

APPENDIX 7 – STRUCTURE PLANS

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INTRODUCTION

Plan Change 92 introduces a proposed set of structure plans and supporting infrastructure cost schedules for the Ōmokoroa and Te Puke urban growth areas. These structure plans and cost schedules are included within Appendix 7 of the District Plan and are to replace existing outdated structure plans and costs schedules.

The structure plans identify stormwater, wastewater, water, rooding and cycle/walkway infrastructure items, which are essential for coordinated urban development within the proposed Te Puke and Ōmokoroa urban growth areas. The structure plan is not intended to be a document which captures detailed infrastructure matters for specific sites.

The infrastructure cost schedules capture the estimated value of delivering the essential infrastructure items and outline the funding source. The infrastructure cost schedules also inform financial contribution calculations.

Several submissions have been received which request changes to, or clarification on, the structure plans. Submissions relate to specific infrastructure items and others provide a broad view across all infrastructure items.

A number of submissions do not fit into the infrastructure topics. These submissions are grouped within a separate topic named ‘Other Matters’ and includes discussion on matters such as the extent of the Natural Open Space Zone, extent of Ecological Features, Ōmokoroa Road/SH2 intersection upgrades, pocket parks, Seddon Street and Natural Hazard Risk Assessments.

Further to reviewing submissions and updating structure plans, it has also been noted that the project cost estimates within the corresponding infrastructure schedules (including transport, walkway/cycleway and three waters) are out of date. Therefore as part of reviewing the structure

plans information, project cost estimates within infrastructure schedules for both Te Puke and Ōmokoroa, have been updated to current estimates. The cost estimate updates coincide with the Annual Plan 2023/24 updates and are considered beneficial to both Council and District Plan users in terms of more accurate cost assessments.

For clarity, costs estimates have been updated for the below structure plan infrastructure schedules.

Ōmokoroa Structure Plan

- Ōmokoroa Structure Plan: Transportation (Stages 1, 2 and 3)
- Ōmokoroa Stages Two and Three: Pedestrian and Cycleway Projects
- Remaining Stages 2 and 3 Urbanisation Projects
- Ōmokoroa: New Stage 3 Projects
- Ōmokoroa: Water Supply
- Ōmokoroa: Wastewater
- Ōmokoroa: Stormwater

Te Puke Structure Plan

- Te Puke: New Water Supply
- Te Puke: New Wastewater Supply
- Te Puke: New Stormwater Supply
- Te Puke Urban Roding

In revisiting the estimated project costs, it has also been identified that there are inconsistencies between the structure plans and infrastructure schedules. This is a result of infrastructure clearly shown on the structure plans, not being included in the infrastructure schedules or vice versa. It is important for administrative errors to be corrected, so to ensure infrastructure critical to the urban growth areas is identified and funding sources correctly identified, to ensure the projects are able to be delivered. This report highlights where the errors have occurred.

TOPIC 1 – TE PUKE ROADING

BACKGROUND

Roding is addressed in Appendix 7 in the following:

Section 8 – Te Puke Structure Plan

- Te Puke Structure Plan – Roding & Walkway / Cycleway Infrastructure (map)
- Te Puke Urban Roding (schedule)

SUBMISSION POINT

One submission point was received. No further submission points were received. The submission point on this topic is summarised as follows:

The North Twelve Limited Partnership (47.10 & 47.11) – opposes the Te Puke Structure plan in part with the following comments:

- Supports the inclusion of structure plan roding, at 69 Whitehead Avenue, subject to appropriate costs being allowed.

OPTIONS

Option 1 – Retain the Te Puke Structure Plans and associated infrastructure schedules for roading as proposed.

Option 2 – Retain the Te Puke Structure Plan but update the roading infrastructure project cost estimates to current values within the corresponding infrastructure schedule/s.

DISCUSSION

In response to The North Twelve Limited Partnership (47.10):

The Te Puke Structure Plan – Roading & Walkway / Cycleway Infrastructure (map) includes structure plan road RD 3-1, with funding outlined in the corresponding infrastructure schedule entitled Te Puke Urban Roading. No changes to the structure plan map are recommended, as no submissions have sought any change.

The corresponding infrastructure schedule have however been updated so that costs reflect today's cost estimates and ensure funding has been allowed for.

RECOMMENDATION

That Option 2 be accepted.

Retain the Te Puke Structure Plan but update the roading infrastructure project cost estimates to current values within the corresponding infrastructure schedule/s.

Te Puke Structure Plan – Roading & Walkway / Cycleway Infrastructure map

There are no changes for the Te Puke Structure Plan – Roading & Walkway / Cycleway Infrastructure map.

Te Puke Structure Plan – Infrastructure Schedules

Changes for Te Puke Infrastructure Schedules are described as follows with the updated infrastructure schedule attached:

- Update the costs within the Te Puke: Urban Roading Infrastructure Schedule to reflect current cost estimates.

The following submissions are therefore:

ACCEPTED

Submission	Point Number	Name
47	10	The North Twelve Limited Partnership

SECTION 32AA ANALYSIS

The following provides a further evaluation of the changes made to the Plan Change / Proposal since the original evaluation under Section 32 of the RMA. The level of detail corresponds to the scale and significance of the changes. Changes are recommended to the Te Puke Infrastructure Schedules therefore a further s32AA analysis is provided below for those changes.

Efficiency & Effectiveness in Achieving the Objectives	Retain the Te Puke Structure Plan but update the roading infrastructure project cost estimates to current values within the corresponding infrastructure schedule/s.
<p>Costs</p> <p>Environmental effects</p> <p>Economic effects</p> <p>Social effects</p> <p>Cultural effects</p> <p>Including opportunities for:</p> <p>(i) economic growth that are anticipated to be provided or reduced; and</p> <p>(ii) employment that are anticipated to be provided or reduced</p>	<p>Environmental</p> <p>No environmental costs.</p> <p>Economic</p> <p>The roading infrastructure schedule for Te Puke has been updated to reflect the estimate of project costs to today's values. Costs have risen and could be seen as further costs for development. However, costs are adjusted annually through the annual plan process which would capture these changes in any case. No increase in cost beyond normal process is expected.</p> <p>Social</p> <p>No social costs.</p> <p>Cultural</p> <p>No cultural costs.</p>
<p>Benefits</p> <p>Environmental</p> <p>Economic</p> <p>Social</p> <p>Cultural</p> <p>Including opportunities for:</p> <p>(i) economic growth that are anticipated to be provided or reduced; and</p> <p>(ii) employment that are anticipated to be provided or reduced</p>	<p>Environmental</p> <p>No environmental benefits.</p> <p>Economic</p> <p>The update to the roading infrastructure schedule for Te Puke, with an estimate of project costs in today's values, will assist the community in obtaining a more realistic understanding project costs, assisting with financial feasibility assessments, and ensure critical infrastructure is appropriately funded.</p> <p>Social</p> <p>No social benefits</p> <p>Cultural</p> <p>No cultural benefits.</p>
Quantification	Not practicable to quantify.
Risks of Acting/ Not Acting if there is uncertain or insufficient information about the subject matter	Sufficient and certain information is available.

TOPIC 2 – ŌMOKOROA ROADING

BACKGROUND

Roading is addressed in Appendix 7 in the following:

Section 4 – Ōmokoroa Structure Plan

- Ōmokoroa Structure Plan – Roding & Walkway/Cycleway Infrastructure (map)
- Ōmokoroa Structure Plan – Transportation (Stages 1, 2 and 3) (schedule)
- Remaining Stages 2 and 3 Urbanisation Projects (schedule)
- Ōmokoroa: New Stage 3 Projects (schedule)

SUBMISSION POINTS

Nine submission points were received. One further submission point was received. The submission points on this topic are summarised as follows:

Robert Hicks (4.7 and 4.8) supports the Ōmokoroa Structure plan in part and requests to:

- Avoid multiple crossings into the Industrial Zone from Francis Road, so that a continuous planted buffer strip is achieved along Francis Road. The buffer is needed to provide separation between the Industrial and Medium Density Residential Zones.
- Create single road access into the industrial area to separate residential and industrial traffic so to improve safety, amenity and residential outcomes.

Pete Linde (19.25 and 19.29) supports the Ōmokoroa Structure plan in part and requests the following changes:

- Make changes to the Ōmokoroa Structure Plan – Roding & Walkway/Cycleway Infrastructure Map including the adjustment of the location and alignment of land area for a road leading into Prole Road and connecting with properties on the northern side of Prole Road, so that this is consistent with understood alignments/positions. Further, addition of a note which says “20m wide road corridor from Prole Road to adjoining site to north”.
- Make changes to the Ōmokoroa Structure Plan – Roding & Walkway/Cycleway Infrastructure Map including adjusting the location and alignment of land area for a roundabout that would be located within Prole Road but lead into 60 Prole Road, so that this is consistent with understood alignments/positions.
- Add a further guidance note the Ōmokoroa Structure Plan – Roding & Walkway/Cycleway Infrastructure Map which advises readers that *“Information and notations shown on structure plan documents are intended to be used for high level guidance only for the purpose of assisting with engineering, design and resource consent processing purposes. This information, including size in showing routes for areas and infrastructural related notations, are approximate and indicative only and are to be confirmed through applications for resource consent and engineering design”*.

Jace Investments and Kiwi Green New Zealand (58.1, 58.10 and 58.12) supports the structure plan in part and request the following:

- Inclusion of the Ōmokoroa Town Centre Masterplan and request that it is retained.
- Inclusion of roading connections to Ōmokoroa Road in the structure plan which are consistent with the approved Ōmokoroa town centre masterplan.

- The addition of a road connection from Prole Road, through Lot 1 DPS 68314 and Lot 1 DPS68314 (owned by the Ministry of Education) to the Ōmokoroa town centre.

Ōmokoroa Country Club (56.11) opposes the Ōmokoroa structure plan and requests the following change:

- Deletion of the structure plan road which traverses the submitters land at 75, 83, 85, 101, 105, 113, 121 and 133 Prole Road. The road is labeled “RD-Dev” and runs parallel to Prole Road.

Jace Investments (FS 69.28) supports Ōmokoroa Country Club but requests retention of pedestrian and cycle connectivity through the gully areas located adjacent to the western boundary of the Ōmokoroa Country Club landholdings.

Mike and Sandra Smith (50.2) support in part the Ōmokoroa Structure plan and requests the following:

- Extension of structure plan road O-03-2.1 to the boundary of 467E Ōmokoroa Road to provide for future subdivision and development.

Elles Pearse-Danker (11.1) supports the Ōmokoroa Structure plan in part and requests that road access to 118A and 118B Prole Road be added to the structure plan.

OPTIONS

Option 1 – Retain the Ōmokoroa Structure Plan and associated infrastructure schedules for roading as proposed.

Option 2 – Amend the Ōmokoroa Structure Plan and/or infrastructure schedules for roading in response to supported submissions, to update project cost estimates to current values, and/or to correct omissions for either the structure plan or infrastructure schedules for critical infrastructure.

DISCUSSION

In response to the Robert Hicks submissions (4.7 and 4.8):

- Plan Change 92 proposes medium density residential zoning on the northern side of Francis Road, and industrial zoning on the southern side of Francis Road. The Reporting Team agree with the wider submission point around the potential for activities in either zone to be conflicting. Managing the interface between the two zones is therefore important.
- The submission requests the structure plan be amended to avoid multiple vehicle crossing points onto Francis Road, to enable a continuous planted buffer strip to be established, and to provide separation between the two zones. the Reporting Team agree that this is a helpful outcome. Restricting access is not only a structure plan matter, but this also needs to be supported by District Plan rules.
- Accordingly, it has been recommended within the Section 12 report, that “Francis Road” be added to Rule 12.4.4.4(c). This rule is a performance standard which manages direct access and the number of road intersections for particular roads¹. The purpose of this change is to avoid properties from both the Medium Density Residential Zone and Industrial Zone directly accessing Francis Road, and focus access into both zones via pre-

¹ Further discussion on changes to Rule 12.4.4.4(c) is located within that part of the Section 42A Report for Section 12 – Subdivision and Development.

determined road intersections/ roundabouts. This would preserve a continuous landscape buffer and support the intent of managing the interface between two zones.

- The Reporting Team recommend that the landscape buffers are located within the road reserve. The landscape buffer includes soft landscaping adjacent to the Industrial Zoned land, and hard landscaping (in the form of a landscaped earth bund) is proposed adjacent to the Medium Density Residential Zoned land. This will provide visual relief between the two zones. The hard landscaping will likely provide some acoustic relief in the Medium Density Residential Zone from traffic on Francis Road, any State Highway interchange and from future industrial activities.
- A 20m wide transport corridor was proposed under the Plan Change. However, a 25m wide transportation corridor is necessary to achieve an outcome which manages the interface between the two zones. To realise the additional width, Council would need to acquire a 10m strip of land from the Medium Density Residential Zoned land, which runs parallel to Francis Road (existing and proposed). This is a notable shift from what was proposed but is considered to be an optimal outcome in response to the submission. A cross-section of the revised transport corridor design has been prepared, and it is recommended it be included in the compilation of Ōmokoroa structure plan documents.

In response to submissions from Pete Linde (19.25 and 19.29)

- The submitter requests the addition of more detail within Ōmokoroa Structure Plan – Rooding & Walkway / Cycleway Infrastructure map, relating to the alignment and location of a roundabout and road that affects 60 Prole Road, with further notes added to the road specifying its width.
- It is understood by the Reporting Team that the additional detail is requested, so the submitter may avoid a complex process for assessing whether a subdivision or development proposal complies with the structure plan and to align the structure plan with engineering conversations occurring separately to the Plan Change process. Contrary to the additional detail request, the submission then supports the indicative nature of the structure plans and has requested a further note to this effect.
- It is agreed by the Reporting Team that structure plans are high level and indicative in nature, and this is already acknowledged within the District Plan². This intent is recommended to be retained, and no further notes to this effect are considered necessary.
- Although the submitter's motivations are understood, it is considered that the changes would go beyond the structure plans indicative nature, and result in the structure plan being inflexible. For example, if the road connecting to the northern property is more or less than 20m wide (but complies with design requirements), this could be viewed as a non-compliance and create a more complex process. Further, if the location of the roundabout or road shifts for engineering design reasons, and that is beyond control of the submitter, then that may be viewed as a non-compliance. By omission of such detail, the current rule framework allows more flexibility than what the submission seeks.
- Therefore, the preference of the the Reporting Team is to not include the additional detail requested by the submission but leave this as a matter to be assessed through the subdivision and development process.
- In response to submissions Jace Investments and Kiwi Green New Zealand (58.10 and 58.12):

² Rule 12.4.9 (incl. explanatory note), 12.4.10 and 12.4.11.5

- It is agreed by the Reporting Team that the structure plan should enable development that is consistent with the approved Ōmokoroa town centre masterplan. The Ōmokoroa town centre masterplan has therefore been included within Appendix 7 and forms part of the Ōmokoroa structure plan. The masterplan includes approved access points to Ōmokoroa Road. The masterplan also includes walkway/cycleway connections to neighbouring reserves. No changes to the structure plans are considered necessary in response to the submission.
- In further support of the submission, a change to Rule 12.4.4.4(c) is also recommended³. The change to the rule acknowledges access points to Ōmokoroa Road which are shown on the structure plan, are an acceptable outcome. As the Ōmokoroa town centre masterplan is part of the structure plan, the already approved access points are accepted. This rule change should provide relief to the submitter.
- Lot 1 DPS 68314 and Lot 1 DPS68314 (owned by the Ministry of Education) is designated (D250). The requirement to provide a road through this land is not considered to be achievable. In accordance with s.176(2) of the RMA the rules of a District Plan (including structure plan requirements) will not apply where the land is used for the designated purpose. The Ministry of Education would not be obliged to provide the road. The requested road connection over the Ministry of Education land should not be added to the Ōmokoroa Structure Plan – Roading & Walkway / Cycleway Infrastructure map.
- However of note, Plan Change 92 did include a pedestrian/cycleway over the Ministry of Education land, which connects Prole Road to the Ōmokoroa town centre. It is understood this reflects prior agreements between Council and the Ministry of Education. No opposition has been raised to this connection and therefore it will be retained and should provide some relief to the submitter.

In response to Ōmokoroa Country Club (56.11):

- The road referred to in the submission is labelled RD-Dev on the *Ōmokoroa Structure Plan – Roading & Walkway/Cycleway Infrastructure (map)* and is located on the south side of Prole Road. It extends east from an intersection located at the western end of Prole Road, to the Francis Road/Prole Road link. The road is intended to provide alternative access to all properties on the southern side of Prole Road and limit the number of direct access points and intersections to Prole Road. The submitters landholdings are extensive, contiguous and occupy a large proportion of the land which the referenced road was to serve. The submitter has now been granted resource consent to establish a retirement village over their landholdings, and this will negate the need for the alternative road. Therefore, the road should be deleted from the Ōmokoroa Structure Plan – Roading & Walkway / Cycleway Infrastructure map, as it applies to the submitters land.
- Although deletion of the road over the submitters land is supported, full deletion of the road is not. It is recommended that the structure plan retains structure plan roads over 69 and 149 Prole Road. The purpose of this is to ensure there is a continuation of pedestrian and cycle connectivity from Prole Road to the cycleway/walkways which are located in the southern extent of the submitters landholdings. The connection is important to provide movement functions within the structure plan area. Because these roads will now provide a public function, it is considered fair that the roads be partly funded by financial

³ Further discussion on changes to Rule 12.4.4.4(c) is located within that part of the Section 42A Report for Section 12 – Subdivision and Development.

contributions. The roads are labelled RD3-2.1 and RD3-2.2 on the recommended *Ōmokoroa Structure Plan – Roading & Walkway/Cycleway Infrastructure (map)* and within the corresponding infrastructure schedules.

- Further submission FS69.2 supports the deletion of the road through the Ōmokoroa Country Club land holdings. The submission further seeks retention of the pedestrian and cycleway within the gully adjacent to the western boundary of the Ōmokoroa Country Club land holdings. It is assessed that the walkway and cycleway routes are important to the overall transport plan within Stage 3 of the Ōmokoroa Structure Plan, and therefore retention is considered appropriate.

In response to (Mike and Sandra Smith (50.2))

- Proposed structure plan road O-03-2.1 intended to extend to the boundary of 467E Ōmokoroa Road, however it was not intended to provide a full solution should the owner develop their land. In visiting the submitter's property, the Reporting Team consider that the landowner will need to extend the road into the property to provide a suitable turning head for vehicles and access to any development on the property. This is a property specific matter to be addressed at subdivision stage. No changes to the Ōmokoroa Structure Plan – Roading & Walkway / Cycleway Infrastructure map are required in response to this submission.

In response to Elles Pearse-Danker (11.1)

- It is important to ensure the structure plan allows for a developer funded road which services 118A and 118B Prole Road, because this will allow the development potential of these two properties to be realised. A developer funded structure plan road has therefore been added to the Ōmokoroa Structure Plan – Roading & Walkway / Cycleway Infrastructure map. The road extends along the boundary between 118 and 130 Prole Road, and into 118A and 118B Prole Road. This change secures road access to the submitters land and indicates to the submitter what the acceptable access outcome is within their landholdings, this being a loop road.

In Summary

- Managing the interfaces between Industrial Zone and Medium Density Residential Zone, which adjoin Francis Road is important. A 25m transport corridor would support improved transport outcomes and provide better character and amenity outcomes for residential activities as it would allow delivery of a continuous landscape buffer that would provide visual relief between Industrial and Residential Zones, and, hard landscaping would support the reduction of noise from traffic and industrial activities.
- The structure plan road over Ōmokoroa Country Club Limited landholdings is not considered required because the submitter owns a large extent of contiguous land which is intended to be developed into a private retirement village. Due to this, a public road over their land is no longer considered necessary.
- Recommended structure plan roads RD3.2.1 and RD3.2.2 are included and the structure plan as they are important for cycle and pedestrian connections. The roads have a public function and therefore it is reasonable to contribute funding to the construction of these roads.
- Walkways and cycleways identified within the gully on the western boundary of the Ōmokoroa Country Club landholdings are important to connectivity and transport outcomes and should therefore be retained.

- The proposed structure plan includes the Ōmokoroa town centre masterplan which includes approved points for vehicles to access the town centre from Ōmokoroa Road. By inclusion of the masterplan, the structure plan is considered to be consistent with, and reflect the outcomes of, the approved Ōmokoroa town centre masterplan.
- Changes to transport information at 60 Prole Road have not been accepted. The structure plan does not intend to show infrastructure details of this nature but rather indicate broader infrastructure requirements required to enable coordinated development within an urban growth area. The additional details requested are matters to be confirmed through the assessment of subdivision and development proposals. Specific to this submission point, it is considered that the additional detail would result in a more stringent planning assessment in comparison to the more flexible framework that has been proposed.
- The inclusion of a structure plan road over the Ministry of Education landholdings is unlikely to result in delivery of such a road because District Plan rules are not enforceable in relation to designated land. Accordingly, the road has not been added to the structure plan. However, a walkway/cycleway from Prole Road to the Ōmokoroa town center (via the Ministry of Education land) has been proposed as this reflects agreements between the Ministry of Education and Council. This link is to be retained as no submissions have opposed it.
- Road O-03-2.1 as proposed, extends to the boundary of 476E Ōmokoroa Road. Therefore, no change to the structure plan is required. The landowner will need to be aware that they may need to allow for vehicle turning within their property at the time of subdivision and development.
- The inclusion of a developer funded structure plan road along the boundary between 118 and 130 Prole Road supports the realisation of urban development potential for 118A and 118B Prole Road.
- Infrastructure schedules for and Ōmokoroa require updating to reflect the applicable structure plan and/or to reflect today's cost estimates.
- Infrastructure schedules for Ōmokoroa require updating to reflect the applicable structure plan and/or to reflect today's cost estimates.
- Recommended structure plan roads RD3.2.1 and RD3.2.2 are included and the structure plan as they are important for cycle and pedestrian connections. The roads have a public function and therefore it is reasonable to contribute funding to the construction of these roads.

RECOMMENDATION

That Option 2 be accepted.

Amend the Ōmokoroa Structure Plan and/or Infrastructure Schedules for roading in response to supported submissions, to update project cost estimates to current values, and/or to correct omissions for either the structure plan or infrastructure schedules for critical infrastructure.

Ōmokoroa Structure Plan – Roading & Walkway / Cycleway Infrastructure map

Changes for the Ōmokoroa Structure Plan – Roading & Walkway / Cycleway Infrastructure map are described as follows with the updated structure plan attached:

- Change the Francis Road corridor from 20m to 25m and include a corresponding cross-section within Appendix 7

- Delete the developer funded structure plan road as it applies to 75, 83, 85, 101, 105, 113, 121 and 133 Prole Road from Ōmokoroa Structure Plan – Roading & Walkway / Cycleway Infrastructure map.
- Add new roads RC3-2.1 and RD3-2.2 to the Ōmokoroa Structure Plan – Roading & Walkway / Cycleway Infrastructure map for the purpose of cycle and pedestrian connectivity.
- Add a new developer funded road to the Ōmokoroa Structure Plan – Roading & Walkway / Cycleway Infrastructure map, which provides road access to and within 118A and 118B Prole Road.

Ōmokoroa Structure Plan – Infrastructure Schedule

Changes for Ōmokoroa Infrastructure Schedules are described as follows with the updated infrastructure schedule attached:

- Update the costs within the below Ōmokoroa Structure Plan schedules to reflect current cost estimates.
 - (a) Transportation (Stages 1, 2 and 3)
 - (b) Remaining Stages 2 and 3 Urbanisation Projects and
 - (c) Ōmokoroa: New Stage 3 Projects
- Add new roads RC3-2.1 and RD3-2.2 to the Ōmokoroa Structure Plan – Roading & Walkway / Cycleway Infrastructure map for the purpose of cycle and pedestrian connectivity.
- Update the costs within the below Ōmokoroa Structure Plan schedules to reflect the 25m wide Francis Road transport corridor.
 - (a) Ōmokoroa: New Stage 3 Projects

The following submissions are therefore:

ACCEPTED

Submission	Point Number	Name
4	7	Robert Hicks
4	8	Robert Hicks
11	1	Elles Pearse-Danker
50	2	Mike and Sandra Smith
56	11	Ōmokoroa Country Club
FS69	28	Jace Investments
58	1	Jace Investments and Kiwi Green New Zealand

REJECTED

Submission	Point Number	Name
19	25	Pete Linde
19	29	Pete Linde
58	10	Jace Investments and Kiwi Green New Zealand
58	12	Jace Investments and Kiwi Green New Zealand

SECTION 32AA ANALYSIS

The following provides a further evaluation of the changes made to the Plan Change / Proposal since the original evaluation under Section 32 of the RMA. The level of detail corresponds to the scale and significance of the changes. Significant changes are recommended to the Ōmokoroa Structure Plans and/or infrastructure schedules. Therefore, a further s32AA analysis is provided below for those significant changes. Other minor changes are not addressed as no s32AA analysis is required.

<p>Efficiency & Effectiveness in Achieving the Objectives</p>	<p>Amend the Ōmokoroa Structure Plan and/or Infrastructure Schedules for roading in response to supported submissions, to update project cost estimates to current values, and/or to correct omissions for either the structure plan or infrastructure schedules for critical infrastructure.</p>
<p>Costs</p> <p>Environmental effects</p> <p>Economic effects</p> <p>Social effects</p> <p>Cultural effects</p> <p>Including opportunities for:</p> <p>(i) economic growth that are anticipated to be provided or reduced; and</p> <p>(ii) employment that are anticipated to be provided or reduced</p>	<p>Environmental</p> <p>No environmental costs.</p> <p>Economic</p> <p>Changing the Francis Road transport corridor from 20 to 25m will require property owners to commit land for managing the interface between the Industrial Zone and Medium Density Residential Zone. Compensation would be payable for any land acquired for a public purpose. This would reduce any economic effect.</p> <p>The addition of a road connection to 118A and 118B Prole Road may result in the loss of developable land for 130 Prole Road, however, the road would enable more intensive development of 118A and 118B Prole Road. No net loss in developable land is anticipated, and therefore the economic cost is not significant.</p> <p>The deletion of the structure plan road in relation to Ōmokoroa Country Club landholdings would not have any economic costs. The addition of a walkway over the Ministry of Education landholdings would not have an economic cost.</p> <p>The roading infrastructure schedules for Ōmokoroa have been updated to reflect the estimate of project costs to today's values. Costs have risen and could be seen as further costs for development. However, costs are adjusted annually through the annual plan process which would capture these changes in any case. No increase in cost beyond normal process is expected.</p> <p>Social</p> <p>No social costs.</p> <p>Cultural</p> <p>No cultural costs.</p>

<p>Benefits</p> <p>Environmental</p> <p>Economic</p> <p>Social</p> <p>Cultural</p> <p>Including opportunities for:</p> <p>(i) economic growth that are anticipated to be provided or reduced; and</p> <p>(ii) employment that are anticipated to be provided or reduced</p>	<p>Environmental</p> <p>No environmental benefits.</p> <p>Economic</p> <p>The change to the Francis Road transport corridor will provide for an efficient transport network to the adjoining urban areas that would then support realisation of development potential for both zones, and would support creation of employment opportunities in Ōmokoroa.</p> <p>Acquisition of land for landscape mitigation would transfer costs of landscaping to the Council, whilst landowners would be compensated for any land required. There is a direct economic benefit to landowners as a result, and a broader benefit to the wider Ōmokoroa community by creating employment opportunities.</p> <p>The deletion of the structure plan road in relation to Ōmokoroa Country Club landholdings, and the addition of a structure plan road for access to 118A and 118B is beneficial to the landowner as it provides certainty for road access or allows the maximum yield of development to occur.</p> <p>The update to the roading infrastructure schedules for Ōmokoroa, with an estimate of project costs in today's values, will assist the community in obtaining a more realistic understanding project costs, assisting with financial feasibility assessments, and ensure critical infrastructure is appropriately funded.</p> <p>Social</p> <p>The change to the Francis Road transport corridor has social benefit by improving the interface between industrial and residential activities, and creating better residential and amenity outcomes at this location.</p> <p>Adding structure plan roads RD3-2.1 and RD3-2.2 will provide connectivity from public roads to public walkways and cycleways. This will improve transport functions, movement functions and support community health and wellbeing. This has a positive social benefit.</p> <p>Cultural</p> <p>No cultural benefits.</p>
<p>Quantification</p>	<p>Not practicable to quantify.</p>
<p>Risks of Acting/ Not Acting if there is uncertain or insufficient</p>	<p>Sufficient and certain information is available.</p>

information about the subject matter	
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TOPIC 3 – TE PUKE WALKWAYS/CYCLEWAYS

BACKGROUND

Walkways and cycleways are addressed in Appendix 7 in the following:

8 – Te Puke Structure Plan

- Te Puke Structure Plan – Roading and Walkway / Cycleway Infrastructure (map)
- Te Puke Urban Roading (schedule)

SUBMISSION POINTS

No submission points were received. No further submission points were received.

OPTIONS

Option 1 – Retain the Te Puke Structure Plan and/or Infrastructure Schedules for walkways/cycleways as proposed.

Option 2 – Retain the Te Puke Structure Plan for walkways/cycleways as proposed but update walkway/cycleway project cost estimates to current values within the corresponding infrastructure schedules.

DISCUSSION

No submissions on the proposed Te Puke walkways and cycleways have been received. No changes are recommended to the structure plan.

An update to the Te Puke infrastructure schedule is however recommended. The update relates to project cost estimates and has been updated to reflect today's cost estimates.

RECOMMENDATION

That Option 2 be accepted.

Retain the Te Puke Structure Plan for walkways/cycleways as proposed but update walkway/cycleway project cost estimates to current values within the corresponding infrastructure schedules.

Te Puke Structure Plan – Roading & Walkway / Cycleway Infrastructure map

There are no changes for the Te Puke Structure Plan – Roading & Walkway / Cycleway Infrastructure map

Te Puke Structure Plan – Infrastructure Schedules

Changes for Te Puke Infrastructure Schedules are described as follows with the updated infrastructure schedule attached:

- Update the costs within the Te Puke: Urban Roading Infrastructure Schedule to reflect current cost estimates.

There are no submissions to accept or reject:

SECTION 32AA ANALYSIS

The following provides a further evaluation of the changes made to the Plan Change / Proposal since the original evaluation under Section 32 of the RMA. The level of detail corresponds to the scale and significance of the changes. Changes are recommended to the Te Puke infrastructure schedules. Therefore a further s32AA analysis is provided below for those changes.

<p>Efficiency & Effectiveness in Achieving the Objectives</p>	<p>Retain the Te Puke Structure Plan for walkways/cycleways as proposed but update walkway/cycleway project cost estimates to current values within the corresponding infrastructure schedules.</p>
<p>Costs</p> <p>Environmental effects</p> <p>Economic effects</p> <p>Social effects</p> <p>Cultural effects</p> <p>Including opportunities for:</p> <p>(i) economic growth that are anticipated to be provided or reduced; and</p> <p>(ii) employment that are anticipated to be provided or reduced</p>	<p>Environmental</p> <p>No environmental costs.</p> <p>Economic</p> <p>The walkway/cycleway infrastructure schedules for Te Puke have been updated to reflect the estimate of project costs to today's values. Costs have risen and could be seen as further costs for development. However, costs are adjusted annually through the annual plan process which would capture these changes in any case. No increase in cost beyond normal process is expected.</p> <p>Social</p> <p>No social costs.</p> <p>Cultural</p> <p>No cultural costs.</p>
<p>Benefits</p> <p>Environmental</p> <p>Economic</p> <p>Social</p> <p>Cultural</p> <p>Including opportunities for:</p> <p>(i) economic growth that are anticipated to be provided or reduced; and</p> <p>(ii) employment that are anticipated to be provided or reduced</p>	<p>Environmental</p> <p>No environmental benefits.</p> <p>Economic</p> <p>The update to the walkway/cycleway infrastructure schedules for Te Puke, with an estimate of project costs in today's values, will assist the community in obtaining a more realistic understanding project costs, assisting with financial feasibility assessments, and ensure critical infrastructure is appropriately funded.</p> <p>Social</p> <p>No social benefits.</p> <p>Cultural</p> <p>No cultural benefits.</p>

Quantification	Not practicable to quantify.
Risks of Acting/ Not Acting if there is uncertain or insufficient information about the subject matter	Sufficient and certain information is available.

TOPIC 4 – ŌMOKOROA Walkways/Cycleways

BACKGROUND

Walkways and cycleways are addressed in Appendix 7 in the following:

Section 4 – Ōmokoroa Structure Plan

- Ōmokoroa Structure Plan – Roading & Walkway/Cycleway Infrastructure (map)
- Ōmokoroa Structure Plan – Transportation (Stages 1, 2 and 3) (schedule)
- Ōmokoroa Stages Two and Three: Pedestrian and Cycleway Projects (schedule)

SUBMISSION POINTS

Three submission points were received. No further submission points were received. The submission points on this topic are summarised as follows:

Mike and Sandra Smith (50.5 and 50.6) support in part the Ōmokoroa Structure Plan and request that:

- The cycleway adjacent to 476B and 476E Ōmokoroa Road be retained within the Department of Conservation owned land along the south-eastern property boundary (property legally described as Crown Land SO41092 Mangawhai River).
- The cycleway alignment is adjusted where it crosses the western corner of 476E Ōmokoroa Road (Lot 2 DP454121) so that it is adjacent to the future State Highway 2 interchange alignment.

Pete Linde (19.9) – supports the Ōmokoroa Structure plan and makes the following suggestions:

- Ensure developers are re-imbursed where completed infrastructure is provided.
- Replace the term “Walkway/Cycleway” on the structure plan with the term “Public Trails” which is defined within the District Plan.

OPTIONS

Option 1 – Retain the Ōmokoroa Structure Plan and/or Infrastructure Schedules for walkways/cycleways as proposed.

Option 2 – Amend the Ōmokoroa Structure Plan and/or Infrastructure Schedules for walkways/cycleways in response to supported submissions, to update project cost estimates to current values, and/or to correct omissions for either the structure plan or infrastructure schedules for critical infrastructure.

DISCUSSION

In response to Mike and Sandra Smith (50.5 and 50.6)

- The alignment of walkways/cycleways requires consideration of a number of factors. The walkway/cycleway along the submitter's south-eastern property boundary is located near a sensitive ecological environment, which contains both freshwater and marine ecology. The final location will be determined through the detailed design process however no change to the alignment of this walkway/cycleway is recommended at this time. It is noted that the walkway/cycleway is wholly contained within the Natural Open Space Zone.
- A change to the walkway/cycleway alignment in the western corner of 476E Ōmokoroa Road is supported but not as requested by the submitter. Alignment with the future State Highway 2 interchange is not considered to be an appropriate response because a cycleway in this location may impact opportunities for the possible state highway 2 realignment and interchange project, which is a priority project for this location. It is however recommend that the cycleway be realigned so that it no longer traverses 491 Ōmokoroa Road, but rather it follows the southern and western boundary of the submitters property, and connects with structure plan road 0-03-2.1 via a planned internal road which the submitter is considering as part of a future subdivision. This is considered to be an efficient outcome by creating dual purpose transport infrastructure.

In response to submissions from Pete Linde (19.9)

- The District Plan under Rule 12.4.11.6 already provides for reimbursement of developers for completed infrastructure and therefore this part of the submission is consistent with the existing District Plan rule framework. Completed infrastructure means infrastructure that is constructed, approved by Council and vested in Council.
- The definition of public trails *means a path either on or off road for the purpose of public recreational or commuter cycle or pedestrian transport or can be a bridle trail or similar. Public trail includes activities associated with creating the path, which includes pathways, bridging, boardwalks, walkways and steps, and includes related signage and maintenance activities, but excludes public trail support infrastructure such as public toilets and carparks.* The definition is much broader than walkway/cycleways (i.e. could include bridle trails). It is important to ensure the correct public trail is referenced on the structure plan. A change is not supported.

The introduction to this report notes that administrative errors have occurred in preparation of the structure plan and infrastructure schedules, to the extent there are inconsistencies. It is recommended the errors be corrected as follows:

- Infrastructure Schedule *Ōmokoroa Stages Two and Three: Pedestrian and Cycleway Projects*, the line item "Ōmokoroa Stage 2 Walkways/Cycleways" omitted project costs for Stage 3 walkways/cycleways. The estimated project cost for Stage 2 and Stage 3 walkways/cycleways has therefore been increased from \$1,713,600 to \$2,500,000. This includes an adjustment of project costs to meet today's estimates.

In summary:

- A change to the location of the walkway/cycleway over the south west corner of 476E will avoid conflict with opportunities for the possible State Highway 2 realignment and

interchange project, which is a priority project for this location, and provides for an efficient walkway/cycleway connection to structure plan road O-03-2.1.

- Fair and reasonable reimbursement of costs for completed infrastructure is already provided for by the District Plan (Rule 12.4.11.6).
- The public trails definition is much broader than the purpose of the walkway/cycleway and means a path either on or off road for the purpose of public recreational or commuter cycle or pedestrian transport or can be a bridle trail or similar. It is important to ensure the structure plan specifies the correct type of public trail, which in the case of Ōmokoroa, is only a walkway or cycleway.
- Infrastructure schedules for Ōmokoroa require updating to reflect the applicable structure plan and/or to reflect today's cost estimates and all planned projects.

RECOMMENDATION

That Option 2 be accepted.

Amend the Ōmokoroa Structure Plan and/or Infrastructure Schedules for walkways/cycleways in response to supported submissions, to update project cost estimates to current values, and/or to correct omissions for either the structure plan or infrastructure schedules for critical infrastructure.

Ōmokoroa Structure Plan – Roading & Walkway / Cycleway Infrastructure map

Changes for the Ōmokoroa Structure Plan – Roading & Walkway / Cycleway Infrastructure map are described as follows with the updated structure plan attached:

- Adjust the alignment of the walkway/cycleway as it relates to 476E Ōmokoroa Road.

Ōmokoroa Structure Plan – Infrastructure Schedule

Changes for Ōmokoroa Infrastructure Schedules are described as follows with the updated infrastructure schedule attached:

- Update the costs within the following Ōmokoroa Structure Plan – Ōmokoroa Structure Plan schedules to reflect current estimates and allow for the cost of walkways/cycleways within Stage 3 of the structure plan.
 - (a) Transportation (Stages 1, 2 and 3)
 - (b) Ōmokoroa Stages Two and Three: Pedestrian and Cycleway Projects

The following submissions are therefore:

ACCEPTED

Submission	Point Number	Name
50	5	Mike and Sandra Smith

ACCEPTED IN PART

Submission	Point Number	Name
19	9	Pete Linde

REJECTED

Submission	Point Number	Name
50	6	Mike and Sandra Smith

SECTION 32AA ANALYSIS

The following provides a further evaluation of the changes made to the Plan Change / Proposal since the original evaluation under Section 32 of the RMA. The level of detail corresponds to the scale and significance of the changes. Significant changes are recommended to the Ōmokoroa Structure Plans and/or infrastructure schedules. Therefore a further s32AA analysis is provided below for those significant changes. Other minor changes are not addressed as no s32AA analysis is required.

Efficiency & Effectiveness in Achieving the Objectives	Amend the Ōmokoroa Structure Plan and/or Infrastructure Schedules for walkways/cycleways in response to supported submissions, to update project cost estimates to current values, and/or to correct omissions for either the structure plan or infrastructure schedules for critical infrastructure.
Costs Environmental effects Economic effects Social effects Cultural effects Including opportunities for: (i) economic growth that are anticipated to be provided or reduced; and (ii) employment that are anticipated to be provided or reduced	Environmental No environmental costs. Economic Changing the location of the walkway/cycleway for 476E Ōmokoroa Road could be seen as a cost to the landowner due to loss of land for public infrastructure. However, the landowner has made submissions indicating a possible subdivision of their land, which includes roading. The realigned walkway/cycleway is consistent with the possible subdivision, therefore any loss of land is minimised. Economic costs are also mitigated by way of walkway/cycleways in Ōmokoroa being 100% financial contribution funded, therefore the landowner would be compensated. The increase in the project costs for Ōmokoroa Stage 2 and 3 cycleway/walkways will result in an increase in financial contributions for subdivision and development in Ōmokoroa. The additional \$800k of project costs will be spread over the structure plan area, and any increase in financial contribution will not be significant. Social No social costs. Cultural No cultural costs.

<p>Benefits</p> <p>Environmental</p> <p>Economic</p> <p>Social</p> <p>Cultural</p> <p>Including opportunities for:</p> <p>(i) economic growth that are anticipated to be provided or reduced; and</p> <p>(ii) employment that are anticipated to be provided or reduced</p>	<p>Environmental</p> <p>No environmental benefits.</p> <p>Economic</p> <p>The update to the walkway/cycleway structure plan infrastructure schedules for Ōmokoroa, with an estimate of project costs in today's values, will assist the community in obtaining a more realistic understanding project costs, assisting with financial feasibility assessments, and ensure critical infrastructure is appropriately funded.</p> <p>Social</p> <p>Changing the location of the walkway/cycleway for 476E Ōmokoroa Road would continue to support connectivity for the community through alternative transport modes, which inturn have health and wellbeing benefits.</p> <p>Cultural</p> <p>No cultural benefits.</p>
<p>Quantification</p>	<p>Not practicable to quantify.</p>
<p>Risks of Acting/ Not Acting if there is uncertain or insufficient information about the subject matter</p>	<p>Sufficient and certain information is available.</p>

TOPIC 5 – TE PUKE STORMWATER

BACKGROUND

Stormwater is addressed in Appendix 7 in the following:

Section 8 – Te Puke Structure Plan

- Te Puke Structure Plan – Three Waters Infrastructure (map)
- Te Puke New Stormwater Area 3 (schedule)

SUBMISSION POINT

One submission point was received. No further submission points were received. The submission point on this topic is summarised as follows:

The North Twelve Limited Partnership (47.12) opposes the Te Puke Structure Plan with the following comments:

- It supports the removal of structure plan stormwater pond 8 on its property located at 81 Dunlop Road but requests the inclusion of a further pond to the south of pond 9 within the structure plan and infrastructure schedules.

OPTIONS

Option 1 – Retain the Te Puke Structure Plan and/or Infrastructure Schedules for stormwater as proposed.

Option 2 – Retain the Te Puke Structure Plan as proposed but update the stormwater infrastructure project cost estimates to current values within the corresponding infrastructure schedule/s and reinstate funding for pond 8 for the purpose of additional stormwater management in Te Puke Area 3, if it is assessed additional management is required for this urban catchment.

DISCUSSION

In response to The North Twelve Limited Partnership (47.12)

- The existing Te Puke Structure Plan, amongst other things, included a stormwater pond entitled SW Pond 8 and a stormwater pond entitled SW Pond 9. It was proposed to delete SW Pond 8 as it was no longer required. The submitter supports the deletion of SW Pond 8.
- The submitter, however, requests the addition of a further stormwater pond to the structure plan, being an extension SW Pond 9. The submitter considers that the additional pond has a wider catchment benefit, and therefore it warrants being a structure plan item, and also warrants some form of funding through financial contributions.
- WBOPDC are working through a process to determine whether the pond extension has wider catchment functions (whole or in part), or, whether the pond extension is purely for the benefit of the submitter. The investigation had not been completed at the time of this report. As an interim response, the Reporting Team is opting to reinstate the SW Pond 8 funding within the Te Puke: New Stormwater Area Infrastructure Schedules to ensure budget is available, only if the additional pond is proven to have a benefit to the structure plan area. If the pond does not benefit the catchment, the cost of the pond extension would need to be borne by the landowner. We advise this matter is still being worked through at the time this report was prepared. Further information may be offered before decisions are made to support retention of pond 8 funding, deletion, or other amendments.

RECOMMENDATION

That Option 2 be accepted.

Retain the Te Puke Structure Plan as proposed but update the stormwater infrastructure project cost estimates to current values within the corresponding infrastructure schedule/s and reinstate funding for pond 8 for the purpose of additional stormwater management in Te Puke Area 3, if it is assessed additional management is required for this urban catchment.

Te Puke Structure Plan – Three Waters Infrastructure Map

There are no Changes for the Te Puke Structure Plan – Three Waters Infrastructure Map.

Te Puke Structure Plan – Infrastructure Schedules

Changes for Te Puke Infrastructure Schedule (table entitled Te Puke: New Stormwater Area) are described as follows with the updated infrastructure schedule attached:

- Update the costs within the Te Puke: New Stormwater Area Infrastructure Schedule to reflect today's estimates.
- Reinstate SW Pond 8 funding within the Te Puke: New Stormwater Area Infrastructure Schedule with a note advising that funding may be allocated to an extension of pond 9 if this has wider

structure plan benefit **(subject to change if further information received on the need for pond 9 extension).**

The following submissions are therefore:

ACCEPTED IN PART

Submission	Point Number	Name
47	12	The North Twelve Limited Partnership

SECTION 32AA ANALYSIS

The following provides a further evaluation of the changes made to the Plan Change / Proposal since the original evaluation under Section 32 of the RMA. The level of detail corresponds to the scale and significance of the changes. Changes are recommended to the Te Puke infrastructure schedule. Therefore a further s32AA analysis is provided below for those changes. Other minor changes are not addressed as no s32AA analysis is required

Efficiency & Effectiveness in Achieving the Objectives	Retain the Te Puke Structure Plan as proposed but update the stormwater infrastructure project cost estimates to current values within the corresponding infrastructure schedule/s and reinstate funding for pond 8 for the purpose of additional stormwater management in Te Puke Area 3, if it is assessed additional management is required for this urban catchment.
Costs Environmental effects Economic effects Social effects Cultural effects Including opportunities for: (i) economic growth that are anticipated to be provided or reduced. and (ii) employment that are anticipated to be provided or reduced	Environmental No environmental costs. Economic The stormwater related infrastructure schedules for Te Puke and Ōmokoroa have been updated to reflect the estimate of project costs to today's values, or to reflect possible funding need to a future extension to SW Pond 9. Costs have risen and could be seen as further costs for development. However, costs are adjusted annually through the annual plan process which would capture these changes in any case. No increase in cost beyond normal process is expected, and the reinstatement of funding for SW Pond 9 may reflect a costs need which had not been identified in the proposed structure plan. Social No social costs. Cultural No cultural costs.

<p>Benefits</p> <p>Environmental</p> <p>Economic</p> <p>Social</p> <p>Cultural</p> <p>Including opportunities for:</p> <p>(i) economic growth that are anticipated to be provided or reduced. and</p> <p>(ii) employment that are anticipated to be provided or reduced</p>	<p>Environmental</p> <p>No environmental benefit.</p> <p>Economic</p> <p>The update to the stormwater infrastructure schedule for Te Puke, with an estimate of project costs in today's values and inclusion of omitted errors, will assist the community in obtaining a more realistic understanding project costs, and assisting with financial feasibility assessments, and ensure appropriate funding is allowed for critical infrastructure.</p> <p>Social</p> <p>No social benefit.</p> <p>Cultural</p> <p>No cultural benefit</p>
<p>Quantification</p>	<p>Not practicable to quantify.</p>
<p>Risks of Acting/ Not Acting if there is uncertain or insufficient information about the subject matter</p>	<p>Sufficient and certain information is available.</p>

TOPIC 6 – ŌMOKOROA STORMWATER

BACKGROUND

Section 4 – Ōmokoroa Structure Plan

- Ōmokoroa Structure Plan – Three Waters Infrastructure (map)
- Ōmokoroa Stormwater (schedule)

SUBMISSION POINTS

Twelve submission points were received. Three further submission points were received. The submission points on this topic are summarised as follows:

Bay of Plenty Regional Council (25.1, 25.3, 25.5, 25.7, 25.10 and 25.25) supports the Structure plan for Ōmokoroa Stage 3 and the use of this document to implement the directives of the NPS-UD. The submission also includes specific requests, which are summarised below:

- The inclusion of the document titled “Ōmokoroa Stage 3 Stormwater Management Concept Plan”, in the compiled set of Appendix 7 structure plans. This document is attached to the proposed Ōmokoroa Catchment Management Plan⁴. The purpose of this request is to allow the document to be used as a stormwater management tool, prior to

⁴ Ōmokoroa Stage 3 – Stormwater Catchment Management Plan dated August 2022

WBOPDC obtaining a Comprehensive Stormwater Consent (CSC) for Ōmokoroa and/or full effect is given to the NPS-FM and NES-F.

- The inclusion of key stormwater infrastructure in the relevant infrastructure schedules to ensure these are secured by the structure plan and that financial contributions can be collected in accordance with S108 of the RMA (including stormwater wetlands N1a, N1, W2a, W1, W2b and E1).
- Detailed mapping of existing freshwater features and changes to the Natural Open Spaces Zone to ensure sufficient space is allowed for proposed engineered stormwater wetlands (in particular stormwater wetlands E1 and N1a). Sufficient space is required to allow the engineered stormwater wetlands to be delivered without impacting natural freshwater features which would benefit from protection and management under the NPS-Freshwater Management.
- Replace all references to stormwater ponds, with the term stormwater wetlands.
- Make changes to the District Plan or clarify how land outside of the Natural Open Spaces Zone which is needed for stormwater infrastructure will be secured/acquired.

Pete Linde (19.12, 19.25-19.29) supports the Ōmokoroa Structure plan in part and requests the following changes:

- Additional stormwater notations for 60 Prole Road.
- Additional guidance notes on the Structure plan and in the relevant Sections of the District Plan advising that the Structure plan is 'indicative' only.

Ōmokoroa Country Club (56.4) – opposes the Ōmokoroa Structure plan and requests the following change:

- Clarify or delete item FP-N1a from the Ōmokoroa Structure Plan and infrastructure schedule.

Western Bay of Plenty District Council (15.13) – supports in part the Ōmokoroa Structure Plan and requests the following change:

- Revise the structure plan locations for stormwater ponds/wetlands to avoid existing houses and other planned infrastructure such as roads, and any consequential amendments.

Bay of Plenty Regional Council (FS 67.34) and Jace Investments (FS 69.4) the Western Bay of Plenty District Council to the extent that:

- The structure plan is consistent with any CSC.
- The structure plan considers existing infrastructure (such as the Kaimai Views stormwater pond)
- The changes are consistent with their own submission.

Robert Hicks (4.2) supports in part the Ōmokoroa Structure plan and requests the following change:

- Revise the structure plan locations for stormwater ponds/wetlands at 50a and 51 Francis Road so they are located at the low point of gully systems and avoid existing houses and other planned infrastructure such as roads.

Bay of Plenty Regional Council (FS 67.35) supports Robert Hicks to the extent that the changes are consistent with their own submission.

New Zealand Housing Foundation (32.2) opposes the Ōmokoroa Structure Plan and requests the following change:

- Update a stormwater pond feature shown over 75 Kaylene Place (Lot 2 DP557551) to align with the boundary of 77 Kaylene Place (Lot 1 DP557551). This pond feature is located within the Ōmokoroa Stage 1 structure plan area.

OPTIONS

Option 1 – Retain the Ōmokoroa Structure Plan and/or Infrastructure Schedules for stormwater as proposed.

Option 2 – Amend the Ōmokoroa Structure Plan and/or Infrastructure Schedules for stormwater in response to supported submissions, to update project cost estimates to current values, and/or to correct omissions for either the structure plan or infrastructure schedules for critical infrastructure.

DISCUSSION

In response to the Bay of Plenty Regional Council submissions:

- The Reporting Team have engaged with BOPRC in relation to their submissions points. In the discussions, a number of interrelated terms were used. These being a *Comprehensive Stormwater Consent*, *Catchment Management Plan* and *Stormwater Management Plan*. The terms are explained below:

“Comprehensive Stormwater Consent (CSC)” is an approval from the Bay of Plenty Regional Council to undertake any stormwater related activities for an entire urban catchment or a group of urban catchments for which the application was made.

“Catchment Management Plan (CMP)” refers to a document which outlines objectives, methods and options relating to stormwater management for a catchment (including its sub-catchments) and includes catchment management plans prepared in accordance with the conditions of a comprehensive stormwater consent issued by the Bay of Plenty Regional Council and/or catchment management plans which Council has otherwise adopted. The document may be reviewed periodically as required by the comprehensive stormwater consent.

“Stormwater Management Plan (SMP)” refers to a report that details stormwater management for a proposed subdivision and/or development area and includes sufficient detail to satisfy the stormwater information requirements and stormwater provision under Section 12 of the District Plan, including Rule 12.4.5.17.

- A CSC is important in the context of the BOPRC submission. The CSC is seen to be the vehicle for BOPRC’s position on the suitability of WBOPDC’s stormwater management methodology for a particular area (as proposed within a catchment management plan). Where the CSC is approved, it becomes a compliance tool for ensuring stormwater outcomes are achieved (to be demonstrated through a stormwater management plan).

- There is a current CSC for Te Puke which was issued in November 2022. Due to the recent issue of the consent, BOPRC have not made stormwater related submissions for the Te Puke urban growth area. Of note there is also an approved catchment management plan for Te Puke (issued in December 2018), which is due for review every 6 years as required by the CSC.
- The Ōmokoroa CSC **expired** in May 2023. WBOPDC had already applied for a new Ōmokoroa CSC (lodged in 2022). Included with the application is a proposed Ōmokoroa Stage 3 catchment management plan⁵. BOPRC had not approved the CSC application at the time of this report and therefore BOPRC have made submissions in relation to Stage 3 of the Ōmokoroa Structure Plan.
- Of importance to BOPRC is the suitability of WBOPDCs proposed catchment management plan and how the District Plan enables Council to require compliance by subdivision and development proposals, particularly given that a CSC does not yet exist for Ōmokoroa Stage 3. BOPRC considered that an appropriate response could be to directly include part of the catchment management plan in the structure plan.
- Although the Reporting Team agrees with the BOPRC view that the Ōmokoroa catchment management plan is an integral tool for stormwater and freshwater management, direct referencing is not the preferred approach. That approach would mean the catchment management plan becomes incorporated into the District Plan by reference⁶. A Schedule 1 Plan Change process would then be required to implement any changes to the catchment management plan that may arise through a periodic review, a variation of the CSC, or by alternative decision by WBOPDC. This process has time and cost inefficiencies and would not enable a responsive stormwater approach.
- It is considered by the Reporting Team that a rule which requires compliance with the relevant catchment management plan is all that is necessary for it to be a useable tool, rather than needing part or full inclusion of the catchment management plan itself in the District Plan. The Reporting Team are therefore recommending a change to proposed Rule 12.4.5.17 to align with this approach. The re-drafting has occurred in consultation with BOPRC and general consensus (but not necessarily full agreement) has been reached on the rule, including that direct referencing is unrequired. Submission points 25.1 and 25.10 are supported in part.
- Submission point 25.3 requests additional mapping of freshwater features which may benefit from protection under the NPS-Freshwater Management. The Reporting Team confirm that the mapping of natural wetlands occurred prior to notification of Plan Change 92 and that no additional mapping is necessary. The mapping was undertaken following consultation with BOPRC prior to the notification of Plan Change 92.
- Tonkin + Taylor⁷ completed the preliminary investigative work which classified and delineated potential wetlands in the vicinity of planned engineered stormwater wetlands needed to support the Ōmokoroa Structure Plan. The Reporting Team have revisited the Tonkin + Taylor investigation and agree there are potential conflict points between natural and engineered water features. The submission point is accepted and where appropriate, locations for engineered stormwater wetlands have been updated to avoid conflict with

⁵ Ōmokoroa Stage 3 – Stormwater Catchment Management Plan dated August 2022

⁶ Schedule 1, Part 3 of the RMA

⁷ Ōmokoroa Structure Plan – Wetland Delineation and Options Report October 2021

natural wetlands. The revised locations also consider other submissions where engineered wetlands conflict with existing built form, land uses and infrastructure.

- Submission point 25.3 requests that the Natural Open Spaces Zone boundary is reviewed to ensure there is sufficient space for engineered stormwater wetlands. The **primary** purpose of the Natural Open Spaces Zone is to capture land which is un-suitable for development and forms part of the natural drainage system. It is not a zone which intends to capture all land required for engineered stormwater wetlands. It is anticipated that land beyond the zone will be needed for some engineered stormwater wetlands, but this is to be determined during detailed subdivision or development design. The submission point is not supported.
- Submission point 25.5 requests clarification on the method for acquiring additional land required for stormwater assets in Ōmokoroa, which is located outside of the Natural Open Space Zone, including the taking of land as a financial contribution under Section 108(9) of the RMA. Various options exist to acquire land for stormwater assets which are explained in the following points:
 - (i) The initial requirement is for WBOPDC to identify the stormwater project and general land need. This is the purpose of the structure plan, which depicts the bulk stormwater infrastructure requirements for Stage 3 of the Ōmokoroa Structure Plan. Parties will then need to go through a more detailed design process to finalise the exact land need, having regard to the catchment management plan, landowner aspirations and other design inputs (i.e. climate change, stormwater event, land constraints).
 - (ii) WBOPDC then need to determine the appropriate process to acquire the land based on the circumstances. The available options include direct acquisition via the Public Works Act (by agreement or by compulsion), direct acquisition via a standard sale and purchase agreement, acquisition via a developer's agreement, or acquisition via subdivision/development consent process (as required by the Development Code⁸ and the District Plan⁹).
 - (iii) Proposed Ōmokoroa Stage 3 stormwater assets are 100% financial contribution funded as noted in the infrastructure schedules. The financial contributions can be charged in accordance with Section 108(10) as their purpose is specified by the Plan (Appendix 7), and how the level of contribution is determined (Section 11 of the District Plan). The District Plan¹⁰ also requires WBOPDC to reimburse developers for the costs of providing completed infrastructure through a subdivision process. If acquisition occurs outside of subdivision, WBOPDC would need to allow for compensation through other decisions (Long-Term Plan, Annual Plan, or by a separate resolution).
- Submission point 25.7 requests that the term "stormwater pond" be replaced with the term "stormwater wetlands". The request is consistent with the stormwater language and management methods outlined in the catchment management plan. The submission point is supported.

⁸ Development Code Section 5.6.4 requires stormwater detention ponds to be located on land owned by, or to be vested in Council, or covered by appropriate easements.

⁹ Rule 12.4.9, 12.4.10, 12.4.11.5 requires subdivision and development to provide for stormwater management reserves and access thereto as shown on a structure plan. Rule 12.4.10.8 requires stormwater management reserves to be vested in Council.

¹⁰ Refers to Rule 12.4.11.6 and completed infrastructure means infrastructure that is constructed, approved by Council and vested in Council.

- Submission point 25.25 requests that key stormwater infrastructure is included within the relevant infrastructure schedules. Stormwater wetlands NIa, NI, W2a, W1, W2b and E1 were un-intentionally omitted and are now included as a necessary amendment. The submission point is supported. Leading on from the submission point, Council considers it is necessary to update the infrastructure costs schedules to reflect estimated project values at the time of decisions. The updated infrastructure schedules are included in the recommended District Plan updates.

In response to submission points from Pete Linde (19.25 and 19.29)

- The submission requests an additional notation relating to a stormwater connection from future bulk infrastructure in Prole Road, to 60 Prole Road. This is property specific details, to be confirmed via a subdivision or development consenting process. The submission point is not supported.
- The submission requests an additional annotation on the Structure plan relating to the indicative nature of the Ōmokoroa Structure Plan. The District Plan Rule framework¹¹ and structure plans¹² clearly acknowledges the general and indicative nature of the Structure Plan. Additional annotations are not considered necessary. The submission is not supported.

In response to Ōmokoroa Country Club (56.4)

- Structure Plan item FP-N1a referred to stormwater reticulation which was intended to follow a structure plan road through the submitter's land, which we have recommend to deleted (refer to topic 1). Because this structure plan road is to be deleted, FP-N1a is no longer required. The submission is supported.

In response to Western Bay of Plenty District Council (15.13) and Robert Hicks (4.2)

- The proposed locations for stormwater ponds/wetlands within Ōmokoroa conflicted with existing houses and other planned infrastructure such as roads. This is not appropriate and relocation of ponds is warranted. Minor changes have occurred in response to submissions, along with locations being updated to avoid existing natural wetland features.
- The submission points are supported by further submissions from Bay of Plenty Regional Council (FS 67.34) and Jace Investments (FS 69.4).

In response to New Zealand Housing Foundation (32.3)

- There is an existing stormwater pond which is wholly located within 77 Kaylene Place. Due to this, the structure plan is not required to show any stormwater layer over 75 Kaylene Place (Lot 2 DP557551). The mapping layer has been amended as requested by the submitter.

The introduction to this report notes that administrative errors have occurred in preparation of the structure plan and infrastructure schedules, to the extent there are inconsistencies. It is recommended the errors be corrected as follows:

¹¹ Rule 12.4.9 (incl. explanatory note), 12.4.10 and 12.4.11.5

¹² "Indicative Pond" annotation on the Appendix 7 Plan entitled "Ōmokoroa Structure Plan Infrastructure – Three Waters Infrastructure".

- Infrastructure Schedule *Ōmokoroa Stormwater* omitted project costs for all new stormwater ponds/wetlands within the structure plan area. This includes ponds N1, n1a, W1, W2a, W2b, E1 (now E1a or E1b) and P21-3. This stormwater infrastructure is critical to the Ōmokoroa urban growth area and it is necessary to ensure these are appropriately funded. Accordingly, a new table is recommended entitled *Ōmokoroa Stormwater: Stage 2 and Stage 3 Structure Plan New Ponds/Wetlands*. The recommendation is noting an error however, the inclusion of this change is also a response to submission 25.25 by the Bay of Plenty Regional Council which request assurance that this infrastructure is included within the infrastructure schedule.

In summary:

- The additional stormwater connection at 60 Prole Road has not been added. The structure plan does not intend to show property specific infrastructure details of this nature. In the context of this response, property specific detail refers to infrastructure which is primarily private connections. The structure plan only intends to show infrastructure which has a broader structure plan function and/or benefit, and infrastructure which is required to be provided over a private property to enable the efficient development of land which may otherwise be constrained.
- Structure plan item FP-N1a can be deleted as it is no longer required due to the deletion of a structure plan road over the Ōmokoroa Country Club landholdings. FP-N1a referred to stormwater reticulation which intended to follow a structure plan road which is to be deleted.
- The District Plan includes existing references to the indicative nature of the structure plans. Examples of this are included within Rule 12.4.9, 12.4.10 and 12.4.11.5. Further changes to the District Plan are not required to reiterate the indicative nature of the structure plans.
- There are existing funding and land acquisition processes which enable Council to acquire additional land required for infrastructure items. This has been clarified for the relevant submitter but does not require a change to the District Plan.
- The indicative location of stormwater wetlands N1, N1a, W1, W2a and W2b have been relocated to ensure they are in a practical and functional location, recognise existing and future uses, and avoid existing natural wetland features. The position of stormwater wetland E1 (renamed to E1a) has been moved for the same reasons, with an alternative option included as wetland E1b, as this reflects possible outcomes associated with the State Highway interchange.
- The term "pond" has been replaced by the term "wetland" within Stage 3 of the Ōmokoroa Structure Plan Area because this is consistent with the planned stormwater management methodology and the Ōmokoroa Stage 3 - Catchment Management Plan.
- Infrastructure schedules for both Te Puke and Ōmokoroa require updating to reflect the applicable structure plan and/or to reflect today's cost estimates.
- Stormwater management is important to the urbanisation of Te Puke and Ōmokoroa and a catchment management plan is considered to be a necessary tool. The District Plan needs to enable the application of the catchment management during assessment of subdivision and development applications. Direct inclusion of the catchment management plan within the District Plan is not considered necessary to achieve this, but rather a rule would be sufficient. The rule would require subdivision and development to demonstrate consistency with the relevant catchment management plan. Therefore, Appendix A of the Draft Ōmokoroa catchment management plan has not been added to the Ōmokoroa Structure Plan.

- The Natural Open Space Zone is not intended to capture all land required for engineered stormwater devices. The Zone only intends to capture natural features. The boundaries of the Natural Open Spaces Zone have not been changed to reflect engineered stormwater wetlands, however changes have occurred in response to other submissions.
- The existing stormwater layer shown over 75 Kaylene Place (Lot 2 DP557551) has been changed to align with the legal boundaries of 77 Kaylene Place (Lot 1 DP557551) because this reflects the physical shape and location of an existing stormwater pond located at 77 Kaylene Place.
- Infrastructure schedules for Ōmokoroa require updating to reflect the applicable structure plan and/or to reflect today's cost estimates.
- The infrastructure schedules did not include the stormwater wetlands and/or ponds which are critical to the Ōmokoroa urban growth area, and management of stormwater effects on the receiving environment. It is therefore important for the stormwater infrastructure to be appropriately funded and provide assurance of their delivery.

RECOMMENDATION

That Option 2 be accepted.

Amend the Ōmokoroa Plan and/or Infrastructure Schedules for stormwater in response to supported submissions, to update project cost estimates to current values, and/or to correct omissions for either the structure plan or infrastructure schedules for critical infrastructure.

Ōmokoroa Structure Plan – Three Waters Infrastructure Map

Changes for Ōmokoroa are described as follows with the updated structure plan attached:

- Alter the location and annotation shape of engineered stormwater wetlands N1, N1a, W1, W2a and W2b so that they avoid natural freshwater features, dwellings and future infrastructure whilst ensuring they are in a functional position.
- In addition, alter the location of engineered stormwater wetland E1 (renamed E1a) for the same reasons, but also include an alternative option (annotated E1b), as this reflects alternative outcomes associated with the State Highway interchange.
- Replace the term "pond" with "wetland" on the Ōmokoroa Structure Plan – Three Waters Infrastructure Map.
- Delete stormwater reticulation FP-N1a from the Ōmokoroa Structure Plan – Three Waters Infrastructure Map.
- Update the shape of the stormwater pond layer shown over 75 Kaylene Place (Lot 2 DP557551) to align with the boundary of 77 Kaylene Place (Lot 1 DP557551).

Ōmokoroa Structure Plan – Infrastructure Schedule

Changes for Ōmokoroa Infrastructure Schedule (table entitled Ōmokoroa: Stormwater) are described as follows with the updated infrastructure schedule attached:

- Add new infrastructure schedule Ōmokoroa Stormwater: Stage 2 and Stage 3 New Ponds/Wetlands
- Update the costs within the Ōmokoroa: Stormwater Infrastructure Schedule to reflect today's cost estimate.
- Delete stormwater reticulation FP-N1a from the Ōmokoroa: Stormwater Infrastructure Schedule.

The following submissions are therefore:

ACCEPTED

Submission	Point Number	Name
4	2	Robert Hicks
15	13	Western Bay of Plenty District Council
25	7	Bay of Plenty Regional Council
25	25	Bay of Plenty Regional Council
32	2	New Zealand Housing Foundation
56	4	Ōmokoroa Country Club
FS 67	34	Bay of Plenty Regional Council
FS 69	4	Jace Investments

ACCEPTED IN PART

Submission	Point Number	Name
19	25	Pete Linde
19	29	Pete Linde
19	12	Pete Linde
25	1	Bay of Plenty Regional Council
25	3	Bay of Plenty Regional Council
25	5	Bay of Plenty Regional Council
25	10	Bay of Plenty Regional Council
FS 67	35	Bay of Plenty Regional Council

REJECTED

Submission	Point Number	Name
25	23	Bay of Plenty Regional Council

REJECT IN PART

Submission	Point Number	Name
FS 67	35	Bay of Plenty Regional Council

SECTION 32AA ANALYSIS

The following provides a further evaluation of the changes made to the Plan Change / Proposal since the original evaluation under Section 32 of the RMA. The level of detail corresponds to the scale and significance of the changes. Changes are recommended to the Ōmokoroa Structure

Plans and/or infrastructure schedules. Therefore a further s32AA analysis is provided below for those Changes. Other minor changes are not addressed as no s32AA analysis is required

<p>Efficiency & Effectiveness in Achieving the Objectives</p>	<p>Amend the Ōmokoroa Plan and/or Infrastructure Schedules for stormwater in response to supported submissions, to update project cost estimates to current values, and/or to correct omissions for either the structure plan or infrastructure schedules for critical infrastructure.</p>
<p>Costs</p> <p>Environmental effects</p> <p>Economic effects</p> <p>Social effects</p> <p>Cultural effects</p> <p>Including opportunities for:</p> <p>(i) economic growth that are anticipated to be provided or reduced. and</p> <p>(ii) employment that are anticipated to be provided or reduced</p>	<p>Environmental</p> <p>No environmental costs.</p> <p>Economic</p> <p>Proposed engineered stormwater wetlands conflicted with natural freshwater features. They have now been relocated to avoid natural features. There may be a requirement for landowners to provide land required for the proposed structure engineered stormwater wetlands. The proposed engineered stormwater wetlands are to be funded by financial contributions, meaning landowners will be compensated. This would reduce any economic cost.</p> <p>The stormwater related infrastructure schedule for Ōmokoroa have been updated to reflect the estimate of project costs to today's values, or to reflect omitted stormwater wetlands/ponds. Costs have risen and could be seen as further costs for development. However, costs are adjusted annually through the annual plan process which would capture these changes in any case. No increase in cost beyond normal process is expected, and the addition of the cost for the Ōmokoroa wetlands/ponds reflects intended costs which were omitted in error.</p> <p>Social</p> <p>No social costs.</p> <p>Cultural</p> <p>No cultural costs.</p>
<p>Benefits</p> <p>Environmental</p> <p>Economic</p> <p>Social</p> <p>Cultural</p> <p>Including opportunities for:</p>	<p>Environmental</p> <p>Proposed engineered stormwater wetlands conflicted with natural freshwater features. They have now been relocated to avoid natural features, and therefore provide for their preservation. The proposed engineered stormwater wetlands are still located in a position which ensures they function as expected, and mitigate adverse stormwater effects. There is an environment benefit as a result.</p>

<p>(i) economic growth that are anticipated to be provided or reduced. and</p> <p>(ii) employment that are anticipated to be provided or reduced</p>	<p>Economic</p> <p>Proposed engineered stormwater wetlands in Ōmokoroa conflicted with proposed development plans, existing dwellings and activities, and future infrastructure items. Relocating or deleting infrastructure items benefit landowners and the wider community through avoiding costs associated with altering land uses, or conflicts with infrastructure necessary for urban growth.</p> <p>The update to the stormwater infrastructure schedule for Ōmokoroa, with an estimate of project costs in today's values and inclusion of omitted errors, will assist the community in obtaining a more realistic understanding project costs, and assisting with financial feasibility assessments, and ensure appropriate funding is allowed for critical infrastructure.</p> <p>Social</p> <p>Relocating or deleting engineered stormwater wetlands benefit landowners through avoiding a need to alter existing dwelling locations or activities.</p> <p>Cultural</p> <p>Proposed engineered stormwater wetlands conflicted with natural freshwater features. They have now been relocated to avoid natural features, and therefore provide for their preservation. Preservation of natural freshwater features may have unquantifiable cultural benefits through preservation or restoration of natural features.</p>
<p>Quantification</p>	<p>Not practicable to quantify.</p>
<p>Risks of Acting/ Not Acting if there is uncertain or insufficient information about the subject matter</p>	<p>Sufficient and certain information is available.</p>

TOPIC 7 – TE PUKE WASTEWATER

BACKGROUND

Wastewater is addressed in Appendix 7 in the following:

8 – Te Puke Structure Plan

- Te Puke Structure Plan – Three Waters Infrastructure (map)

- Te Puke New Wastewater Supply (schedule)

SUBMISSION POINT

One submission point was received. No further submission points were received. The submission point on this topic is summarised as follows:

The North Twelve Limited Partnership (47.10) – opposes the Te Puke Structure plan with the following comments:

- That all changes to the Te Puke Structure plan be deleted unless changes are clarified, such as the removal of cost schedules for wastewater.
- Support for the inclusion of structure plan wastewater at 69 Whitehead Avenue, subject to appropriate costs being allowed.

OPTIONS

Option 1 – Retain the Te Puke Structure Plan and/or Infrastructure Schedules for wastewater as proposed.

Option 2 – Amend the Te Puke Structure Plan and/or Infrastructure Schedules for wastewater to update project cost estimates to current values, and/or to correct omissions for either the structure plan or infrastructure schedules for critical infrastructure.

DISCUSSION

In response to The North Twelve Limited Partnership

- Via subsequent correspondence, the submitter has clarified that the submission point is in reference to the addition of further wastewater upgrade projects in Te Puke, and associated costs. The submitter is seeking clarification on whether the projects are growth related or relate to a level of service issue.
- Council officers have advised that modelling was undertaken which identified a need for upgrades to provide the appropriate level of service for growth, and for also maintaining existing levels of service. This is reflected in the infrastructure schedules and the apportionment of funding source. For example, growth activities will be funded by developers and/or financial contributions. Costs borne by Council for maintaining existing level of service, would be funded by rates. No changes to the infrastructure schedule is deemed necessary in response to the submission.

The introduction to this report notes that administrative errors have occurred in preparation of the structure plan and infrastructure schedules, to the extent there are inconsistencies. It is recommended the errors be corrected as follows:

- The Te Puke Structure Plan *Three Waters Infrastructure Map* and Infrastructure Schedule *Te Puke: New Wastewater Supply* omitted project WWIB. This includes both the identification of the project on the structure plan in in cost schedules. The project includes a critical pumpstation and associated reticulation important to the overall servicing of the western catchment of Te Puke structure plan area 3.

RECOMMENDATION

That Option 2 be accepted.

Amend the Te Puke Structure Plan and/or Infrastructure Schedules for wastewater to update project cost estimates to current values, and/or to correct omissions for either the structure plan or infrastructure schedules for critical infrastructure.

Te Puke Structure Plan – Three Waters Infrastructure Map

Changes for the Te Puke Structure Plan – Three Waters Infrastructure Map are described as follows with the updated structure plan attached:

- Add WWIB to the Te Puke Structure Plan – Three Waters Infrastructure Map.

Te Puke Structure Plan – Infrastructure Schedules

Changes for Te Puke Infrastructure Schedule (table entitled Te Puke: New Wastewater Supply) are described as follows with the updated infrastructure schedule attached:

- Update the costs within the Te Puke: New Wastewater Supply Infrastructure Schedule to reflect today's estimates.
- Add WWIB to the Te Puke: New Wastewater Supply Infrastructure Schedule

The following submissions are therefore:

ACCEPTED IN PART

Submission	Point Number	Name
47	10	The North Twelve Limited Partnership

SECTION 32AA ANALYSIS

The following provides a further evaluation of the changes made to the Plan Change / Proposal since the original evaluation under Section 32 of the RMA. The level of detail corresponds to the scale and significance of the changes. Changes are recommended to the Te Puke Structure Plans and/or infrastructure schedules. Therefore a further s32AA analysis is provided below for those changes.

Efficiency & Effectiveness in Achieving the Objectives	Amend the Te Puke Structure Plan and/or Infrastructure Schedules for wastewater to update project cost estimates to current values, and/or to correct omissions for either the structure plan or infrastructure schedules for critical infrastructure
Costs	Environmental
Environmental effects	No environmental costs.
Economic effects	Economic
Social effects	The introduction of WWIB to the Te Puke structure plan will result in an increase in financial contributions for subdivision and development in Ōmokoroa. However, the project costs will be spread over the structure plan area, and any increase in financial contribution will not be significant. It is also noted that the economic cost is balanced with support WWIB offers to the
Cultural effects	
Including opportunities for:	

<p>(i) economic growth that are anticipated to be provided or reduced; and</p> <p>(ii) employment that are anticipated to be provided or reduced</p>	<p>realisation of the development potential for the structure plan area.</p> <p>Additional infrastructure projects added to the infrastructure schedules may be viewed as additional costs to a developer, however, the costs are apportioned based on whether the infrastructure is related to growth, levels of service, or limited benefit to the wider community. This apportionment ensures costs are fair and reasonable, and reduces economic effects.</p> <p>Social</p> <p>No social costs.</p> <p>Cultural</p> <p>No cultural costs.</p>
<p>Benefits</p> <p>Environmental</p> <p>Economic</p> <p>Social</p> <p>Cultural</p> <p>Including opportunities for:</p> <p>(i) economic growth that are anticipated to be provided or reduced; and</p> <p>(ii) employment that are anticipated to be provided or reduced</p>	<p>Environmental</p> <p>No environmental benefits.</p> <p>Economic</p> <p>WWIB supports the realisation of the development potential for the Te Puke structure plan area 3, which has economic benefits.</p> <p>The update to the wastewater infrastructure schedule for Te Puke, with an estimate of project costs in today's values, will assist the community in obtaining a more realistic understanding project costs, assisting with financial feasibility assessments, and ensure critical infrastructure is appropriately funded.</p> <p>Social</p> <p>No social benefits.</p> <p>Cultural</p> <p>No cultural benefits.</p>
<p>Quantification</p>	<p>Not practicable to quantify.</p>
<p>Risks of Acting/ Not Acting if there is uncertain or insufficient information about the subject matter</p>	<p>Sufficient and certain information is available.</p>

TOPIC 8 – ŌMOKOROA WASTEWATER

BACKGROUND

Wastewater is addressed in Appendix 7 in the following:

Section 4 – Ōmokoroa Structure Plan

- Ōmokoroa Structure Plan – Three Waters Infrastructure (map)
- Ōmokoroa Wastewater (schedule)

SUBMISSION POINTS

Four submission points were received. No further submission points were received. The submission points on this topic are summarised as follows:

Pete Linde (19.6 and 19.30) – supports the Ōmokoroa Structure plan and requests:

- Retention of WW9.
- Additional wastewater connection annotation for 60 Prole Road.
- A new indicative route for a wastewater rising main to connect WW9 to the Ōmokoroa town centre.

Classic Group (26.18) – supports the Ōmokoroa Structure Plan and requests:

- Retention of WW9.

Jace Investments and Kiwi Green New Zealand (58.9) – supports the Ōmokoroa Structure Plan in part and requests:

- The extension of WW9 to the boundary of the Ōmokoroa Town Centre.
- Inclusion of the extended WW9 as a financial contributions funded project.
- Consideration of the inclusion of a pump station and rising main within the Ōmokoroa town centre as a financial contributions funded project.

OPTIONS

Option 1 – Retain the Ōmokoroa Structure Plan and/or Infrastructure Schedules for wastewater as proposed.

Option 2 – Amend the Ōmokoroa Structure Plan and/or Infrastructure Schedules for wastewater in response to supported submissions, to update project cost estimates to current values, and/or to correct omissions for either the structure plan or infrastructure schedules for critical infrastructure.

DISCUSSION

In response to submissions from Pete Linde (19.6 and 19.30)

- The submission requests an additional notation relating to a wastewater connection to 60 Prole Road. This is property specific detail, to be confirmed via a subdivision or development consenting process, rather than shown in a structure plan.
- WW9 is an important structure plan item to provide coordinated services to properties on the eastern side of Prole Road. Retention of WW9 is supported.

- An additional rising main over the gully between the Ōmokoroa town centre and 60 Prole Road would be beneficial to wastewater connectivity of the Ōmokoroa Town Centre and the Ministry of Education landholdings, however it is noted other options do exist. To indicate the benefit, an extension of WW9 has been included on the structure plan. This is labelled WW-Dev and PS-Dev and extends over the Ōmokoroa Town Centre and the Ministry of Education landholdings.

In response to Classic Group (26.8)

- WW9 is an important structure plan item to provide coordinated services to properties on the northern side of Prole Road. Retention of WW9 is supported.

In response to Jace Investments and Kiwi Green New Zealand (58.9)

- WW9 is an important structure plan item to provide coordinated services to properties on the eastern side of Prole Road. Retention of WW9 is supported.
- An additional rising main over the gully between the Ōmokoroa town centre and 60 Prole Road would be beneficial to wastewater connectivity of the Ōmokoroa Town Centre and the Ministry of Education landholdings, however it is noted other options do exist. To indicate the benefit, an extension of WW9 has been included on the structure plan. This is labelled WW-Dev and PS-Dev and extends over the Ōmokoroa Town Centre and the Ministry of Education landholdings.
- The suggested pump station and rising main will not provide a wastewater infrastructure benefit to the wider catchment. The benefit is specific to the Ōmokoroa town centre and Ministry of Education landholdings. Such works do not warrant being funded by financial contributions as a result. The requested connection however could be more efficient for the Ōmokoroa town centre and Ministry of Education, and therefore we support including WW-Dev and PS-Dev on the structure to promote the outcome. We, however, note it is not critical for reticulation as other options do exist. WW-Dev and PS-Dev has been added to the structure plan as developer funded projects.

The introduction to this report notes that administrative errors have occurred in preparation of the structure plan and infrastructure schedules, to the extent there are inconsistencies. It is recommended the errors be corrected as follows:

- Infrastructure Schedule *Ōmokoroa: Wastewater* includes project WW8 which is a pumpstation on Hamurana Road / Heartwood Road extension. The project has not been labelled on the plan entitled "*Ōmokoroa Structure Plan – Three Waters Map*". It is recommended that the label be added to the structure plan to confirm location of the project.

RECOMMENDATION

That Option 2 be accepted.

Amend the Ōmokoroa Structure Plan and/or Infrastructure Schedules for wastewater in response to supported submissions, to update project cost estimates to current values, and/or to correct omissions for either the structure plan or infrastructure schedules for critical infrastructure.

Ōmokoroa Structure Plan – Three Waters Infrastructure Map

Changes for the Ōmokoroa Structure Plan – Three Waters Infrastructure are described as follows with the updated structure plan attached:

- Add WW-Dev and WW-PS to the Ōmokoroa Structure Plan – Three Waters Infrastructure Map.
- Add WW8 label to the Ōmokoroa Structure Plan – Three Waters Infrastructure Map.

Ōmokoroa Structure Plan – Infrastructure Schedule

Changes for Ōmokoroa Infrastructure Schedule (table entitled Ōmokoroa: Wastewater) are described as follows with the updated infrastructure schedule attached:

- Update the costs within the Ōmokoroa: Wastewater Infrastructure Schedule to reflect today's cost estimate.

The following submissions are therefore:

ACCEPTED

Submission	Point Number	Name
19	30	Pete Linde
26	18	Classic Group

ACCEPTED IN PART

Submission	Point Number	Name
58	9	Jace Investments and Kiwi Green New Zealand

REJECTED

Submission	Point Number	Name
19	6	Pete Linde

SECTION 32AA ANALYSIS

The following provides a further evaluation of the changes made to the Plan Change / Proposal since the original evaluation under Section 32 of the RMA. The level of detail corresponds to the scale and significance of the changes. Changes are recommended to the Ōmokoroa Structure Plans and/or infrastructure schedules. Therefore a further s32AA analysis is provided below for those significant changes.

Efficiency & Effectiveness in Achieving the Objectives	Amend the Ōmokoroa Structure Plan and/or Infrastructure Schedules for wastewater in response to supported submissions, to update project cost estimates to current values, and/or to correct omissions for either the structure plan or infrastructure schedules for critical infrastructure.
Costs Environmental effects Economic effects Social effects	Environmental No environmental costs. Economic

<p>Cultural effects</p> <p>Including opportunities for:</p> <p>(i) economic growth that are anticipated to be provided or reduced; and</p> <p>(ii) employment that are anticipated to be provided or reduced</p>	<p>The inclusion of WW-Dev and WW-PS over the Ōmokoroa town centre and Ministry of Education landholdings does not have any economic cost to the wider public being developer funded works. There may be a perceived economic cost to the landowners given they are required to fund the works, however these costs are not unusual for development projects.</p> <p>Additional infrastructure projects added to the infrastructure schedules may be viewed as additional costs to a developer, however, the costs are apportioned based on whether the infrastructure is related to growth, levels of service, or limited benefit to the wider community. This apportion ensures costs are fair and reasonable, and reduces economic effects.</p> <p>Social</p> <p>No social costs.</p> <p>Cultural</p> <p>No cultural costs.</p>
<p>Benefits</p> <p>Environmental</p> <p>Economic</p> <p>Social</p> <p>Cultural</p> <p>Including opportunities for:</p> <p>(i) economic growth that are anticipated to be provided or reduced; and</p> <p>(ii) employment that are anticipated to be provided or reduced</p>	<p>Environmental</p> <p>No environmental benefits.</p> <p>Economic</p> <p>WW-Dev and PS-Deve may provide a more efficient means of wastewater management for both the Ōmokoroa town centre and Ministry of Education landholdings. The establishment of activities on these properties will generate commercial, business, employment and education opportunities within Ōmokoroa which has economic benefits.</p> <p>The update to the wastewater infrastructure schedule for Ōmokoroa, with an estimate of project costs in today's values, will assist the community in obtaining a more realistic understanding project costs, assisting with financial feasibility assessments, and ensure critical infrastructure is appropriately funded.</p> <p>Social</p> <p>WW-Dev and PS-Dev may provide a more efficient means of wastewater management for both the Ōmokoroa town centre and Ministry of Education landholdings. The establishment of activities on these properties will generate commercial, business, employment and education opportunities within Ōmokoroa will have broader social benefits.</p> <p>Cultural</p> <p>No cultural benefits.</p>
<p>Quantification</p>	<p>Not practicable to quantify.</p>

Risks of Acting/ Not Acting if there is uncertain or insufficient information about the subject matter	Sufficient and certain information is available.
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TOPIC 9 – TE PUKE WATER SUPPLY

BACKGROUND

Water is addressed in Appendix 7 in the following:

8 – Te Puke Structure Plan

- Te Puke Structure Plan – Three Waters Infrastructure (map)
- Te Puke New Water Supply (schedule)

SUBMISSION POINT

One submission point was received. No further submission points were received. The submission point on this topic is summarised as follows:

The North Twelve Limited Partnership (47.10) – opposes the Te Puke Structure plan in part with the following comments:

- Support for the inclusion of structure plan water supply at 69 Whitehead Avenue, subject to appropriate costs being allowed.

OPTIONS

Option 1 – Retain the Te Puke Structure Plan and/or Infrastructure Schedules for water as proposed.

Option 2 – Retain the Te Puke Structure Plan but update the water infrastructure project cost estimates to current values within the corresponding infrastructure schedule/s.

DISCUSSION

In response to The North Twelve Limited Partnership

- The Te Puke Structure Plan – Three Waters Infrastructure (map) includes new water supply WS-7, with funding outlined in the corresponding infrastructure schedule entitled Te Puke New Water Supply.
- No changes to the structure plan map are recommended, as no submissions have sought any change.
- The corresponding infrastructure schedule has, however, been updated so that costs reflect today's cost estimates and ensure funding has been allowed for.

RECOMMENDATION

That Option 2 be accepted.

Retain the Te Puke Structure Plan but update the water infrastructure project cost estimates to current values within the corresponding infrastructure schedule/s.

Te Puke Structure Plan – Three Waters Infrastructure Map

There are no Changes for the Te Puke Structure Plan – Three Waters Infrastructure Map.

Te Puke Structure Plan – Infrastructure Schedules

Changes for Te Puke Infrastructure Schedule (table entitled Te Puke: New Wastewater Supply) are described as follows with the updated infrastructure schedule attached:

- Update the costs within the Te Puke: New Water Supply Infrastructure Schedule to reflect today's estimates.

The following submissions are therefore:

ACCEPTED

Submission	Point Number	Name
47	10	The North Twelve Limited Partnership

SECTION 32AA ANALYSIS

The following provides a further evaluation of the changes made to the Plan Change / Proposal since the original evaluation under Section 32 of the RMA. The level of detail corresponds to the scale and significance of the changes. Changes are recommended to the Te Puke Structure Plans infrastructure schedules. Therefore a further s32AA analysis is provided below for those changes. Other minor changes are not addressed as no s32AA analysis is required.

Efficiency & Effectiveness in Achieving the Objectives	Retain the Te Puke Structure Plan but update the water infrastructure project cost estimates to current values within the corresponding infrastructure schedule/s.
Costs Environmental effects Economic effects Social effects Cultural effects Including opportunities for: (i) economic growth that are anticipated to be provided or reduced; and (ii) employment that are anticipated to be provided or reduced	Environmental No environmental costs. Economic The water infrastructure schedules for Te Puke have been updated to reflect the estimate of project costs to today's values. Costs have risen and could be seen as further costs for development. However, costs are adjusted annually through the annual plan process which would capture these changes in any case. No increase in cost beyond normal process is expected. Social No social costs. Cultural No cultural costs.
Benefits	Environmental

Environmental Economic Social Cultural Including opportunities for: (i) economic growth that are anticipated to be provided or reduced; and (ii) employment that are anticipated to be provided or reduced	No environmental benefits. Economic The update to the water infrastructure schedule for Te Puke, with an estimate of project costs in today's values, will assist the community in obtaining a more realistic understanding project costs, assisting with financial feasibility assessments, and ensure critical infrastructure is appropriately funded. Social No social benefits. Cultural No cultural benefits.
Quantification	Not practicable to quantify.
Risks of Acting/ Not Acting if there is uncertain or insufficient information about the subject matter	Sufficient and certain information is available.

TOPIC 10 – ŌMOKOROA WATER SUPPLY

BACKGROUND

Water is addressed in Appendix 7 in the following:

Section 4 – Ōmokoroa Structure Plan

- Ōmokoroa Structure Plan – Three Waters Infrastructure (map)
- Ōmokoroa Water (schedule)

SUBMISSION POINTS

No submission points were received. No further submission points were received.

OPTIONS

Option 1 – Retain the Ōmokoroa Structure Plan and/or Infrastructure Schedules for water as proposed.

Option 2 – Retain the Ōmokoroa Structure Plan for water as proposed but update infrastructure project cost estimates to current values within the infrastructure schedules.

DISCUSSION

No submissions on the proposed Ōmokoroa Structure Plan – Three Waters Infrastructure (map) have been received. No changes are recommended to the structure plan.

An update to the Ōmokoroa Water infrastructure schedule is however recommended. The update relates to project cost estimates and has been updated to reflect today's cost estimates.

RECOMMENDATION

That Option 2 be accepted.

Retain the Ōmokoroa Structure Plan for water as proposed but update infrastructure project cost estimates to current values within the infrastructure schedules.

Ōmokoroa Structure Plan – Three Waters Infrastructure Map

There are no changes for the Ōmokoroa Structure Plan – Three Wates Infrastructure Map.

Ōmokoroa Structure Plan – Infrastructure Schedule

Changes for Ōmokoroa Infrastructure Schedule (table entitled Ōmokoroa: Water) are described as follows with the updated infrastructure schedule attached:

- Update the costs within the Ōmokoroa: Water Infrastructure Schedule to reflect today's cost estimate.

There are no submissions to accept or reject:

SECTION 32AA ANALYSIS

The following provides a further evaluation of the changes made to the Plan Change / Proposal since the original evaluation under Section 32 of the RMA. The level of detail corresponds to the scale and significance of the changes. Changes are recommended to the Ōmokoroa infrastructure schedules. Therefore a further s32AA analysis is provided below for those changes.

<p>Efficiency & Effectiveness in Achieving the Objectives</p>	<p>Retain the Ōmokoroa Structure Plan for water as proposed but update the water infrastructure project cost estimates to current values within the corresponding infrastructure schedule/s.</p>
<p>Costs</p> <p>Environmental effects</p> <p>Economic effects</p> <p>Social effects</p> <p>Cultural effects</p> <p>Including opportunities for:</p> <p>(i) economic growth that are anticipated to be provided or reduced; and</p> <p>(ii) employment that are anticipated to be provided or reduced</p>	<p>Environmental</p> <p>No environmental costs.</p> <p>Economic</p> <p>The infrastructure schedules for Ōmokoroa have been updated to reflect the estimate of project costs to today's values. Costs have risen and could be seen as further costs for development. However, costs are adjusted annually through the annual plan process which would capture these changes in any case. No increase in cost beyond normal process is expected.</p> <p>Social</p> <p>No social costs.</p> <p>Cultural</p> <p>No cultural costs.</p>

<p>Benefits</p> <p>Environmental</p> <p>Economic</p> <p>Social</p> <p>Cultural</p> <p>Including opportunities for:</p> <p>(i) economic growth that are anticipated to be provided or reduced; and</p> <p>(ii) employment that are anticipated to be provided or reduced</p>	<p>Environmental</p> <p>No environmental benefits.</p> <p>Economic</p> <p>The update to the water infrastructure schedules for Ōmokoroa, with an estimate of project costs in today's values, will assist the community in obtaining a more realistic understanding project costs, assisting with financial feasibility assessments, and ensure critical infrastructure is appropriately funded.</p> <p>Social</p> <p>No social benefits.</p> <p>Cultural</p> <p>No cultural benefits.</p>
<p>Quantification</p>	<p>Not practicable to quantify.</p>
<p>Risks of Acting/ Not Acting if there is uncertain or insufficient information about the subject matter</p>	<p>Sufficient and certain information is available.</p>

TOPIC II – OTHER MATTERS

BACKGROUND

This topic deals with submissions on the following:

Appendix 7

- Structure Plans (general matters not already covered in earlier topics)
- Ōmokoroa Structure Plan – Concept Plan
- Ōmokoroa Town Centre Master Plan

Other related matters

- Notice of Requirement for Ōmokoroa Stage 3 Active Reserve
- Ōmokoroa Gully Reserve Concept Plan (included in Section 32 Report)

SUBMISSION POINTS

Eight submission points were received. Two further submission points were received. The submission points on this topic are summarised as follows:

Pete Linde (19.1, 19.11 and 19.27) – supports the Ōmokoroa Structure Plan in part with the following comments:

- Plan Change 92 included Appendix 10 which is named “Ōmokoroa Gully Reserve Concept Plan”. The document includes an indicative pocket park and pedestrian connectors within

60 Prole Road. These items are supported however the submitter is concerned that a non-complying activity status will apply if the location of these items change.

- An additional guidance note on the Structure plans is requested advising that the Structure plan is 'indicative' only, with the final location to be confirmed through resource consent.
- Additional mixed use residential precinct notation and changes to the extent of the natural open spaces zoning for 60 Prole Road.
- Additional Natural Open Space Zone annotations for 60 Prole Road.
- The use of structure plans to support planning maps.

Waka Kotahi (41.4) – supports the Ōmokoroa Structure Plan in part with the following comments:

- Plan Change 92 acknowledges the planned upgrade of the Ōmokoroa Road and State Highway 2 intersection by showing the footprint of the future works. However, there are no specific provisions within Plan Change 92 relating to the future intersection upgrade.
- Clarification is needed on the intent of Plan Change 92 in relation to future Notice of Requirement and resource consent applications for changes to SH2 alignment and/or the interchange with Ōmokoroa Road.
- Plan Change 92 needs to protect the future upgrade project to the maximum extent possible given the reliance of the growth area on the project.

Jace Orchards and Kiwi Green New Zealand (59.1 and 59.4) – supports the Ōmokoroa Structure Plan in part with the following comments:

- Retain the Ōmokoroa Town Centre Plan within Appendix 7
- Oppose the Waka Kotahi NZTA interchange alignment and buffer layer as it relates to 21 Francis Road only, on the basis that the submitter is in direct discussion with Waka Kotahi on this matter.

Waka Kotahi (FS 79.5) requests that before a decision is made on submission 59.4, clarity is provided on future consent requirements for the Tauranga Northern Link (stage 2), State Highway 2/Ōmokoroa Road intersection upgrade, and future development on land within, adjacent to and surrounding the buffer area.

Mike and Sandra Smith (50.4) opposed the inclusion of the man-made stormwater ponds located at 467B and 467E Ōmokoroa Road, within the Natural Open Spaces Zone or the Ecological overlay.

Bay of Plenty Regional Council (FS 67.33) opposes submission 50.4 in part as the necessity of the submitter's proposed change is unclear, and stormwater wetland locations are shown in the draft Ōmokoroa Catchment Management Plan and proposed structure plan.

Bay of Plenty Regional Council (25.26 and 25.28) – supports the Te Puke Structure plan in part with the following comments:

- Retain the inclusion of Seddon Street within the Structure plan.
- Revise the risk assessment for Seddon Street and confirm that there is no flood risk outside of the Seddon Street development area, and that the risk management outcomes under Policy NH4B of the RPS are met.

OPTIONS

Option 1 – Retain the Ōmokoroa and Te Puke Structure Plan and/or Infrastructure Schedules for walkways/cycleways as proposed.

Option 2 – Retain the Te Puke Structure Plan and Infrastructure Schedules, retain the Ōmokoroa Infrastructure Schedules, but amend the Ōmokoroa Structure Plan (Concept Plan) in response to supported submissions.

DISCUSSION

In response to submissions from 1 Pete Linde (19.11 and 19.27)

- The submission requests additional annotations relating to the width and location of the Natural Open Space Zone. This submission point is discussed within *Report 20 – Natural Open Space Zone*.
- The submission requests a mixed-use residential precinct annotation for 60 Prole Road. It is considered that this zoning is not a matter for the structure plan, but is property specific detail to be addressed via a resource consent application.
- Pocket parks and pedestrian connectors are not items which have been carried through from the Ōmokoroa Gully Reserve Concept Plan to the structure plan and are therefore not relevant to a decision around structure plan compliance. No changes are required. It is however acknowledged that Ōmokoroa Gully Reserve Concept Plan in Appendix 10 of the Section 32 Report may be used as a guideline document for development proposals. Should a particular asset be considered necessary, WBPODC and the landowner would need to negotiate this at the time of development.
- The Natural Open Space Zone boundary is intended to be fixed once Plan Change 92 is operative, rather than be a zone boundary which changes through development proposals. Amendment to the Natural Open Space Zone boundary is however recommended in accordance with other relief sought by the submitter. The submission is therefore supported in part.

In response to submissions from Waka Kotahi (41.4 and FS 79.5)

- The submission refers to the layer on the *Ōmokoroa Structure Plan – Concept Plan* entitled “Waka Kotahi NZ Transport Agency possible interchange alignment and buffer layer” and has raised questions in regard to its purpose. The Reporting Team’s view is that the layer was intended to be an indicative annotation to raise awareness of the future SH2 interchange project. It was not a pre-determination of any resource consent or notice of requirement applications, nor was it intended to restrict land uses whilst Waka Kotahi sought the appropriate consents.
- This view is formed based on Plan Change 92 not including any rules or other controls in support of the buffer, nor any requirement to the setting aside of land for this future project.
- Therefore, the Reporting Team’s view is that the layer would create confusion in terms of its purpose for landowners, District Plan users and District Plan administrators, because it may be seen as a pre-determination but there is a lack of methods to support the layer. Accordingly, deletion of the layer is recommended on the basis of the layer being a communication tool only, rather than a tool for managing effects.
- In deleting the layer, Council officers have considered whether this removes important information from the structure plan documents. Our view is that the information of SH2 being realigned is highly important, but it is discoverable within *Ōmokoroa Structure Plan – Roding & Walkway/Cycleway Infrastructure* which clearly shows the future roading project. Accordingly, the Reporting Team do not consider that the deletion will omit important information going forward.

In response to Jace Orchards and Kiwi Green New Zealand (59.1)

- The approved Ōmokoroa town centre masterplan is proposed to be retained within as requested by the submission.
- As explained above it is proposed to make changes to the *Ōmokoroa Structure Plan – Concept Plan* by deleting the layer entitled “Waka Kotahi NZ Transport Agency possible interchange alignment and buffer layer”.

In response to Mike and Sandra Smith (50.4) and Bay of Plenty Regional Council (FS 67.33).

- The ponds referred to in the submissions are private stormwater ponds, which the submitter had constructed prior to Plan Change 92 being notified. The point of the submission relates to Plan Change 92 proposing to include the ponds within the Natural Open Space Zone and within an identified ecological feature. Nautilus Contractors have reviewed the subject property and agree that there is a manmade element to stormwater ponds on this property and possibly a review of the Natural Open Space Zone and ecological feature boundaries is required. This matter is discussed with *Report 06 – Ecological Feature*. The submission is not relevant to stormwater infrastructure which is critical to the Ōmokoroa Structure Plan and therefore no changes are required in response.

In response to submission points from Bay of Plenty Regional Council (25.26 and 25.28)

- The submission refers to two existing parcels of land accessed from Seddon Street, Te Puke, which are currently zoned Rural. A change to Medium Density Residential zoning is proposed through Plan Change 92. The rezoning will provide for an urban extension to the northern edge of Te Puke. The landowner (Seddon Street Property Limited Partnership) has recently obtained resource consents from both WBOPDC¹³ and BOPRC¹⁴ for a number of matters which provide for site preparation works, ahead of the rezoning decision. WBOPDC supports re-zoning of the land, and therefore retention of the Seddon Street properties within the Structure Plan makes sense.
- In terms of the risk assessment, the Reporting Team understand that BOPRC have reviewed information on this matter. The below text has been extracted from the BOPRC resource consent decision and based on this, the Reporting Team consider the submission point is satisfied and that and the risk management outcomes under Policy NH4B of the RPS have been met:

“A preliminary natural hazard risk assessment was undertaken by Shrimpton & Lipinski (S&L) and a further assessment undertaken by ENGEO as detailed in Appendix 8, AEE. This assessment noted that there is a risk of liquefaction and landslides across the site. Flooding is also a potential natural hazard which has been addressed in the previous section.

These potential hazards require mitigation measures to reduce the risk of adverse effects to a low level. A number of mitigations have been proposed for the site including:

- *Land to be developed to achieve minimum development levels.*
- *Overland flow will be directed to site specific stormwater system, along with all water from roads and houses.*

¹³ Resource consent RC13751 granted on 29 March 2023

¹⁴ Resource consent reference RM22-0510 granted on 14 March 2023

- Stormwater system is subject to detailed design and engineering approval.
- Specific design and construction of earthworks i.e. drainage edge stability, retaining walls and foundations

I consider that with the incorporation of appropriate mitigation measures, the risk of the proposed development increasing the risks associated with natural hazards to be low, and therefore any adverse effects associated with natural hazards will be less than minor."

RECOMMENDATION

That Option 2 be accepted.

Retain the Te Puke Structure Plan and Infrastructure Schedules, retain the Ōmokoroa Infrastructure Schedules, but amend the Ōmokoroa Structure Plan (Concept Plan) in response to supported submissions.

Ōmokoroa Structure Plan – Concept Plan

Changes for the Ōmokoroa Structure Plan – Concept Plan are described as follows with the updated structure plan attached:

- Delete the layer entitled "Waka Kotahi NZ Transport Agency possible interchange alignment and buffer layer" from the Ōmokoroa Structure Plan – Concept Plan.

Ōmokoroa Structure Plan – Three Waters Infrastructure Map

There are no changes for the Ōmokoroa Structure Plan – Three Waters Infrastructure Map.

Ōmokoroa Structure Plan – Infrastructure Schedule

There are no changes for the Ōmokoroa Structure Plan – Infrastructure Schedule

Te Puke Structure Plan – Three Waters Infrastructure Map

There are no Changes for the Te Puke Structure Plan – Three Waters Infrastructure Map.

Te Puke Structure Plan – Infrastructure Schedules

There are no changes for the Te Puke Structure Plan – Infrastructure Schedule

The following submissions are therefore:

ACCEPTED

Submission	Point Number	Name
25	26	Bay of Plenty Regional Council
25	28	Bay of Plenty Regional Council
59	1	Jace Orchards and Kiwi Green New Zealand
59	4	Jace Orchards and Kiwi Green New Zealand

REJECTED

Submission	Point Number	Name
19	11	Pete Linde
19	27	Pete Linde

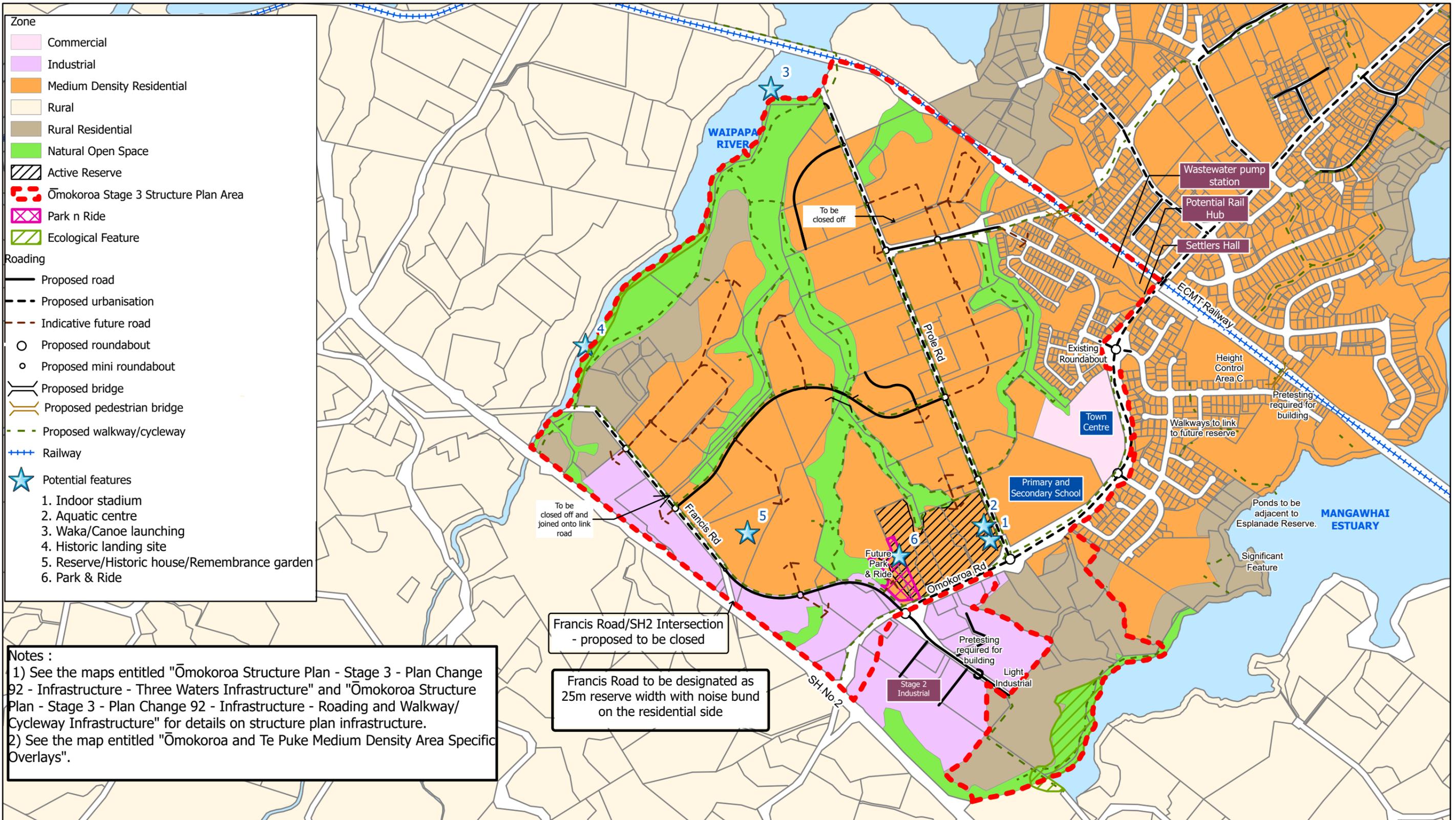
41	4	Waka Kotahi
50	4	Mike and Sandra Smith
67	33	Bay of Plenty Regional Council
FS79	5	Waka Kotahi

SECTION 32AA ANALYSIS

The following provides a further evaluation of the changes made to the Plan Change / Proposal since the original evaluation under Section 32 of the RMA. The level of detail corresponds to the scale and significance of the changes. Changes are recommended to the Ōmokoroa Structure Plan. Therefore a further s32AA analysis is provided below for those changes. Other minor changes are not addressed as no s32AA analysis is required.

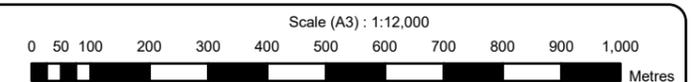
Efficiency & Effectiveness in Achieving the Objectives	Retain the Te Puke Structure Plan and Infrastructure Schedules, retain the Ōmokoroa Infrastructure Schedules, but amend the Ōmokoroa Structure Plan (Concept Plan) in response to supported submissions.
Costs Environmental effects Economic effects Social effects Cultural effects Including opportunities for: (i) economic growth that are anticipated to be provided or reduced; and (ii) employment that are anticipated to be provided or reduced	Environmental No environmental costs. Economic SH2 realignment works are essential to Ōmokoroa. The deletion of related information from the Ōmokoroa Structure Plan – Concept Plan could be viewed as a hinderance to this project. In reality, the deleted layer did not have any particular purpose other than communicating the intent to deliver this future project by Waka Kotahi. There were no supporting rules or controls to protect the alignment, nor would the layer influence future consenting processes. Accordingly, there is no administrative benefit or cost for Waka Kotahi in the retention or deletion of the layer. Social No social costs. Cultural No cultural costs.
Benefits Environmental Economic Social Cultural	Environmental No environmental benefits. Economic Retaining the Waka Kotahi buffer layer for the future SH2 realignment works on the Ōmokoroa Structure Plan – Concept Plan could create complications in the administration of the

<p>Including opportunities for:</p> <p>(i) economic growth that are anticipated to be provided or reduced; and</p> <p>(ii) employment that are anticipated to be provided or reduced</p>	<p>District Plan, and result in costs to both the private and public sector if confusion arose on the purpose of the buffer layer. To avoid those costs, it is recommended that the buffer be deleted.</p> <p>Non-communication of the realignment works may have other financial consequences. We are satisfied that the <i>Ōmokoroa Structure Plan – Roading & Walkway/Cycleway Infrastructure</i> (map) retains information that will communicate this future project.</p> <p>Social</p> <p>No social benefits</p> <p>Cultural</p> <p>No cultural benefits.</p>
<p>Quantification</p>	<p>Not practicable to quantify.</p>
<p>Risks of Acting/ Not Acting if there is uncertain or insufficient information about the subject matter</p>	<p>Sufficient and certain information is available.</p>



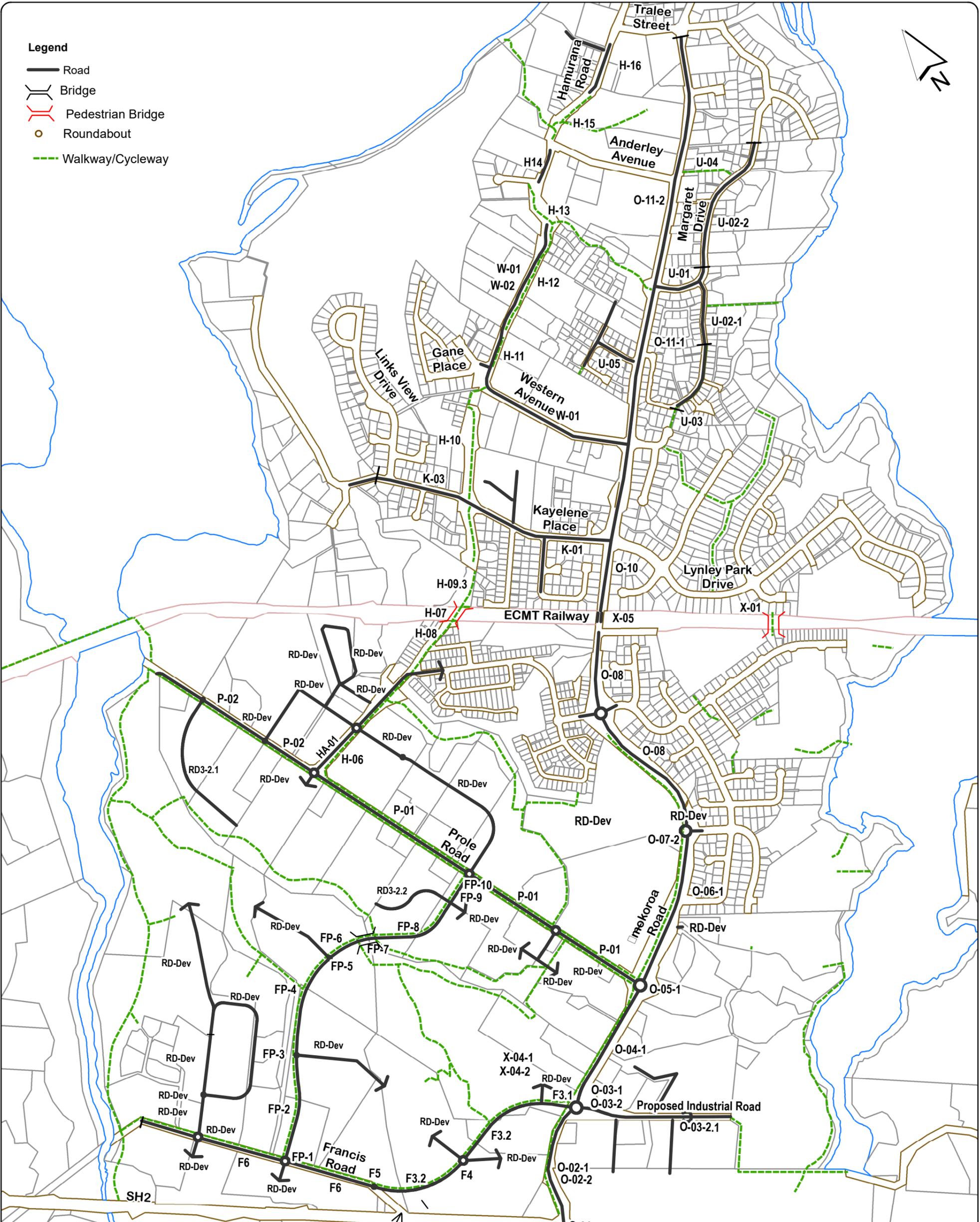
Produced using ArcMap by the Western Bay of Plenty District Council GIS Team.
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 Location of services is indicative only. Council accepts no liability for any error.
 Archaeological data supplied by NZ Archaeological Assoc/Dept. of Conservation.

Email: gis@westernbay.govt.nz
 Date: 8/08/2023
 Operator: mlb
 Map: E:\Shape\MLB\Map\Structure Plans\Omokoroa Stage 3 Concept Plan - 11 August 2023.aprx



Legend

-  Road
-  Bridge
-  Pedestrian Bridge
-  Roundabout
-  Walkway/Cycleway



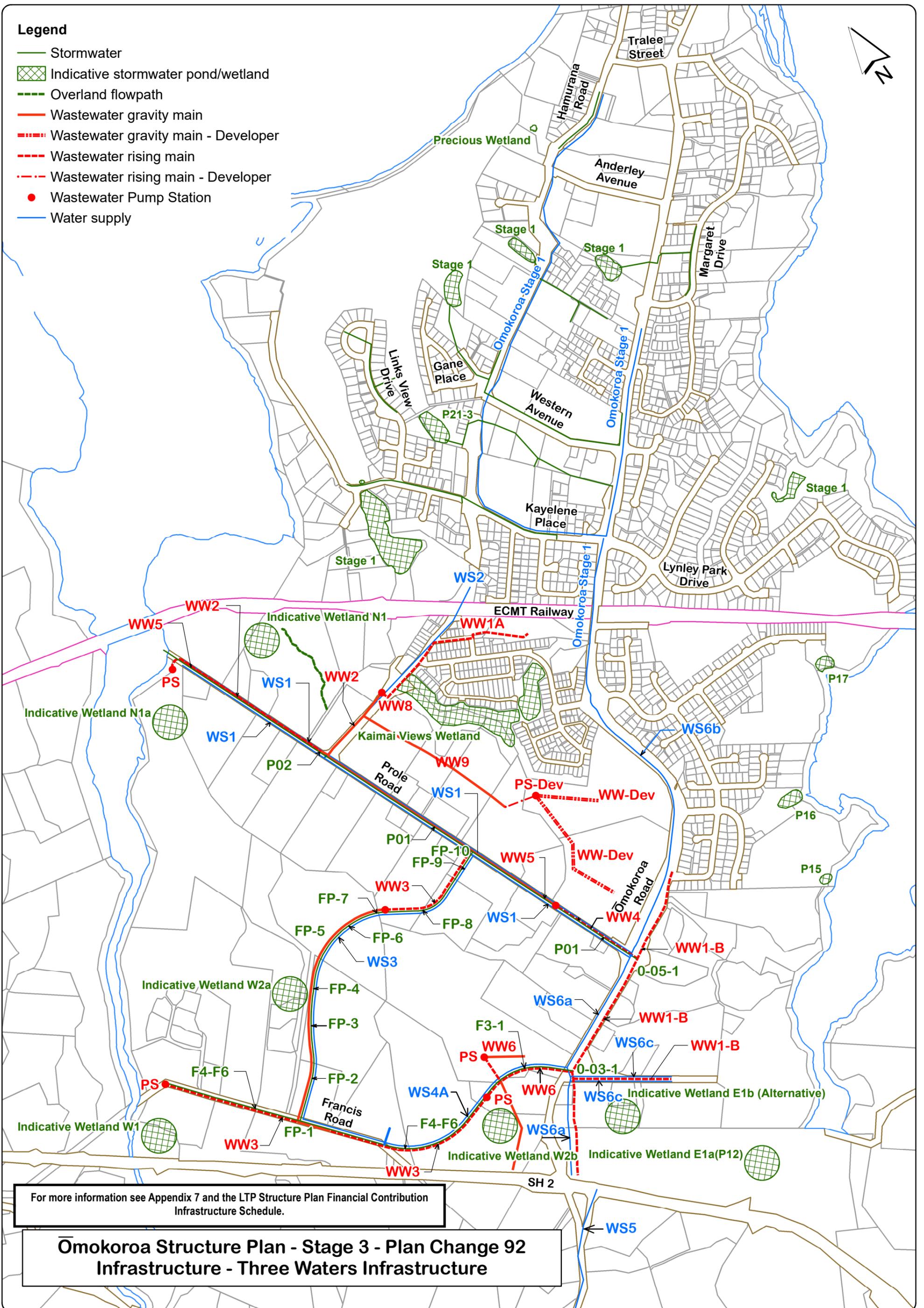
Francis Road/SH2 intersection to be closed

For more information see Appendix 7 and the LTP Structure Plan Financial Contribution Infrastructure Schedule.

**Omokoroa Structure Plan - Stage 3 - Plan Change 92
Infrastructure - Roading and Walkway/Cycleway**

Legend

- Stormwater
- ▨ Indicative stormwater pond/wetland
- - - Overland flowpath
- Wastewater gravity main
- - - Wastewater gravity main - Developer
- - - Wastewater rising main
- - - Wastewater rising main - Developer
- Wastewater Pump Station
- Water supply



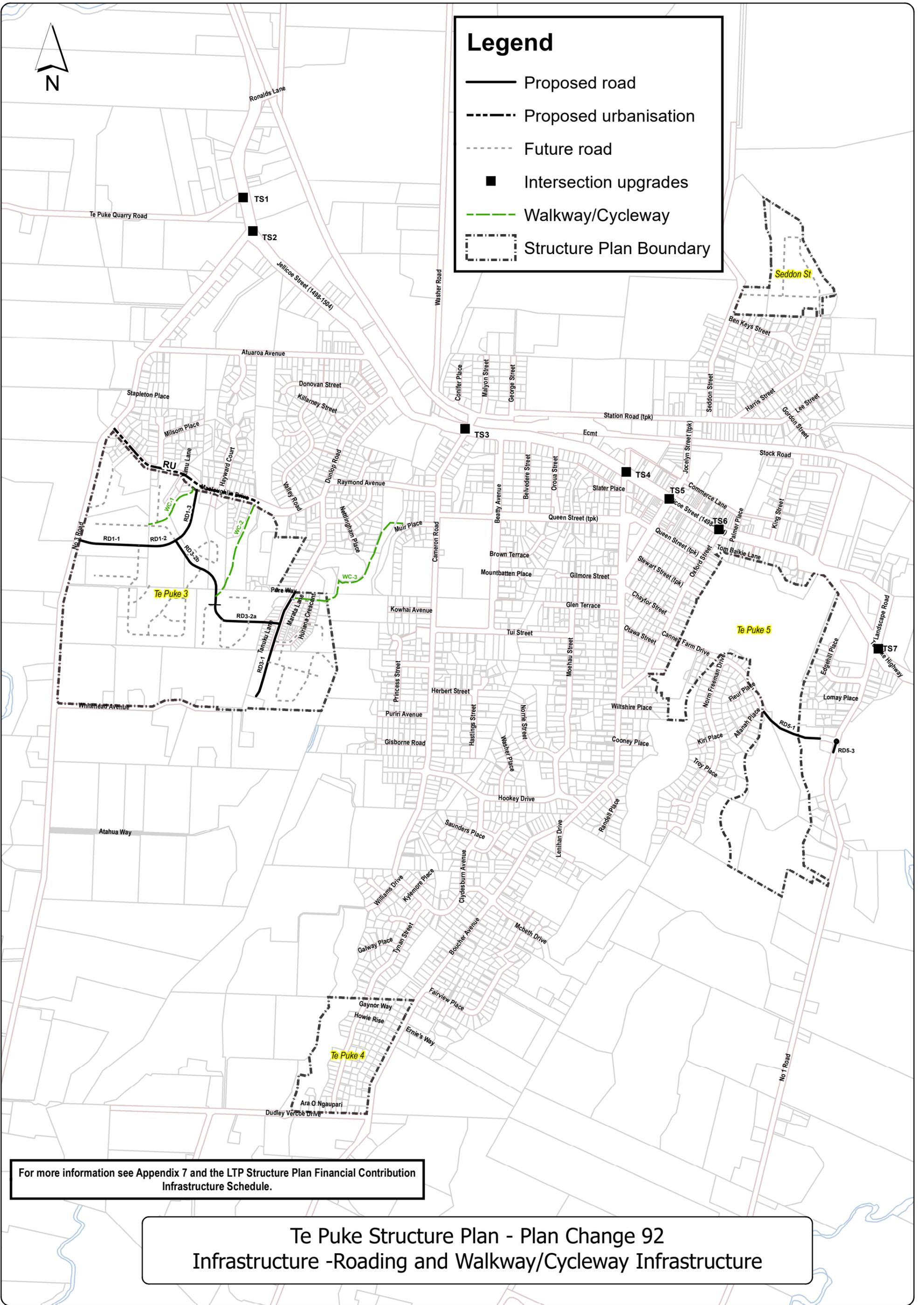
For more information see Appendix 7 and the LTP Structure Plan Financial Contribution Infrastructure Schedule.

Omokoroa Structure Plan - Stage 3 - Plan Change 92 Infrastructure - Three Waters Infrastructure



Legend

- Proposed road
- - - Proposed urbanisation
- Future road
- Intersection upgrades
- - - Walkway/Cycleway
- Structure Plan Boundary



For more information see Appendix 7 and the LTP Structure Plan Financial Contribution Infrastructure Schedule.

Te Puke Structure Plan - Plan Change 92 Infrastructure - Roding and Walkway/Cycleway Infrastructure

