Reason

Firefighting provisions are already covered by Rule 12.4.7.2(b) and in Council’s Development Code.

14.0 Topic 7: Financial Contributions – Issue 1: General

14.1 Background

The Financial Contributions Schedule of Appendix 7 of the District Plan has been updated to reflect the various changes to the structure plan and consequential changes to the provision of infrastructure of RBP. It has also been amended to take account of updated construction cost estimates.

14.2 Submission Points

Five submission points were in opposition.

The main submission points made are as follows:

14.2.1 Te Tumu Landowners Group (8.6), Te Tumu Kaituna 14 Trust (9.6) and Ford Land Holdings (10.6) seek to add the cost of land purchase and construction of the Kaituna Link connection to the TEL to the Financial Contributions Schedule.

14.2.2 Hebland (13.4, 13.5) submit that the cost of the stormwater pond on their land does not reflect market value for the land.

14.3 Discussion

As stated in 6.3 above the Kaituna Link is a concept with no certainty as to what might be built or what its cost may be. To include a cost in the Financial Contributions Schedule there needs to be a realistic commitment to the project. At present there is no such commitment.

With regard to the Hebland submission regarding the value of the stormwater pond, the figures in the Schedule are estimates and will be updated to actuals when those figures are known. Notwithstanding, it is preferable to have the figures in the Schedule at a reasonable level of accuracy to ensure there are not significant variations when actuals are provided that would have an impact on subsequent developers' financial contributions. Advice sought from Quayside is that they have used the figure of \$107,500 per hectare as the land value across RBP for land purchase other than Pond 2 which cannot be developed for industrial purposes. To get a more accurate figure would require getting formal valuations.

14.4 Recommendation

1. That the land purchase and construction costs for the Kaituna Link connection to the TEL not be included in the Financial Contributions Schedule.
2. That the land value of the Hebland stormwater pond remain as notified.

The following submissions are therefore:

Rejected

Submission	Point Number	Name
8	6	Te Tumu Landowners Group
9	6	Te Tumu Kaituna 14 Trust
10	6	Ford Land Holdings
13	4,5	Hebland Holdings

14.5 Reason

There is currently no commitment to the Kaituna Link, therefore it is inappropriate to include any costs associated with that link in the RBP Financial Contributions Schedule.

The figures in the Financial Contributions Schedule are estimates only and replaced by actuals when such are known.

15.0 Topic 8: Miscellaneous – Issue 1: Rail Access

15.1 Background

The southern boundary of RBP adjoins the East Coast Main Trunk Railway Line. The PC72 Structure Plan (Appendix 7, Map 11.6) shows a "Local Purpose Reserve Amenity (10m wide minimum)" between the Railway and development in RBP, and that runs from Pah Road through to the Seeka site. The Operative Plan shows an area of land (privately owned) between the railway and the Hebland property. This land has a label "Possible Rail Connection". There is also a label on Hebland's property "Indicative area for possible Transportation/Rail Hub". Between these two the Local Purpose Amenity strip is discontinued.

15.2 Submission Points

Hebland Holdings (13.2) oppose the change in PC72 and submit that the RBP should adjoin the Railway land without any amenity reserve.

15.3 Discussion

An amenity reserve around the perimeter of RBP is important as a buffer to adjoining land uses. This is equally important along the Railway because the Te Puke Highway immediately adjoins the Railway. That highway is an important tourist route, and is also used extensively by local traffic.

Hebland raise a valid point that the opportunity to use the rail corridor for access to transport goods should not be closed off. Their reasons align with the Operative Plan as it affects this part of their land.

15.4 Recommendation

That in Appendix 7, Map 11.6 Rooding Layout and Land Use, the “Local Purpose Reserve Amenity (10m wide minimum)” as it adjoins the Hebland property be retained as in the Operative Plan.

The following submissions are therefore:

Accepted in Part

Submission	Point Number	Name
13	2	Hebland Holdings

15.5 Reason

The opportunity to use the rail corridor for access to transport goods should not be closed off. The location as shown in the Operative Plan is seen as most appropriate for this to be provided for.

16.0 Topic 8: Miscellaneous – Issue 2: Drainage Effects

16.1 Background

RBP Provides for stormwater management through the use of pipes, swales and ponds. PC72 is not significantly different to the Operative Plan, except for the location of the culvert under the TEL.

16.2 Submission Points

Submitter 19.1, Pamment opposed PC72 because of concerns the effect that RBP will have on their farmland downstream. They seek a guarantee that over time they can continue farming without the water table raising.

16.3 Discussion

Stormwater modelling has been reviewed as part of the preparation of PC72 to ensure up to date information has been used. This has been taken into account in PC72 and this is covered in the S.32 Report on pages 10 and 11.

16.4 Recommendation

That, for stormwater, PC72 be retained as notified.

The following submission is therefore:

Rejected

Submission	Point Number	Name
19	1	Pamment

16.5 Reason

Stormwater modelling was reviewed through PC72 to ensure adequacy of the infrastructure proposed.

17.0 Plan Change 72 - Recommended Changes to the District Plan First Review

17.1 The purpose of this part of the report is to show the Proposed Plan Change in full including any recommended changes in response to the submissions and further submissions.

17.2 Recommended changes to the District Plan First Review are shown as follows; existing District Plan text in black, proposed changes as included in the Section 32 Report in red, and recommendations as a result of this Planning Report in blue.

Financial Contributions

11. Financial Contributions

11.3 Rules

11.3.1 Interpretation

(c) NZOCR means the New Zealand Official Cash Rate.

11.3.3 Financial Contribution Formulae for Controlled and Restricted Discretionary Land Use Activities and all Subdivisions

These formulae are used to set the catchment financial contribution amounts and the values applied to the variables within the formulae will be updated annually.

(e) Rangiuru Business Park

The equitable provision and funding of infrastructure and the need for full recovery of infrastructure costs (as set out in the financial contributions schedules) is a key driver for the Rangiuru Business Park. For Rangiuru Business Park the infrastructure required is anticipated to be built and funded by private developers as opposed to the Council. Accordingly, full recovery of financial contributions by the Council to refund the entities which build/fund that work (in order of construction) is appropriate.

Financial contributions will be calculated on the basis of available areas able to be developed as opposed to actual site utilisation or building area, and notwithstanding that different activities place different actual demand on infrastructure networks. The infrastructure cost contained in Appendix 7 are able to be updated annually through the Annual Plan and/or LTP as set out below.

As outlined in Chapter 12, Infrastructure for the Rangiuru Business Park will be constructed generally in accordance with the designs specified in Appendix 7. Where Council identifies a more cost effective means of delivering future infrastructure for the park, the future infrastructure cost for that line item may be used as replacement infrastructure. Where the cost of infrastructure is lower than the anticipated cost, only the lower amount can be recovered.

Developers wishing to occupy land within these areas must make their decisions on location in full awareness that financial contributions are

payable on the basis of site area without refinements for specific proposals.

- (i) As set out below, financial contributions shall be payable for subdivision and *development* in the Rangiuru Business Park to pay for trunk infrastructure as identified in the *Structure Plans* and the associated financial contribution schedule in Appendix 7;
Where any circumstances exist that mean these provisions are inconsistent with the general provisions then this section shall prevail.
- (ii) With regard to any resource consent which is granted subject to a condition imposing a financial contribution for Rangiuru Business Park, that condition shall provide for the amount of any financial contributions.
- (iii) Any financial contribution which is not paid in full within two years from the date of commencement of the consent or any subsequent two year period shall be adjusted so that the amount of the financial contribution required by the resource consent shall be the per square meter amounts as set out in the Rangiuru Rangiuru—Financial Contributions Schedule in Appendix 7 using the inputs to that schedule as updated annually through the *Annual Plan* and/or the *LTP* process, as detailed below.
- (iv) The financial contribution shall be in accordance with the ~~approved Rangiuru~~ financial contribution schedule in Appendix 7 (specified dollar amount per square metre of site area so used), adjusted annually to reflect updated construction cost estimates or completed actual project construction costs, and the financing costs (based on the ~~90-day bank rate [BKBM-FRA NZOCR rate]~~ plus 1.5%).
- (v) The financing costs are to be charged quarterly in arrear on the last day of March, June, September and December in each year on the actual capital expenditure at the start of the quarter as approved in the Rangiuru financial contribution schedule less the financial contributions received during the quarter~~;~~.
- (vi) ~~In addition further financing costs (based on the 90-day bank rate [BKBM-FRA rate] plus 1.5%) resulting from the assumed average delay of three years between the setting of financial contributions and their receipt are to be charged annually on 1 July on:~~
 - (a) ~~the capital expenditure as approved in the Schedule;~~

~~(b) the financing costs calculated as in (ii) and (iii) above.~~

~~If, as a consequence of any amendments to the capital works programme, the allocation between public/network and developer benefit needs to be updated, this may also occur through the Annual Plan process (excluding those items listed in Appendix 7, Section 7 under "1.00 Roading infrastructure", where the 'public/network' contribution will remain at 0%).~~

(vii) The costs in the financial contribution schedule in Appendix 7 including the holding financing costs are indicative only as they are based on [August] 2015 costs and will be updated annually through the Annual Plan and/or LTP process to reflect up-to-date estimated costs (based on the rate of movement of the Cost of Construction Index) and/or actual costs of the provision of infrastructure and the financing costs (based on the NZOCR rate plus 1.5%.

(viii) The actual financial contributions payable will reflect the completed actual construction costs and the financing costs (based on the NZOCR rate plus 1.5%) to be determined at the time resource consents commence, ~~taking into account the amounts as~~ listed in the financial contributions schedule in Appendix &7 and any relevant costs listed in updated through the Council's Annual Plan and/or LTP.

~~(ix) Actual financial contributions may also be payable based on updated construction cost estimates in order to fairly contribute towards the funding of trunk infrastructure as identified in the Structure Plans and the associated Rangioru financial contribution in Appendix 7 (for example, part funding of trunk infrastructure identified as part of a future stage).~~

~~(x) If any developed or agency elects not to recover the cost of trunk infrastructure which has been identified in the Structure Plans and the associated financial contribution schedule in Appendix 7, it may notify the Council accordingly and the relevant line item in the financial contribution schedule will be updated to reflect the lower amount to be recovered through the Annual Plan and/or LTP process.~~

~~(xi) Discretionary and non-complying activities shall pay financial contributions on a full per square metre basis as set out on Appendix 7.~~

(xii) 'Site area':

- Excludes the areas set aside for trunk infrastructure as identified on the *Structure Plan*, such as local purpose reserves (stormwater), local purpose reserves (amenity), pedestrian/cycle access, collector and entrance roads, areas for treatment of water and/or wastewater and the Tauranga Eastern Motorway Link interchange.
- Includes the area of all local and private roads and other *infrastructure* not specifically required by the *Structure Plans*.
- The total net developable area is 148ha.

In respect of *development*, 'site area' relates to the total area of the *lot* or the total area of the tenancy area in which the *development* is located.

For the Seeka site being Lots 1 and 2 DPS 3521 the sites are area shall excluded from the developable area, shown on Plan 011318-S-R400-Rev A in Appendix 6—Financial Contribution Calculations of the Private Plan Change Request—Metroplex Rangiuru Business Park Volume 1 November 2005.

~~(vixiii)~~ The financial contribution is payable at the time of subdivision or *development*, whichever happens first. Where a financial contribution has already been paid at the time of subdivision in respect of the total area of the lot any land, there shall be no further contributions payable at the time of *development*. Where a financial contribution has already been paid at the time of *development* in respect of any land, there shall be no further contributions payable for the same land at the time of any subsequent subdivision;

~~(vixiv)~~ Financial contributions at the time of subdivision are payable at subdivision completion stage (i.e. Section 224 application). Financial contributions at the time of *development* are payable at building consent stage or at the time land is used for Rangiuru Business Park purposes;

- (viii) In respect of the Rangiuru Business Park, where *Council* does not expect to be able to fund much of the trunk infrastructure needs for the foreseeable future, financial contributions from developers or agencies shall be collected by *Council* and paid directly to any prior developer or agency (in the order of investment) which has funded trunk infrastructure services in accordance with the financial contribution schedule and the *Structure Plans*.

Subdivision & Development

12. Subdivision and Development

12.4.13 Rangioru Business Park Structure Plan

The rules below specify how the Rangioru Business Park will be developed. To summarise how the required infrastructure operates in relation to the stages at the Park, the first developer of Stage 1 is responsible for developing the Rangioru Interchange on the Tauranga Eastern Link, and also must construct at least 50% of the water and wastewater capacity for Stage 1. Stages 2, 3 or 4 may proceed provided at least 50% of the land in Stage 1 is in use. Subsequent stages must carry through the infrastructure options employed in stage 1 to the standard required in the Plan, and must also connect that infrastructure to the existing infrastructure at the Park.

12.4.13.1 General

- (a) Local purpose reserves within the relevant development stage.
- (b) Finished contours

All subdivision use and *development* in the Rangioru Business Park shall result in finished contours that are in accordance with those shown in the *Structure Plan* in Appendix 7 (refer to "Structure Plan Proposed Contours with Proposed Layout Details" Plan). For clarity the purpose of this plan is to ensure that the stormwater drainage patterns and levels as set out in the structure plan are provided for as staged development occurs.

- ~~(c) To ensure the remediation of contaminated soil all earthworks shall comply with Condition 8 of Resource Consent No. 66312 issued by the Regional Council.~~

12.4.13.2 Stormwater - General

- ~~(b) Stormwater systems shall be in accordance with the Stormwater Management Plan that formed part of the application to the Regional Council for stormwater discharge permits for the Rangioru Business Park (dated August 2005), specifically those in relation to the discharges from Stormwater Ponds 1 (Carrs) and 2 (Diagonal) as shown on the Structure Plans.~~

12.4.13.3 Water Supply – General

Water supply servicing in the Rangiuru Business Park is possible via two distinct options as follows:

Option A - Eastern Water Supply Network – which constitutes:

- New reservoir at Rangiuru Road (5,500m³);
- Gravity supply main from Rangiuru Road reservoir to Business Park (450mm diameter, approximately 7.8km length);
- Rising main from existing Eastern Supply water source to new reservoir at Rangiuru Road (225mm diameter, approximately 9.0km length);
- Temporary pump station, Stage 1;
- Pah Road/Young Road/ State Highway 2 reticulation loop (375mm diameter, approximately 5.3km length);
- Internal Park trunk reticulation.

Option B- On Site Water bore and Treatment Plant – which constitutes

- On site water bores;
- Treatment plant;
- On site reservoirs;
- Associated and ancillary equipment;
- Internal Park trunk reticulation as shown on the structure plan.

Both options are viable options. Option B will require resource consent from the Bay of Plenty Regional Council. Selection of the option to serve the Business Park to be determined by the developer of the first land use or subdivision within Stage 1 who must provide sufficient capacity for 50% of the land in Stage1.

Once a preferred option is chosen this is the option to serve the entire Business Park. A combination of options is not permissible unless demonstrated as being more cost effective.

12.4.13.4 Wastewater – General

Wastewater supply servicing in the Rangiuru Business Park is possible via two distinct options as follows:

Option A – Te Puke Wastewater Treatment Plant and Trunk reticulation – which constitutes:

- Main pump stations and associated emergency generator and emergency storage;
- Sanitary sewer rising main to the Te Puke Wastewater Treatment Plant (350mm diameter, approximately 5.8km length), including associated pipeline crossings under the Kaituna River and Waiari Stream;
- Upgrades of the capacity of the Te Puke Sewage Treatment Plan (upgrades triggered by stages of *development* above 60, 100 and 140ha).
- Sewer reticulation, including pump stations and associated emergency storage, within the relevant *development* stage area.

Option B - On Site Treatment and Disposal

- On site Sequencing Batch Reactor (SBR) treatment plant and wetland disposal area in four distinct modules;
- Wetland treatment and disposal ponds;
- Internal park trunk reticulation as shown on the structure plan.

Both options are viable options. Option B will require resource consent from the Bay of Plenty Regional Council. Selection of the option to serve the Business Park to be determined by the developer of the first land use or subdivision within Stage 1 who must provide sufficient capacity for 50% of the land in Stage1.

Once a preferred option is chosen this is the option to serve the entire park. A combination of options is not permissible unless demonstrated as being more cost effective.

12.4.13.5 Roading – General

- Roading infrastructure provision/upgrading required by the Structure Plan and Appendix 7 shall be developed as required (unless stated otherwise in this Plan) prior to the issuing of a Section 224 certificate for any subdivision or building consent or any industrial use of the land.
- Local Roads - In addition to the Structure Plan, local roads shall be designed and constructed where necessary to provide for the future roading access and needs of adjoining undeveloped land.
- Principal access to the Park is via a four legged interchange with the Tauranga Eastern Link the State Highway interchange which has 2 options. Either a 3 legged interchange or a 4 legged interchange. Both options are viable options with assets to vest in WBOPDC or NZTA as appropriate. Selection of the option to serve the Business Park to be determined by the developer of the first land use or subdivision within Stage 1. Once a preferred option is chosen this is the option to serve the entire Business park. A combination of options is not permissible.
- Stage 1 of the Rangioru Business Park will include as lead infrastructure the construction of the Rangioru Interchange to the Tauranga Eastern Link. The Interchange must be built by the first land use or subdivision developer in Stage 1.

12.4.13.36 Interim Development (Stage 1)- General

An interim development, Stage 1, shall comprise not more than 25ha (gross) of the land in the area indicated on the Structure Plan as "Stage 1 Area" (plus the stormwater management areas north-east of the Proposed Tauranga Eastern Motorway) provided that all of the following infrastructure provision/upgrading required by the Structure Plan and Appendix 7 has been completed, or will be completed (generally to the standard and form as specified in the Structure Plans)

~~prior to the issuing of a Section 224 certificate for any subdivision or building consent or any industrial use of the land:~~

~~(a) **Roading**~~

- ~~(i) *Collector* and entrance roads within the interim development area, including associated roundabouts and associated road reserve widening for Young Road and an 'entrance threshold' feature and associated signage to advise of a Bylaw restricting Business Park traffic from using Young Road east of the Seeka packhouse site (including the Maketu Road/State Highway 2 intersection);~~
- ~~(ii) Upgrading of Young Road between the interim development area and the Pah Road intersection, including associated road reserve widening;~~
- ~~(iii) Pah Road/Young Road intersection upgrade (roundabout);~~
- ~~(iv) Upgrade of Pah Road to 10m wide sealed rural road standard;~~
- ~~(v) Upgrade of the Pah Road/State Highway 2 intersection to a roundabout subject to final design and construction methodology being approved by the New Zealand Transport Agency;~~
- ~~(vi) Installation of barrier arms at the Pah Road railway crossing;~~
- ~~(vii) The area of road subject to the "access restriction" notation on the *Structure Plans* in Appendix 7 cannot be used to provide direct access from the Tauranga Eastern Motorway or Entrance Road to adjacent land.~~

~~(b) **Water supply**~~

- ~~(i) Water reticulation within the interim development area;~~
- ~~(ii) New reservoir at Rangiuuru Road (5,500m³);~~
- ~~(iii) Gravity supply main from Rangiuuru Road reservoir to Business Park (450mm diameter, approximately 7.8km length);~~
- ~~(iv) Rising main from existing Eastern Supply water source to new reservoir at Rangiuuru Road (225mm diameter, approximately 9.0km length);~~

- ~~(v) Temporary pump station, Stage 1;~~
- ~~(vi) Pah Road/Young Road/State Highway 2 reticulation loop (375mm diameter, approximately 5.3km length).~~

~~(c) **Wastewater**~~

- ~~(i) Sewer reticulation within the interim development area;~~
- ~~(ii) Main pump station in Stage 1 area and associated emergency generator and emergency storage;~~
- ~~(iii) Sanitary sewer rising main to the Te Puke Wastewater Treatment Plant (350mm diameter, approximately 5.8km length), including associated pipeline crossings under the Kaituna River and Waiari Stream;~~
- ~~(iv) Partial upgrade of the capacity of the Te Puke Sewage Treatment Plant (22.5% of the total capacity upgrade needed).~~

~~(d) **Stormwater**~~

- ~~(i) Stormwater Pond 1 (Carrs), including vesting of associated local purpose reserve, creation of 60% of the pond (starting from the outlet structure at the northern end) and the corresponding proportion of earthworks, landscaping, walkways, boardwalks and associated works, and all inlet and outlet structures;~~
- ~~(ii) Stormwater reticulation (drains and pipes) within the interim development area;~~
- ~~(iii) Stormwater reticulation between the interim development area and Stormwater Pond 1, namely:
 - ~~Swale (9m bottom width) north east of proposed Tauranga Eastern Motorway;~~
 - ~~Swale (35m bottom width) north east of proposed Tauranga Eastern Motorway;~~
 - ~~Swale (4m bottom width) south west of proposed Tauranga Eastern Motorway;~~
 - ~~Swale (9m bottom width) south west of proposed Tauranga Eastern Motorway;~~~~

~~Creation of associated easements north east of proposed Tauranga Eastern Motorway and vesting of associated local purpose reserves (stormwater), including associated landscaping, fencing and walkways, south west of proposed Tauranga Eastern Motorway.~~

~~(e) **Local purpose reserves (amenity)**~~

~~Local purpose reserves within the interim development area, including associated landscaping, fencing and walkways.~~

~~The Rangioru Business Park shall be developed in stages. The first stage of development shall be Stage 1 as shown on the structure plan drawings (Appendix 7). Stage 1 area is approximately 45ha gross.~~

~~Infrastructure provision/upgrading required by the Structure Plan and Appendix 7 shall be developed for Stage 1 generally to the standard and form as specified in the Structure Plans (unless stated otherwise) prior to the issuing of a Section 224 certificate for any subdivision or building consent or any industrial use of the land. Sub-staging is permissible as long as it is demonstrated that infrastructure provision for the whole of the stage is not compromised.~~

~~The estimated percentage of infrastructure works for each stage are also set out in the Rangioru contributions tables contained in Appendix 7.~~

12.4.13.7 Interim Development – Roading

Te Puke Highway (formerly SH2)/Pah Road intersection and Maketu Road/ Te Puke highway intersection upgrade timing:

- (a) For the first 70ha of development, no upgrade to the existing intersection is required unless:
- iii. either intersection is classified as a “High Risk” intersection in terms of the NZTA High Risk Intersection Guide, or
 - iv. (for Te Puke Highway/Pah Road only) if the average peak hour delays to side road traffic exceed 45s.

Biennial monitoring (by Western Bay of Plenty District Council) of the safety and capacity performance should shall be undertaken biennially until traffic from activities established within RBP access Young Road, and from such time monitoring shall be annual. If either (i) and/or (ii) are met, the upgrades required in below must be put in place.

- (b) To enable development of greater than 70 ha of RBP, completion of the following infrastructure is required:

- Upgrade of the intersection of Pah Road/Te Puke Highway to a roundabout or, other suitably designed form.

- A left turn out slip lane shall be installed at the Maketu Road intersection with Te Puke Highway

The upgrade of either intersection may be delayed subject to annual monitoring (by Western Bay of Plenty District Council) of the safety and capacity performance to demonstrate the following thresholds have not been met:

- “High Risk” intersection in terms of the NZTA High Risk Intersection Guide or, in the case of Pah Road intersection, if the average peak hour delays to side road traffic exceed 45s or, in the case of Maketu Road intersection, if the peak hour queues on Maketu Road prevent right turning traffic from approaching the intersection.

If the threshold trigger for intersection treatment is reached at any of the above stages of development the council will, within 18 months, implement appropriate measures designed to improve the performance of the intersection.

Noting: An alternative exists known as the “Mid Block” Intersection. This option is not shown on the structure plan and therefore requires a resource consent as a discretionary activity (refer to 12.4.9.4). If obtained the reallocation of any contributions collected for existing intersections can be used for the Mid-Block intersection subject to the road controlling authorities’ approval.

~~12.4.13.4 Subsequent Development (Stage 2,3 and 4)~~

~~Any subdivision or development beyond the above specified interim development (Stage 1) provided that all of the following infrastructure provision/upgrading (as applicable) and as specified on the Structure Plans and in Appendix 7 has been completed or will be completed (generally to the standard and form as specified in the Structure Plans) prior to the issuing of a Section 224 certificate for any subdivision or a building consent or any industrial use of the land:~~

~~(a) Roading~~

- ~~(i) The Tauranga Eastern Motorway and its associated interchange and portion of entrance road to join with that in the interim development area (also see stormwater infrastructure below for multiple box culverts to be installed under Tauranga Eastern Motorway at time of construction). The location of the Tauranga Eastern Motorway interchange as shown on the Structure Plans in Appendix 7 may not be the optimal location in terms of access to the business park development and the wider transport network. Therefore, following further analysis, the affected parties may agree to alter the location of the interchange. A further plan change or variation, and~~

~~associated notice of requirement, may be required to give effect to such agreement.~~

~~Provided that:~~

~~The area of road subject to the "access restriction" notation on the *Structure Plans* in Appendix 7 cannot be used to provide direct access from the Tauranga Eastern Motorway or Entrance Road to adjacent land;~~

- ~~(ii) Collector and entrance roads within the relevant *development* stage area, including associated roundabouts and road reserve widening for Young Road;~~
- ~~(iii) Upgrade of Young Road from the Business Park to Maketu Road to 10m wide sealed rural road standard.~~

~~(b) Water supply~~

- ~~(i) Water reticulation within the relevant *development* stage area;~~
- ~~(ii) New primary water supply bore adjacent to Rangioru Road reservoir (applicable for stages of *development* after the first 40ha);~~
- ~~(iii) Treatment plant adjacent to Rangioru Road reservoir (applicable for stages of *development* after the first 40ha);~~
- ~~(iv) New secondary water supply bore adjacent to Rangioru Road reservoir (applicable for stages of *development* after the first 80ha);~~
- ~~(v) New primary water supply bore adjacent to Business Park (applicable for stages of *development* after the first 120ha).~~

~~(c) Wastewater~~

- ~~(i) Sewer reticulation, including pump stations and associated emergency storage, within the relevant *development* stage area;~~
- ~~(ii) Partial upgrades of the capacity of the Te Puke Sewage Treatment Plan (upgrades triggered by stages of *development* above 60, 100 and 140ha).~~

~~(d) Stormwater~~

- ~~(i) Stormwater Pond 1 (Carrs), creation of remaining 40% of the pond (in two stages as required by *development* staging) and the corresponding remaining proportions of *earthworks*, landscaping, walkways, boardwalks and associated works;~~
- ~~(ii) Stormwater Pond 2 (Diagonal), including vesting of local purpose reserve, all associated *earthworks*, inlet and outlet structures, landscaping and associated works (applicable only to *development* stages wholly or partly in the associated stormwater catchment for Pond 2, as shown in the *Structure Plans*);~~
- ~~(iii) Stormwater reticulation (drains and pipes) within the relevant *development* stage area including vesting of associated local purpose reserves (stormwater), stormwater reticulation between the relevant *development* stage area and the stormwater pond serving that catchment, including swales, culverts (under the Tauranga Eastern Motorway) and vesting of associated local purpose reserves (stormwater) including associated landscaping, fencing and walkways.~~

~~**(e) Local purpose reserves (amenity)**~~

~~Local purpose reserves within the relevant *development* stage area, including associated landscaping, fencing and walkways/cycleways.~~

~~**(f) Local Roads**~~

~~In addition to the *Structure Plan* roads required by (a) above, local roads shall be designed and constructed where necessary to provide for the future roading access and needs of adjoining undeveloped land.~~

12.4.13.8 Subsequent Stages

Any subsequent stages of development can proceed following Stage 1. All infrastructure for the whole of the relevant stage, as set out on the Structure Plans and Rangioru Financial Contributions Schedule, plus any off site infrastructure, shall be in place before any industrial land use, the first application for building consent, or issuing of a Section 224 certificate for any subdivision is undertaken.

Once 50% of the land in Stage 1 is in industrial use, is subject to building consent or 224c certificate issued then infrastructure may be developed in in Stages 2,3 or 4 in part as long as it is demonstrated that infrastructure provision for the whole of the stage is not compromised.

Note: Subsequent stages must provide infrastructure generally in accordance with the designs and other specifications in Appendix 7 and using the option determined in accordance with 12.4.13.3 and 12.4.13.4. This Infrastructure must be connected to existing infrastructure at the Park.

Industrial

21. Industrial

21.3.2 Additional Permitted Activities (Rangiuru Business Park only)

- (a) Takeaway food outlets with a maximum floor area of 350m². Such outlets can include dine in facilities where aligned to a permitted use in 21.3.1(g).
- (b) Handling, storage, processing, consignment and transportation of cargo.
- (c) In the Community Service Area of the Business Park only;

Within 250m of the intersections marked "Community Service Area" on the Rangiuru Business Park Structure Plans the following activities are also permitted:

- (i) *Offices* (not covered by 21.3.1(p));
- (ii) *Retailing* (not covered by 21.3.1(c)) and involving a maximum floor area of 100m²;
- (iii) Places of assembly.
- (iv) *Educational Facilities* (limited to childcare/day-care/pre-school facilities)

The maximum *net land area* collectively of activities pursuant to this rule shall be 2.6ha. Any individual development within this 2.6ha shall have a minimum *net land area* of 6,000m² and a maximum *net land area* of 20,000m². There shall be up to one such development within each Community Service Area.

Explanatory Note:

For clarification, this rule allows for smaller individual land uses but requires that activities are bundled together in a comprehensive manner of at least 6,000m² *net land area* so as to function as a Service Area rather than individual uses. The individual uses can be held in smaller lots but these must have contiguous boundaries.

21.3.11 Additional Discretionary Activities – Rangiuru Business Park

- (a) Offices accessory to activities 21.3.1 and 21.3.2 (b) which are not on the same lot as on a lot adjoining the Permitted Activities Activity to which the office is accessory to.
- (c) Any individual activity or land use which exceeds the Maximum Daily Demand for water (54m³/ha/day).

21.6.5 Assessment Criteria for Discretionary Activities

The assessment and management of effects should include the following:

- (d) The equitable provision and funding of *infrastructure* and the need for full recovery of *infrastructure* costs (as set out in the financial contributions schedules). For ~~Rangiuru Business Park and~~ the Te Puke West Industrial Zone this will be done on the basis of available areas able to be developed as opposed to actual site utilisation or building area, and notwithstanding that different activities place different actual demand on *infrastructure* networks. Developers wishing to occupy land within these areas must make their decisions on location in full awareness that financial contributions are payable on the basis of site area without refinements for specific proposals unless in exceptional circumstances.
- (i) For the Rangiuru Business Park, offices as provided for in 21.3.11(a), with a demonstrated need to be located in the Business Park including a locational requirement to be near an associated Permitted Activity within the park.
- (j) For any activity that requires consent pursuant to 21.3.11(c) an assessment shall be provided in respect to the impacts on the balance of the relevant stage of development (and measures to address these impacts) in regards water supply and limits on other uses and equitable funding of water supply infrastructure.

Appendix 7

Structure Plans

11. Rangiuuru Business Park

~~Metropolex~~ Rangiuuru Financial Contribution Schedule

~~November 2005 August 2015~~

Rates include allowance for land purchase, contingencies plus design, ~~and~~ supervision ~~and interest~~. Rates are based on ~~June 2005~~ costs in August 2015, for current values refer to Councils Annual Plan.

Delete and replace

Item	Description	Unit	Quantity	Rate	Amount Total Construction	Percentage of Public/ Network Benefit	Rangiuuru Contribution
1.00	ROADING INFRASTRUCTURE						
1.01	Eastern Arterial Interchange	LS	1	9,788,000	9,788,000	0%	9,788,000
1.02	SH2 Pah Road Intersection Upgrade	LS	1	2,217,000	2,217,000	0%	2,217,000
1.03	Young Road/Pah Road Roundabout	LS	1	364,000	364,000	0%	364,000
1.04	Young Road Upgrade Within Site	m	1850	2,350	4,347,500	0%	4,347,500
1.05	Young Road Upgrade Outside Site	m	850	700	595,000	0%	595,000
1.06	Pah Road Upgrade	m	1250	800	1,000,000	0%	1,000,000
1.07	Entrance Road	m	520	1,450	754,000	0%	754,000
1.08	Collector roads	m	2420	1,000	2,420,000	0%	2,420,000
1.09	Roundabouts	ea	3	600,000	1,800,000	0%	1,800,000
	Young Road Bylaw		1	10,000	10,000		10,000
					<u>23,295,500</u>		<u>23,295,500</u>
2.00	STORMWATER						
2.01	Stormwater Pond 1 (Carrs)	LS	1	4,996,000	4,996,000	0%	4,996,000
2.02	Stormwater Pond 2 (Diagonal)	LS	1	361,000	361,000	0%	361,000
2.03	Walkways/Boardwalks	m	1500	65	97,500	0%	97,500
2.04	Stormwater Reticulation						
	(a) 900 dia	m	330	460	151,800	0%	151,800
	(b) 1050 dia	m	305	545	166,225	0%	166,225
	(c) 1350 dia	m	170	670	113,900	0%	113,900
	(d) 1500 dia	m	397	750	297,750	0%	297,750
	(e) 1650 dia	m	662	830	549,460	0%	549,460
	(f) 1800 dia	m	165	950	156,750	0%	156,750
2.05	Roading related Stormwater Type 3 < 500m	m	2850	330	940,500	0%	940,500
2.06	Open Channel Drainage						
2.06.1	Type A (4m base width)	m	470	1,040	488,800	0%	488,800
2.06.2	Type B1 (9m base width, south of TEA)	m	940	1,240	1,165,600	0%	1,165,600
2.06.3	Type B2 (9m base width north of TEA)	m	180	320	57,600	0%	57,600
2.06.4	Type C (13m base width)	m	250	1,530	382,500	0%	382,500
2.06.5	Type D (35m base width, north of TEA)	m	440	740	325,600	0%	325,600
2.07	Multiple Culverts under TEA						
	7 x 1.5m x 1.5m box culverts	m	595	1,000	595,000	0%	595,000
	2 x 1.2m x 1.2m box culverts	m	170	900	153,000	0%	153,000
2.08	Culverts under internal roads 2 x 2m dia	m	170	1,250	212,500	0%	212,500
2.09	Investigation and Preliminary design	LS	1	31,500	31,500	0%	31,500
					<u>11,242,985</u>		<u>11,242,985</u>

Item	Description	Unit	Quantity	Rate	Amount Total Construction	Percentage of Public/ Network Benefit	Rangioru Contribution
3.00	SANITARY SEWER						
3.01	Sanitary Sewer Pumping Stations	ea	3	250,000	750,000	0%	750,000
3.02	Major Pump Station	ea	1	800,000	800,000	0%	800,000
3.03	Emergency Generator	ea	1	190,000	190,000	0%	190,000
3.04	Emergency Storage, major pumpstation	ea	1	280,000	280,000	0%	280,000
3.05	Emergency Storage, minor pumpstation	ea	3	75,000	225,000	0%	225,000
3.06	Sanitary Sewer Rising Main (400 dia)	m	5800	400	2,320,000	0%	2,320,000
3.07	Kaitiaki River Thrust	LS	1	380,000	380,000	0%	380,000
3.08	Waiari River Thrust	LS	1	170,000	170,000	0%	170,000
3.09	Internal Trunk Main (225dia)	m	350	145	50,750	0%	50,750
3.10	Internal Trunk Main (300dia)	m	760	160	121,600	0%	121,600
3.11	Internal rising main (150 dia)	m	910	95	86,450	0%	86,450
3.12	Internal rising mains (200 dia)	m	430	140	60,200	0%	60,200
3.13	Fencing along rising main route	m	900	16	14,400	0%	14,400
3.14	Replace trench spoil with on-site sand	LS	1	38,500	38,500	0%	38,500
3.15	Metal Race on Vercoe property	LM	930	36	33,480	0%	33,480
3.16	Te Puke STP capacity upgrade	LS	1	8,500,000	8,500,000	0%	8,500,000
3.17	Investigation and Preliminary design	LS	1	37,400	37,400	0%	37,400
					<u>14,057,780</u>		<u>14,057,780</u>
4.00	WATER RETICULATION						
4.01	Supply and lay 450mm DI/CLMS Gravity Trunk	m	7850	400	3,140,000	0%	3,140,000
4.02	Supply and lay 225mm uPVC pumped main	m	9000	175	1,575,000	0%	1,575,000
4.03	Primary Water Supply Bores adjacent to site	ea	1	1,400,000	1,400,000	0%	1,400,000
4.04	Secondary Water Supply Bores adjacent to site	ea	0	1,000,000	0	0%	-
4.05	Temporary Pump Stage 1	ea	1	300,000	300,000	0%	300,000
4.06	Primary Water Supply Bores adjacent to Rangioru Road	ea	1	1,400,000	1,400,000	0%	1,400,000
4.07	Secondary Water Supply Bores adjacent to Rangioru	ea	1	1,000,000	1,000,000	0%	1,000,000
4.08	Treatment Plant adjacent to Rangioru Road	ea	1	1,500,000	1,500,000	0%	1,500,000
4.09	Reservoir Rangioru Road 5500m ³	ea	1	2,000,000	2,000,000	30%	1,400,000
4.10	Supply and lay 375mm uPVC	m	5250	350.00	1,837,500	0%	1,837,500
4.11	Supply and lay 300mm uPVC	m	3000	235.00	705,000	0%	705,000
4.12	Investigation and Preliminary design	LS	1	47,200.00	47,200	0%	47,200
4.13	Proof testing of supply bore	LS	1	250,000.00	250,000	0%	250,000
					<u>15,154,700</u>		<u>14,554,700</u>
5.00	RESERVES						
	LP Reserves and Cycleways						
5.01	Landscaping	ha	3.96	80,000	316,800	0%	316,800
5.02	Walkways/Cycleways	m	820	65	53,300	0%	53,300
5.03	Fencing (Timber board and batten)	m	420	65	27,300	0%	27,300
5.04	Fencing (Post and Wire)	m	6900	15	103,500	0%	103,500
5.05	Land Purchase	ha	4.04	300,000	1,212,000	0%	1,212,000
					<u>1,712,900</u>		<u>1,712,900</u>
TOTAL					65,463,865		64,863,865
	Development Area (ha)		148.60				
	Advice Note						
	The cost per square meter is based on June 2005 cost						
	The contributions listed are as at June 2005						
	For current values refer to Councils current Annual Plan						

Financial Contributions Schedule – Roading (3 Legged Interchange)

TABLE 1: FINANCIAL CONTRIBUTIONS SCHEDULE – ROADING (3 LEGGED INTERCHANGE)							ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE (\$)	COST (\$)	1	2	3	4	
1.1	Tauranga Eastern Arterial (TEL) Interchange	LS	1.0	7,100,000.00	7,100,000.00	100%	0%	0%	0%	
1.2	Tauranga Eastern Arterial (TEL) Land Purchase	Ha	1.1	53,750.00	59,125.00	100%	0%	0%	0%	
1.3	Pah Rd / State Highway Roundabout Upgrade	Ls	1.0	2,397,500.00	2,397,500.00	0%	0%	100%	0%	
1.4	Pah Rd / State Highway Roundabout Land Purchase and Legal	m	0.2	107,500.00	25,800.00	0%	0%	100%	0%	
1.5	Pah Rd - Initial - Full Rebuild to Rural Standard (8.5m)	m	1486.0	280.85	417,343.10	100%	0%	0%	0%	
1.6	Pah Rd - Ultimate - Upgrade (10m)	LS	1486.0	205.50	305,373.00	0%	0%	100%	0%	
1.7	Pah Rd - cycle track	LS	1486.0	123.30	183,223.80	100%	0%	0%	0%	
1.8	Pah Rd Rail Crossing Barrier Arms	m	1.0	254,000.00	254,000.00	100%	0%	0%	0%	
1.9	Pah Rd / Young Rd Intersection Upgrade	m	1.0	109,600.00	109,600.00	0%	0%	100%	0%	
1.10	Young Rd - Western Roundabout to Eastern Edge - Overlay & widen existing to Rural standard (8.5m)	m	1450.0	342.50	496,625.00	100%	0%	0%	0%	
1.11	Young Rd - Eastern Edge to Maketu - Upgrade to Rural standard (8.5m)	m	1045.0	342.50	357,912.50	100%	0%	0%	0%	
1.12	Young Rd - Eastern Edge to Maketu - Widen to final width (10m)	Ha	1045.0	219.20	229,064.00	0%	0%	100%	0%	
1.13	Young Rd - Cycle Track	LS	2495.0	123.30	307,633.50	100%	0%	0%	0%	
1.14	Entrance Road; from TEL to first roundabout (Type A)	m	125.0	2,740.00	342,500.00	100%	0%	0%	0%	
1.15	Entrance Road: from first roundabout to Young Road (Type A1)	Ha	360.0	2,192.00	789,120.00	100%	0%	0%	0%	
1.16	Entrance Road; from TEL to Young Rd Land purchase and Legal	LS	1.3	107,500.00	135,450.00	100%	0%	0%	0%	

TABLE 1: FINANCIAL CONTRIBUTIONS SCHEDULE – ROADING (3 LEGGED INTERCHANGE)							ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE (\$)	COST (\$)	1	2	3	4	
1.17	Entrance Road; from TEL - Road Drainage	m	485.0	164.40	79,734.00	100%	0%	0%	0%	
1.18	Collector Roads (Type B) excl. Young Road	Ha	3064.0	1,739.90	5,331,053.60	32%	20%	24%	23%	
1.19	Collector Roads (Type B) excl. Young Rd. Land Purchase and Legal	LS	8.0	107,500.00	856,345.00	32%	21%	24%	23%	
1.20	Collector Roads (Type B) excl. Young Rd - Road Drainage	LS	3064.0	767.20	2,350,700.80	32%	20%	24%	23%	
1.21	Young Rd Ultimate Upgrade - Western Roundabout to Eastern Edge (Type B)	LS	1450.0	856.25	1,241,562.50	0%	0%	100%	0%	
1.22	Young Rd Ultimate Upgrade - Western Roundabout to Eastern Edge Land Purchase and Legal	LS	0.9	107,500.00	93,525.00	0%	0%	100%	0%	
1.23	Young Rd Ultimate Upgrade - Western Roundabout to Eastern Edge (Type B) - Road Drainage	m	1.0	592,251.00	592,251.00	0%	0%	100%	0%	
1.24	Young Road / Western Collector Road Intersection	LS	1.0	274,000.00	274,000.00	0%	100%	0%	0%	
1.25	Young Rd / Collector Road Roundabout	LS	1.0	548,000.00	548,000.00	0%	0%	100%	0%	
1.26	Young Road / Entrance Road Intersection	LS	1.0	274,000.00	274,000.00	100%	0%	0%	0%	
1.27	Young Rd / Entrance Road Roundabout	LS	1.0	548,000.00	548,000.00	0%	0%	100%	0%	
1.28	Entrance Road / Collector Roundabout (adjacent TEL)	LS	1.0	753,500.00	753,500.00	100%	0%	0%	0%	
1.29	Young Rd/ Maketu Rd Left Turn-out Slip Lane Upgrade	LS	1.0	479,500.00	479,500.00	0%	0%	100%	0%	
Total Cost of Roading					\$26,932,411.80					
Total area		148.60ha								
Per square metre rate		\$ per m ²			\$18,12					

Financial Contributions Schedule – Roading (4 Legged Interchange Option)

TABLE 1: FINANCIAL CONTRIBUTIONS SCHEDULE – ROADING (4 LEGGED INTERCHANGE)							ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE (\$)	COST (\$)	1	2	3	4	
1.1	Tauranga Eastern Arterial (TEL) Interchange	LS	1.0	9,950,000.00	9,950,000.00	100%	0%	0%	0%	
1.2	Tauranga Eastern Arterial (TEL) Land Purchase	Ha	1.1	53,750.00	59,125.00	100%	0%	0%	0%	
1.3	Pah Rd / State Highway Roundabout Upgrade	LS	1.0	2,397,500.00	2,397,500.00	0%	0%	100%	0%	
1.4	Pah Rd / State Highway Roundabout Land Purchase and Legal	m	0.2	107,500.00	25,800.00	0%	0%	100%	0%	
1.5	Pah Rd - Initial - Full Rebuild to Rural Standard (8.5m)	m	1486.0	280.85	417,343.10	100%	0%	0%	0%	
1.6	Pah Rd - Ultimate - Upgrade (10m)	LS	1486.0	205.50	305,373.00	0%	0%	100%	0%	
1.7	Pah Rd - cycle track	LS	1486.0	123.30	183,223.80	100%	0%	0%	0%	
1.8	Pah Rd Rail Crossing Barrier Arms	m	1.0	254,000.00	254,000.00	100%	0%	0%	0%	
1.9	Pah Rd / Young Rd Intersection Upgrade	m	1.0	109,600.00	109,600.00	0%	0%	100%	0%	
1.10	Young Rd - Western Roundabout to Eastern Edge - Overlay & widen existing to Rural standard (8.5m)	m	1450.0	342.50	496,625.00	100%	0%	0%	0%	
1.11	Young Rd - Eastern Edge to Maketu - Upgrade to Rural standard (8.5m)	m	1045.0	342.50	357,912.50	100%	0%	0%	0%	
1.12	Young Rd - Eastern Edge to Maketu - Widen to final width (10m)	Ha	1045.0	219.20	229,064.00	0%	0%	100%	0%	
1.13	Young Rd - Cycle Track	LS	2495.0	123.30	307,633.50	100%	0%	0%	0%	
1.14	Entrance Road; from TEL to first roundabout (Type A)	m	125.0	2,740.00	342,500.00	100%	0%	0%	0%	
1.15	Entrance Road: from first roundabout to Young Road (Type A1)	Ha	360.0	2,192.00	789,120.00	100%	0%	0%	0%	
1.16	Entrance Road; from TEL to Young Rd Land purchase and Legal	LS	1.3	107,500.00	135,450.00	100%	0%	0%	0%	
1.17	Entrance Road; from TEL - Road Drainage	m	485.0	164.40	79,734.00	100%	0%	0%	0%	

TABLE 1: FINANCIAL CONTRIBUTIONS SCHEDULE – ROADING (4 LEGGED INTERCHANGE)							ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE (\$)	COST (\$)	1	2	3	4	
1.18	Collector Roads (Type B) excl. Young Road	Ha	3064.0	1,739.90	5,331,053.60	32%	20%	24%	23%	
1.19	Collector Roads (Type B) excl. Young Rd. Land Purchase and Legal	LS	8.0	107,500.00	856,345.00	32%	21%	24%	23%	
1.20	Collector Roads (Type B) excl. Young Rd - Road Drainage	LS	3064.0	767.20	2,350,700.80	32%	20%	24%	23%	
1.21	Young Rd Ultimate Upgrade - Western Roundabout to Eastern Edge (Type B)	LS	1450.0	856.25	1,241,562.50	0%	0%	100%	0%	
1.22	Young Rd Ultimate Upgrade - Western Roundabout to Eastern Edge Land Purchase and Legal	LS	0.9	107,500.00	93,525.00	0%	0%	100%	0%	
1.23	Young Rd Ultimate Upgrade - Western Roundabout to Eastern Edge (Type B) - Road Drainage	m	1.0	592,251.00	592,251.00	0%	0%	100%	0%	
1.24	Young Road / Western Collector Road Intersection	LS	1.0	274,000.00	274,000.00	0%	100%	0%	0%	
1.25	Young Rd / Collector Road Roundabout	LS	1.0	548,000.00	548,000.00	0%	0%	100%	0%	
1.26	Young Road / Entrance Road Intersection	LS	1.0	274,000.00	274,000.00	100%	0%	0%	0%	
1.27	Young Rd / Entrance Road Roundabout	LS	1.0	548,000.00	548,000.00	0%	0%	100%	0%	
1.28	Entrance Road / Collector Roundabout (adjacent TEL)	LS	1.0	753,500.00	753,500.00	100%	0%	0%	0%	
1.29	Young Rd/ Maketu Rd Left Turn-out Slip Lane Upgrade	LS	1.0	479,500.00	479,500.00	0%	0%	100%	0%	
Total Cost of Roading					\$29,782,441.80					
Total area		148.60ha								
Per square metre rate		\$ per m ²			\$20.04					

Financial Contributions Schedule - Water Option (on-site)

TABLE 3: FINANCIAL CONTRIBUTIONS SCHEDULE – WATER OPTION – ONSITE							ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE (\$)	COST (\$)	1	2	3	4	
2.1	150 mm uPVC/PE Watermain	m	1,070	109.60	117,272.00	100%	0%	0%	0%	
2.2	200 mm uPVC/PE Watermain	m	620	184.95	114,669.00	0%	100%	0%	0%	
2.3	250 mm uPVC/PE Watermain	m	4,180	239.75	1,002,155.00	32%	33%	19%	16%	
2.4	Isolation Valves/Fittings (150-200 mm Watermain)	No.	9	3,151.00	28,539.00	67%	33%	0%	0%	
2.5	Isolation Valves/Fittings (250 mm Watermain)	No.	16	4,110.00	65,760.00	31%	38%	19%	13%	
2.6	Air/Scour Valves (150-200 mm Watermain)	No.	4	4,110.00	16,440.00	75%	25%	0%	0%	
2.7	Air/Scour Valves (250 mm Watermain)	No.	6	4,795.00	28,770.00	33%	33%	17%	17%	
2.8	Fire Hydrants	No.	54	3,425.00	184,950	44%	26%	15%	15%	
2.9	WTP Earthworks, Sitework and Access, Power and Genset	LS	1	1,233,000.00	1,233,000.00	100%	0%	0%	0%	
2.10	Water Treatment Plant (WTP)	LS	1	8,910,000.00	8,910,000.00	45%	28%	0%	27%	
2.11	Balance Tank	LS	1	274,000.00	274,000	100%	0%	0%	0%	
2.12	Storage Reservoir Tanks	No.	4	274,000.00	1,096,000	50%	0%	25%	25%	
2.13	Booster Pump Station	LS	1	246,600.00	411,000.00	100%	0%	0%	0%	
2.14	Bore, Pumps and Pipework	LS	1	904,000.00	800,000	100%	0%	0%	0%	
2.15	Back Up Bore	LS	1	904,000.00	904,000	0%	100%	0%	0%	
2.16	Land Purchase and Legal	Ha	1.6	53,750.00	84,387.50	0%	100%	0%	0%	
Total Cost of Water					15,210,362.50					

TABLE 3: FINANCIAL CONTRIBUTIONS SCHEDULE – WATER OPTION – ONSITE							ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE (\$)	COST (\$)	1	2	3	4	
Total area			148.60ha							
Per square metre rate			\$ per m ²		10.44					

Financial Contributions schedule - Water Option (off site)

TABLE 4: FINANCIAL CONTRIBUTIONS SCHEDULE – WATER OPTION – OFF-SITE (EASTERN WATER SUPPLY NETWORK)							ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE (\$)	COST (\$)					
3.1	200 mm uPVC/PE Watermain	m	270	184.95	49,936.50	100%	0%	0%	0%	
3.2	300 mm uPVC/PE Watermain	m	4,390	349.35	1,533,646.50	23%	46%	15%	16%	
3.3	375 mm uPVC/PE Watermain	m	740	493.20	364,968.00	100%	0%	0%	0%	
3.4	450 mm uPVC/PE Watermain	m	260	712.40	185,224.00	100%	0%	0%	0%	
3.5	500 mm uPVC/PE Watermain	m	400	890.50	356,200.00	100%	0%	0%	0%	
3.6	500 mm uPVC/PE Gravity Trunk Watermain - Offsite	m	8,950	890.50	7,969,975.00	100%	0%	0%	0%	
3.7	Isolation Valves/Fittings (200-375 mm Watermain)	No.	17	5,480.00	93,160.00	41%	35%	12%	12%	
3.8	Isolation Valves/Fittings (450-500 mm Watermain)	No.	8	8,220.00	65,760.00	100%	0%	0%	0%	
3.9	Air/Scour Valves (200-375 mm Watermain)	No.	6	6,850.00	41,100.00	33%	50%	17%	0%	
3.10	Air/Scour Valves (375-500 mm Watermain)	No.	2	9,590.00	19,180.00	100%	0%	0%	0%	
3.11	Fire Hydrants	No.	66	4,110.00	271,260.00	45%	33%	11%	11%	
3.12	WTP Earthworks, Sitework and Access, Power and Genset	LS	1	1,233,000.00	1,233,000.00	100%	0%	0%	0%	
3.13	Water Treatment Plant (WTP) Rangiorua Road	LS	1	8,910,000.00	8,910,000.00	45%	28%	0%	27%	
3.14	Break / Balance Tank	LS	1	753,500.00	753,500.00	100%	0%	0%	0%	
3.15	Rangiorua Storage Reservoir (5,500m3)	LS	1	2,740,000.00	2,740,000.00	60%	0%	40%	0%	
3.16	Booster Pump Station	LS	1	411,000.00	411,000.00	100%	0%	0%	0%	

TABLE 4: FINANCIAL CONTRIBUTIONS SCHEDULE – WATER OPTION – OFF-SITE (EASTERN WATER SUPPLY NETWORK)							ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE (\$)	COST (\$)					
3.17	225 mm PE pumped main - Offsite	m	10,250	219.20	2,246,800.00	100%	0%	0%	0%	
3.18	Primary Bore, Pumps and Pipework - Offsite	LS	1	959,000.00	959,000.00	0%	0%	100%	0%	
3.19	Secondary Bore, Pumps and Pipework - Offsite	LS	1	959,000.00	959,000.00	0%	0%	0%	100%	
3.20	Bore, Pumps and Pipework - Onsite	LS	1	959,000.00	959,000.00	100%	0%	0%	0%	
3.21	Land Purchase and Legal	Ha.	0.82	53,750.00	44,075.00	100%	0%	0%	0%	
Total Cost of Water					30,165,785.00					
Total area		148.60ha								
Per square metre rate		\$ per m ²			20.30					

Financial Contributions Schedule - Wastewater Option (on site)

TABLE 5: FINANCIAL CONTRIBUTIONS SCHEDULE – WASTEWATER – OPTION (ON-SITE)							ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE (\$)	COST (\$)	1	2	3	4	
4.1	90 mm OD PE	m	610	61.65	37,606.50	100%	0%	0%	0%	
4.2	110 mm OD PE	m	670	75.35	50,484.50	68%	32%	0%	0%	
4.3	160 mm OD PE	m	1,240	109.60	135,904.00	0%	73%	0%	27%	
4.4	250 mm OD PE	m	2,230	239.75	534,642.50	13%	36%	36%	16%	
4.5	315 mm OD PE	m	600	260.30	156,180.00	100%	0%	0%	0%	
4.6	355 mm OD PE	m	400	287.70	115,080.00	100%	0%	0%	0%	
4.7	Isolation Valves/Fittings (90-160 mm)	No.	20	2,877.00	57,540.00	45%	40%	0%	15%	
4.8	Isolation Valves/Fittings (250-355 mm)	No.	19	5,480.00	104,120.00	63%	16%	16%	5%	
4.9	Operational Valves (90-160 mm)	No.	3	6,165.00	18,495.00	33%	33%	0%	33%	
4.10	Wastewater Treatment Plant (WWTP) includes siteworks and Wetland Construction	LS	1	38,797,650.00	38,797,650.00	28%	21%	33%	18%	
4.11	WWTP and Wetlands Land Purchase and Legal	Ha	12.10	53,750.00	648,762.50	100%	0%	0%	0%	
4.12	Power supply, Transformer and Genset	LS	1	548,000.00	548,000.00	100%	0%	0%	0%	
Total Cost of Wastewater					41,204,465.00					
Total area		148.60ha								
Per square metre rate		\$ per m ²			27.73					

Financial Contributions Schedule - Wastewater Option (off site)

TABLE 6: FINANCIAL CONTRIBUTIONS SCHEDULE – WASTEWATER – OPTION (TE PUKE WWTP)							ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE (\$)	COST (\$)	1	2	3	4	
5.1	225 mm uPVC Gravity Main	m	3,220	232.90	749,938.00	33%	29%	21%	18%	
5.2	300 mm uPVC Gravity Main	m	2,400	253.45	608,280.00	41%	40%	0%	19%	
5.3	Manhole 1050 dia.	No.	56	6,165.00	345,240.00	36%	34%	13%	18%	
5.4	SS Pump Station 1	LS	1	527,450.00	527,450.00	100%	0%	0%	0%	
5.5	SS Pump Station 2	LS	1	315,100.00	315,100.00	0%	100%	0%	0%	
5.6	Major SS Pump Station 3	LS	1	1,205,600.00	1,205,600.00	90%	0%	10%	0%	
5.7	Emergency Generator	LS	1	301,400.00	301,400.00	100%	0%	0%	0%	
5.8	Emergency Storage , major Pump Station	m ³	420	1,130.25	474,705.00	17%	17%	17%	50%	
5.9	Emergency Storage , minor Pump Station	m ³	750	1,130.25	847,687.50	32%	37%	31%	0%	
5.10	SS Rising Main to WWTP 350 mm (400 OD) PE	m	4,900	616.50	3,020,850.00	100%	0%	0%	0%	
5.11	Onsite Rising Main 220 mm ID (250 OD) PE	m	1,550	239.75	371,612.50	100%	0%	0%	0%	
5.12	Onsite Rising Main 140 mm ID (160 OD) PE	m	260.00	109.60	28,496.00	0%	100%	0%	0%	
5.13	Sewer Pump Station and Rising Main Land Purchase	Ha	0.30	107,500.00	32,250.00	67%	33%	0%	0%	
5.14	Easement for Rising Main (6m wide)	Ha	0.75	85,140.00	63,855.00	100%	0%	0%	0%	
5.15	New Resource Consent for WWTP	LS	1	1,250,000.00	1,250,000.00	100%	0%	0%	0%	
5.16	Te Puke WWTP capacity Upgrade - Stage 1	LS	1	10,230,654.76	10,230,654.76	100%	0%	0%	0%	
5.17	Te Puke WWTP capacity Upgrade - Stage 2	LS	1	8,370,535.71	8,370,535.71	0%	0%	100%	0%	
Total Cost of Wastewater					28,743,654.48					
Total area		148.60ha								
Per square metre rate		\$ per m ²			19.34					

Financial Contributions Schedule – Stormwater

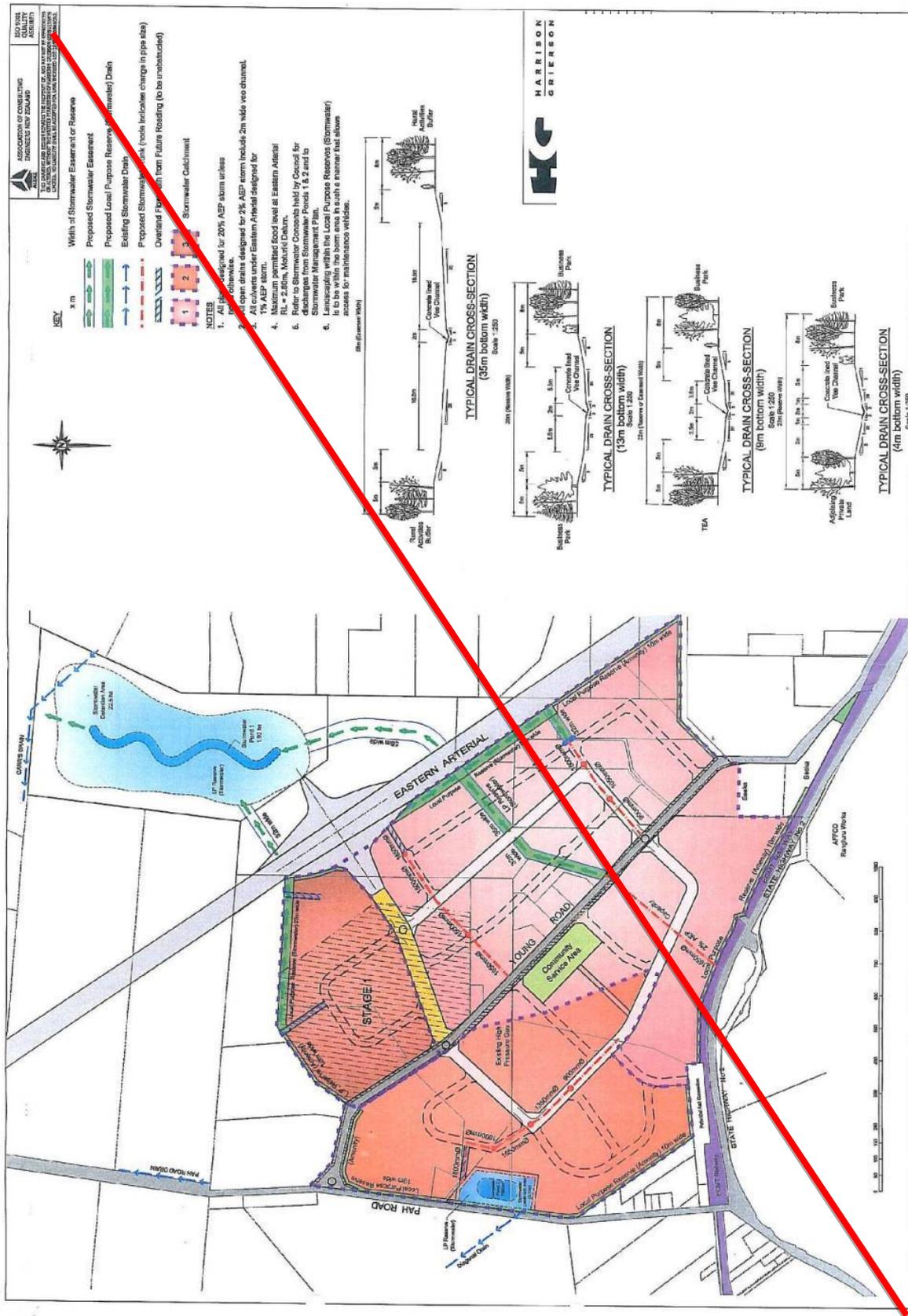
TABLE 7: FINANCIAL CONTRIBUTIONS SCHEDULE - STORMWATER							ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE (\$)	COST (\$)	1	2	3	4	
6.1	Stormwater Pond 2 (Carrs) including landscaping/fencing	LS	1	5,335,465.00	5,335,465.00	49%	29%	22%	0%	
6.2	Stormwater Pond 2 (Carrs) Land Purchase and Legal	Ha.	36.80	53,750.00	1,978,000.00	100%	0%	0%	0%	
6.3	Stormwater Pond 1 (Diagonal) including landscaping/fencing	LS	1	1,174,946.25	1,174,946.25	0%	0%	0%	100%	
6.4	Stormwater Pond 1 (Diagonal) Land Purchase and Legal	Ha.	5.40	107,500.00	575,125.00	0%	0%	0%	100%	
6.5	Walkways/ Boardwalks	m	1,500	137.00	205,500.00	33%	33%	17%	17%	
6.6	Stormwater Reticulation 825 dia RCRRJ	m	130	739.80	96,174.00	0%	100%	0%	0%	
6.7	Stormwater Reticulation 900 dia RCRRJ	m	270	835.70	225,639.00	100%	0%	0%	0%	
6.8	Stormwater Reticulation 1050 dia RCRRJ	m	330	1,175.46	387,901.80	0%	56%	0%	44%	
6.9	Stormwater Reticulation 1200 dia RCRRJ	m	100	1,438.50	143,850.00	100%	0%	0%	0%	
6.10	Stormwater Reticulation 1350 dia RCRRJ	m	180	1,709.76	307,756.80	0%	100%	0%	0%	
6.11	Stormwater Reticulation 1500 dia RCRRJ	m	530	1,986.50	1,052,845.00	0%	0%	65%	35%	
6.12	Stormwater Reticulation 1650 dia RCRRJ	m	380	2,253.65	856,387.00	0%	47%	0%	53%	
6.13	Stormwater Reticulation 1800 dia RCRRJ	m	270	3,425.00	924,750.00	0%	100%	0%	0%	
6.14	Stormwater Reticulation 2100 dia RCRRJ	m	120	4,589.50	550,740.00	0%	0%	0%	100%	
6.15	Stormwater Reticulation manholes/structures	No.	16	13,700.00	219,200.00	25%	38%	65	31%	
6.16	Stormwater Reticulation Land Purchase and Legal	Ha.	1.3	107,500.00	144,050.00	27%	58%	0%	15%	
6.17	Stormwater Swale - Type A (18m Reserve)	m	980	372.64	365,187.20	0%	66%	34%	0%	
6.18	Stormwater Swale - Type B (21m Reserve)	m	800	431.55	345,240.00	100%	0%	0%	0%	
6.19	Stormwater Swale - Type C (23m Reserve)	m	1,135	489.09	555,117.15	100%	0%	0%	0%	

TABLE 7: FINANCIAL CONTRIBUTIONS SCHEDULE - STORMWATER						ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE (\$)	COST (\$)	1	2	3	4
6.20	Stormwater Swale Land Purchase and Legal	Ha.	7.70	107,500.00	823,450.00	72%	20%	8%	0%
6.21	TEL Box Culverts	LS	1	3,140,000.00	3,047,838.00	100%	0%	0%	0%
6.22	Box Culverts (4m wide x 0.9m high)	m	180	6,850.00	1,233,000.00	67%	0%	33%	0%
6.2	Box Culverts (4m wide x 1.2m high)	m	70	8,905.00	623,350.00	100%	0%	0%	0%
6.24	Headwalls/ Embankment protection	No.	18	13,700.00	246,600.00	56%	11%	22%	11%
Total Cost of Stormwater					\$21,418,112.00				
Total area		148.60ha							
Per square metre rate		\$ per m ²			14.41				

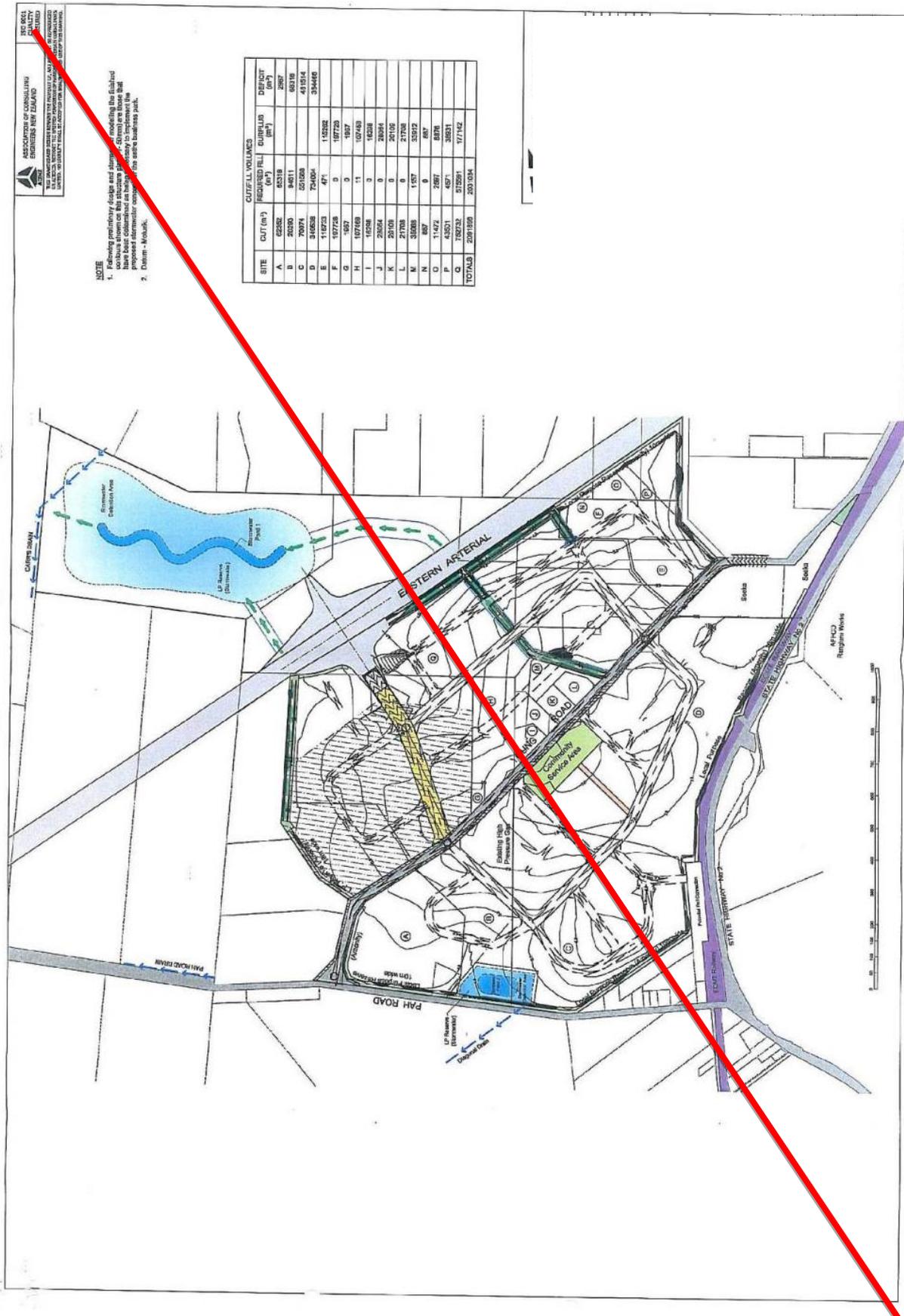
Financial Contributions Schedule – Reserves

TABLE 8: FINANCIAL CONTRIBUTIONS SCHEDULE – RESERVES						ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE (\$)	COST (\$)	1	2	3	4
7.1	Landscaping	m ²	29,700	27.40	813,780.00	15%	0%	46%	39%
7.2	Walkways/cycleways	m	820	123.30	101,106.00	10%	0%	50%	40%
7.3	Fencing Timber Board and Batton)	m	860	308.25	265,095.00	0%	14%	0%	86%
7.4	Fencing (post and wire)	m	6,900	20.55	141,795.00	48%	29%	17%	7%
7.5	1.2m high noise bund	m	860	109.60	94,256.00	0%	14%	0%	86%
7.6	Land purchase and Legal	Ha	2.97	107,500.00	319,275.00	15%	0%	46%	39%
Total Cost of Reserves					1,735,307				
Total area		148.60ha			\$1.17				
Per square metre rate		\$ per m ²			1.10				

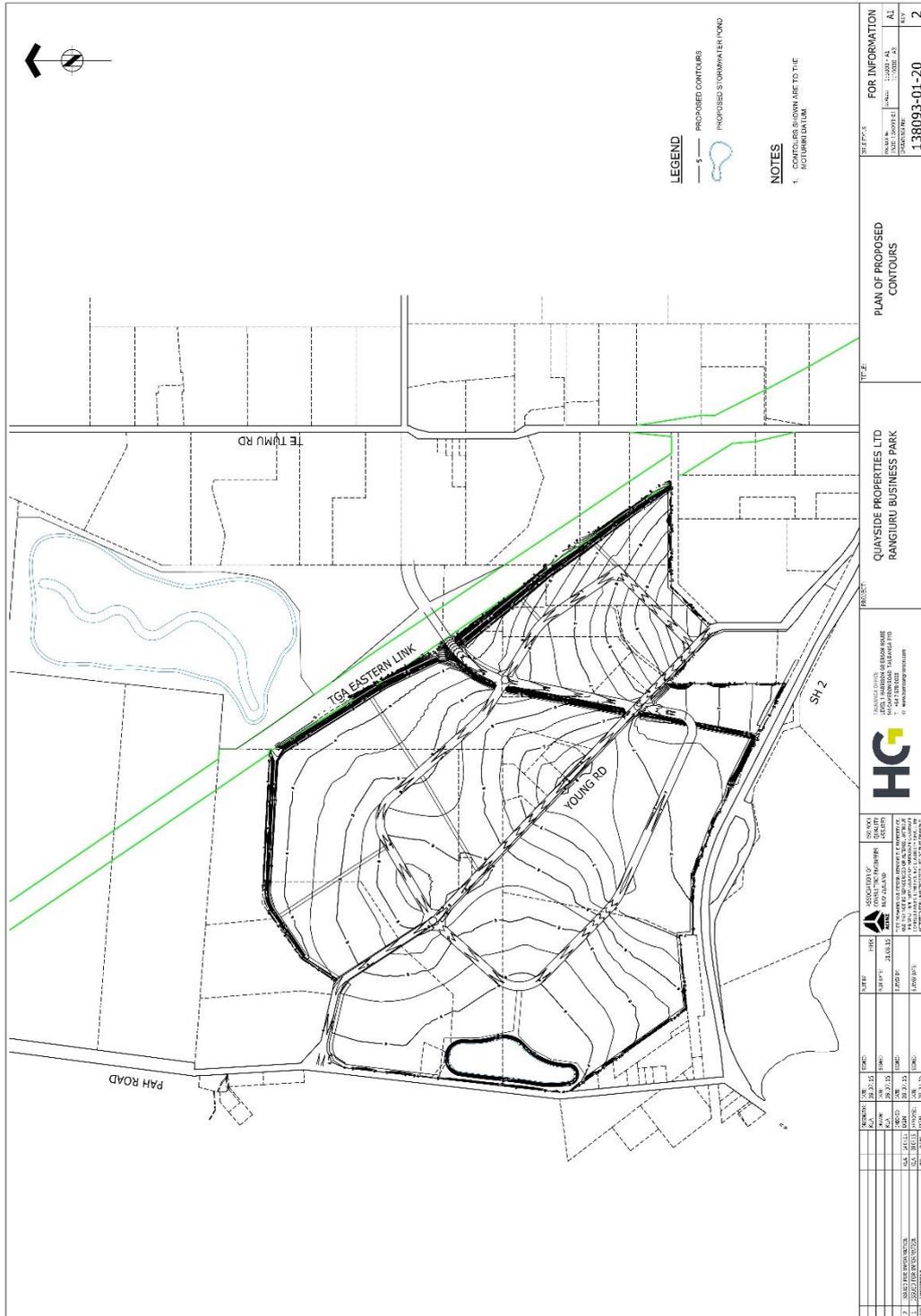
11.1 Proposed Stormwater Catchments and Amenity Reserves - Delete drawing and replace



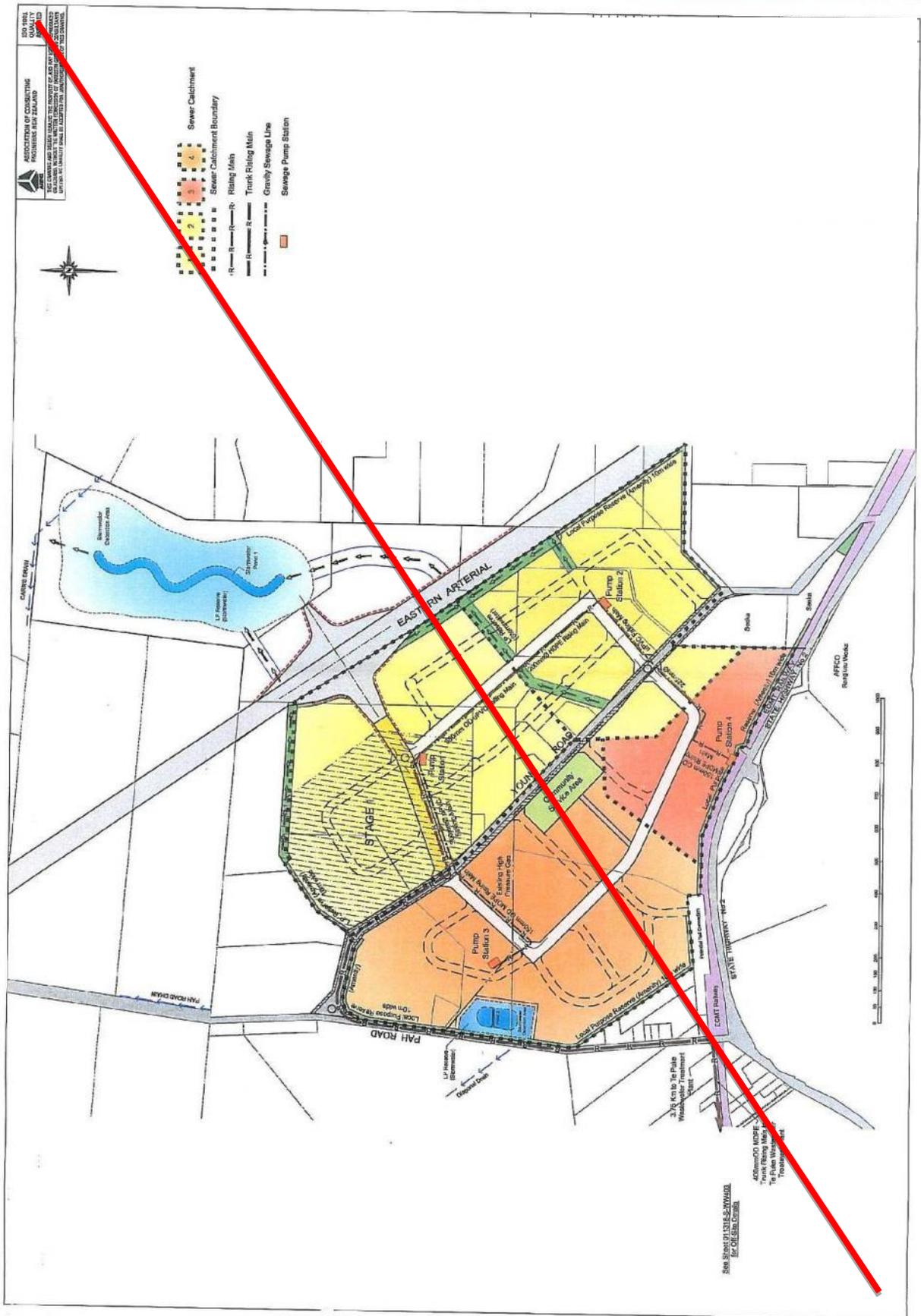
11.2 Proposed Contours with Proposed Layout Details - Delete drawing and replace



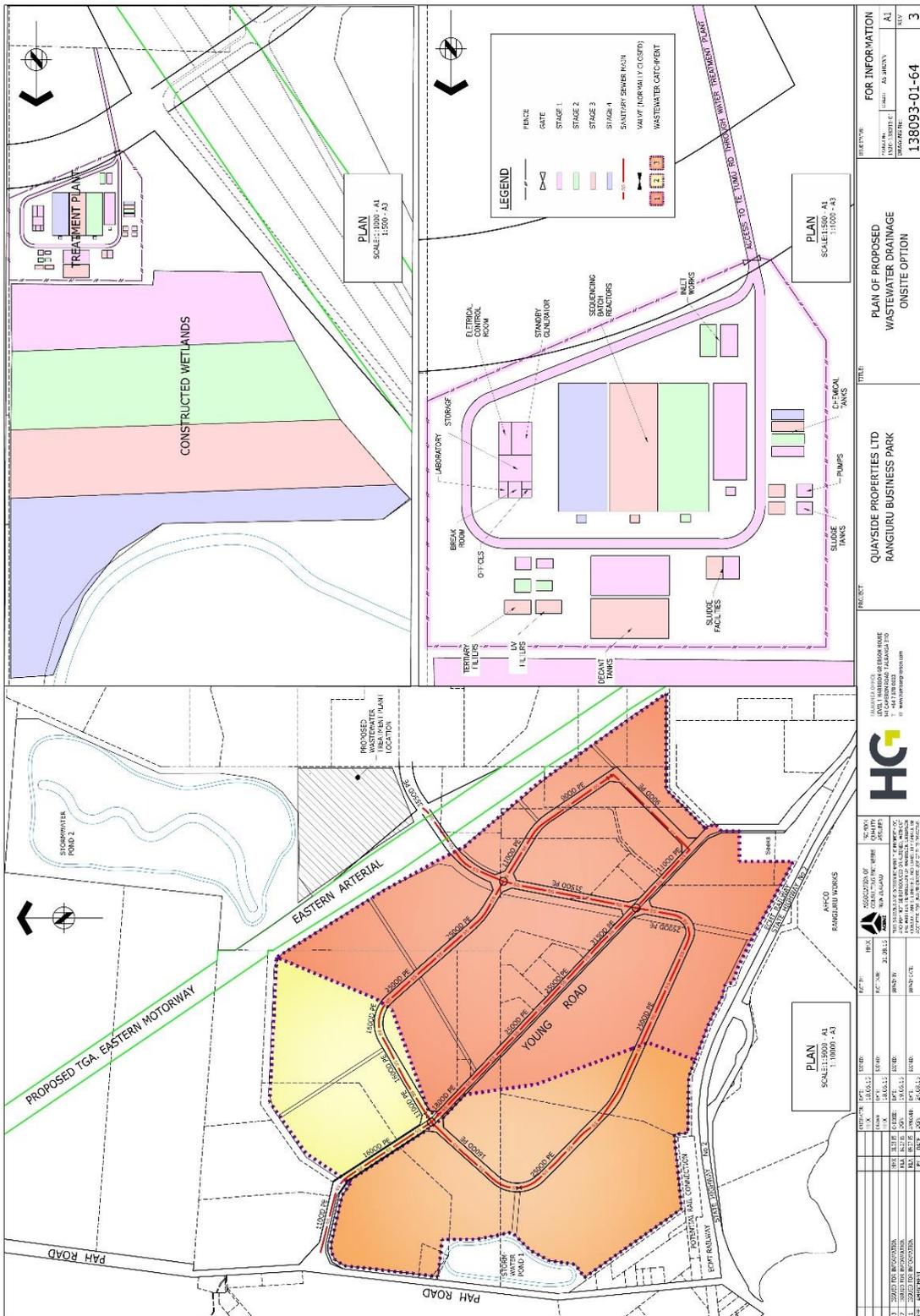
11.2 Proposed Contours



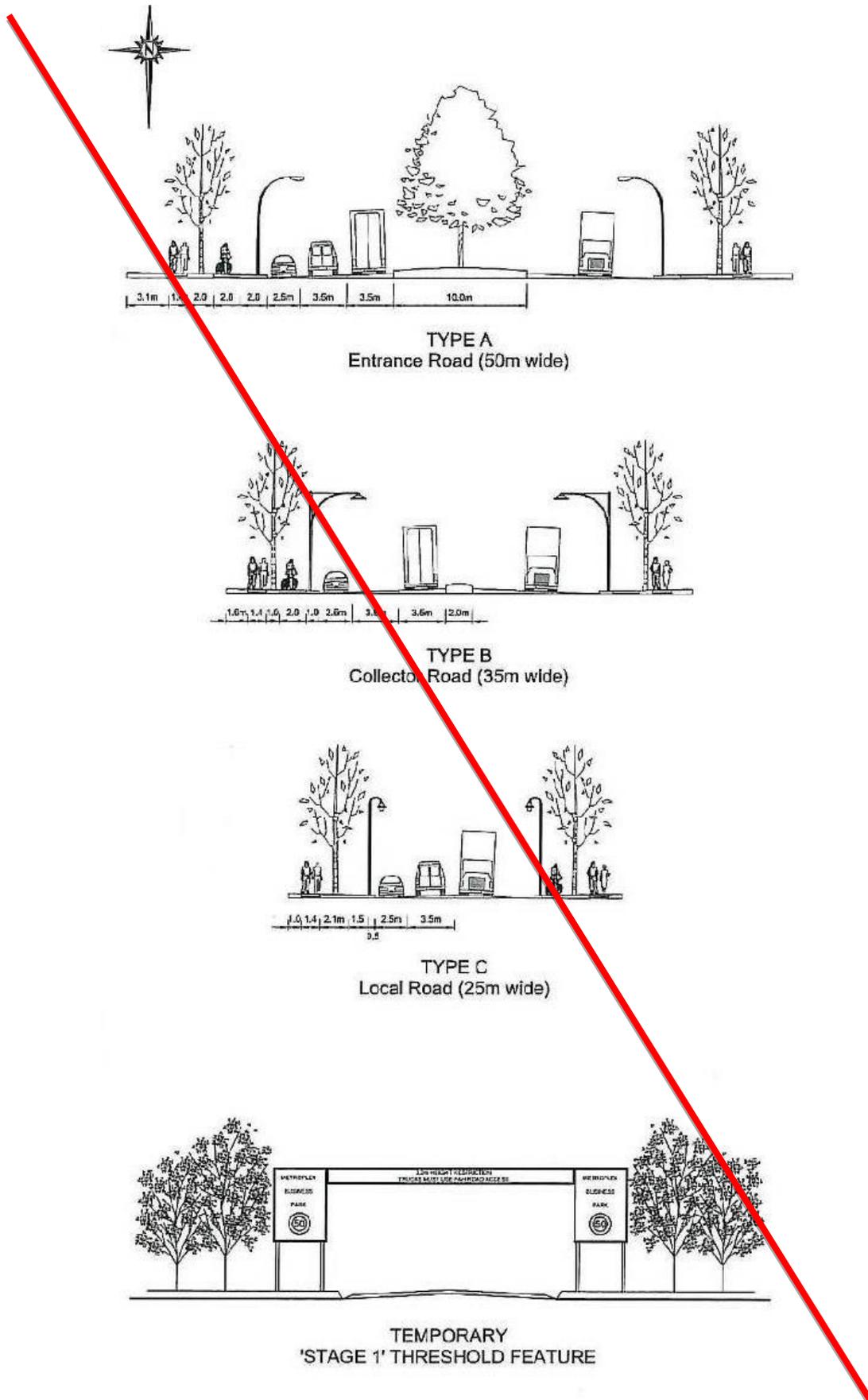
11.3 Sewer Reticulation Layout - Delete and replace



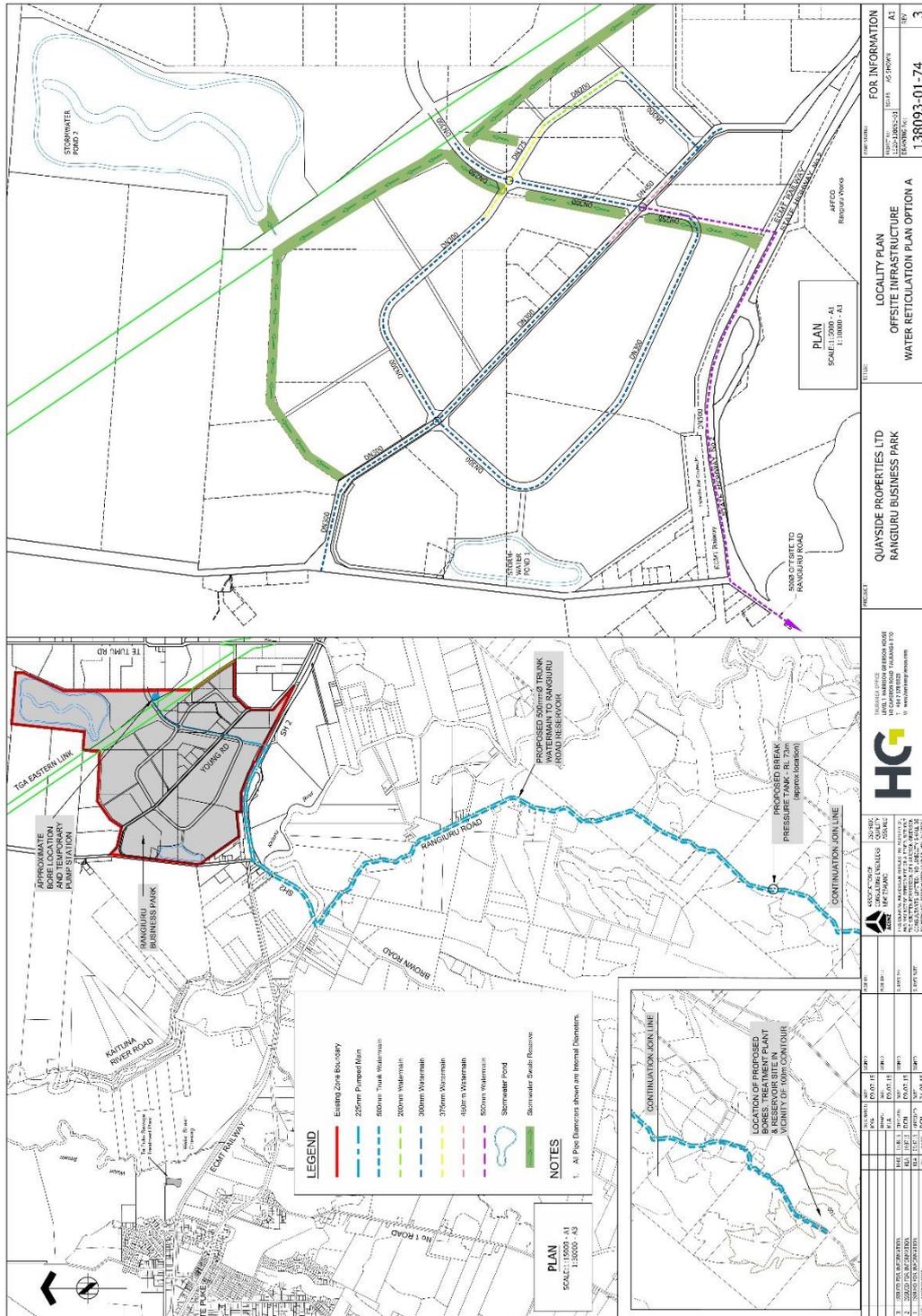
11.3a Sewer Reticulation Layout – On site Option



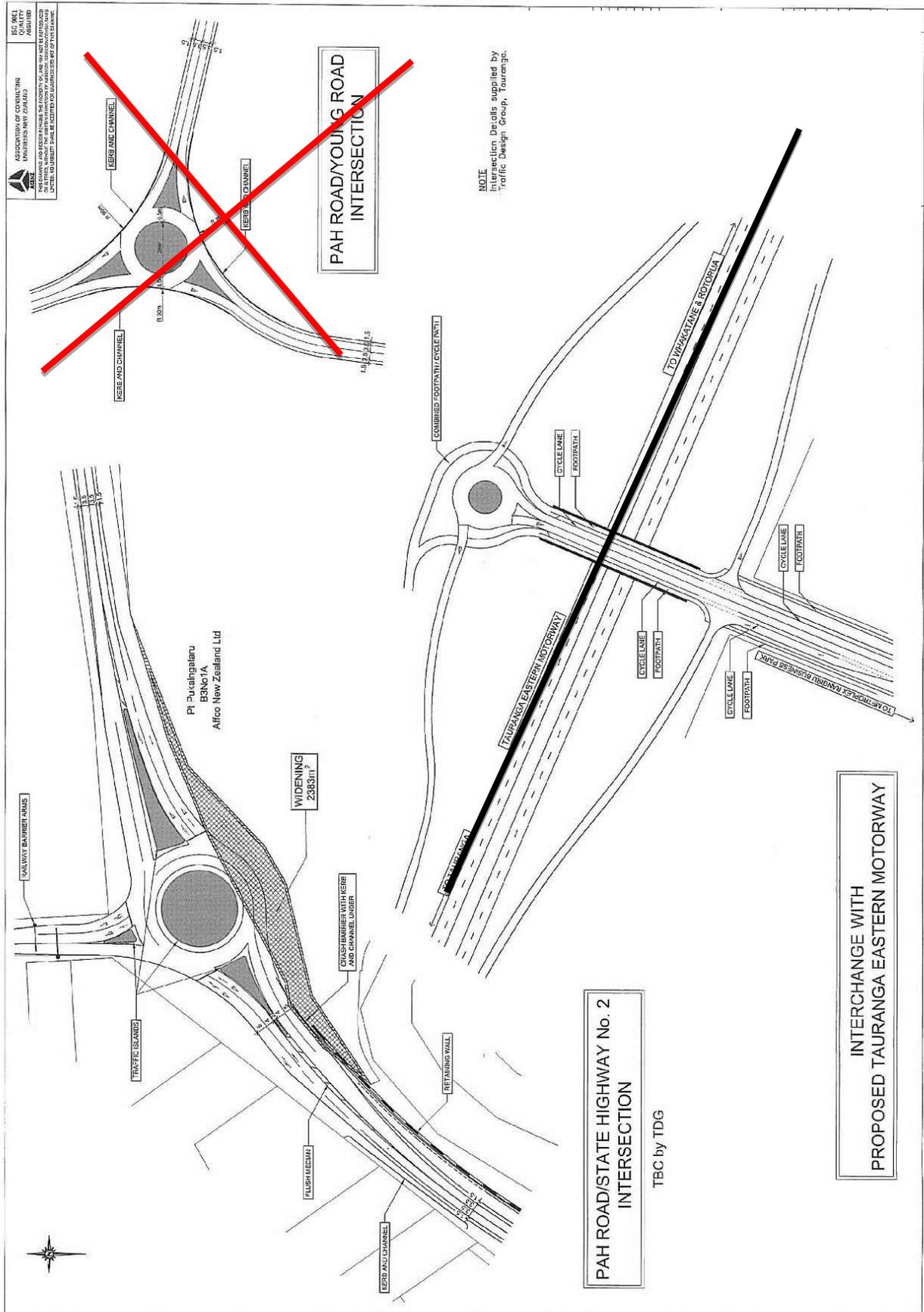
11.4 Roading Features – Delete



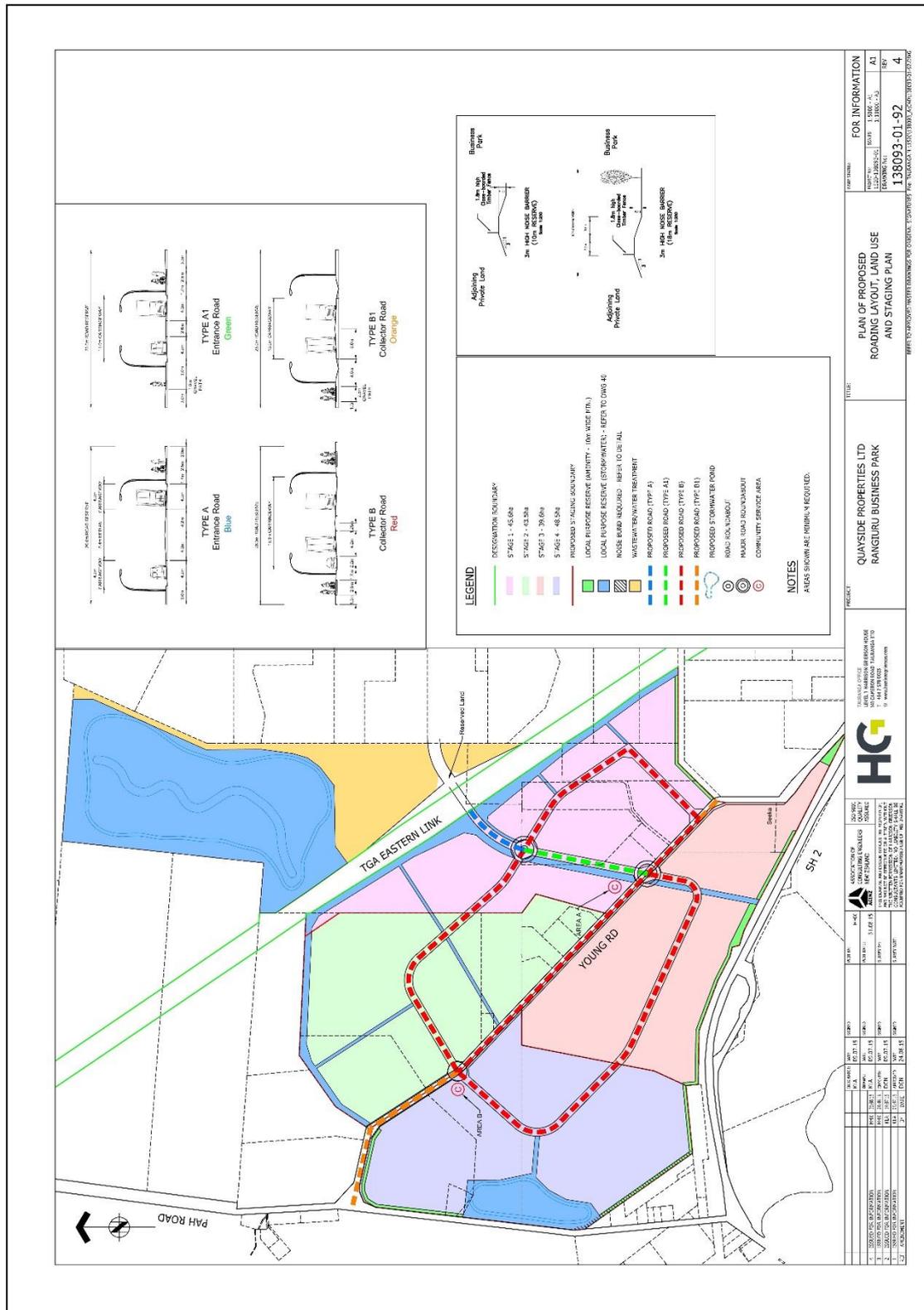
11.4a Water Supply – Off Site Option



11.5 Intersections - Delete in part



11.6 Rooding Layout and Land Use



1. Change wording on the diagram as follows: Reserved Land Land reserved for possible roading link to Te Tumu
2. Change the Local Purpose Reserve adjoining the Hebland property to be the same as in the Operative Plan.