



**Western
Bay of Plenty**
District Council



Mā tō tātou takiwā
For our District

Plan Change 95
Pencarrow Estate
Pongakawa

**Copies of
Further Submissions**

Further Submission Form

District Plan Change 95 - Pencarrow Estate Pongakawa

For office use only.

Submission No:

Use this form to submit your comments on District Plan Change 95

Council received and accepted a Private Plan Change application for rezoning of rural zone land and new structure plan to allow development on an approximately 12ha site at Arawa Road, Pongakawa. The purpose of the Pencarrow Estate Pongakawa Structure Plan (1491 SH 2 & 53 Arawa Road) is to rezone the existing rural zone to predominantly residential, with some commercial zone and associated reserves. The Structure Plan proposes specific development requirements across three stages. Rule changes are proposed to allow for specific residential lot sizes and development controls in the Residential Zone, and some specific controls in the Commercial Zone.

For more information on Plan Change 95, and to view copies of the full submissions and a summary of submissions, please visit westernbay.govt.nz/plan-changes.

Further Submission Form

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districtplan@westernbay.govt.nz or mail it to:

Environmental Planning Team

Western Bay of Plenty District Council

Private Bag 12803, Tauranga Mail Centre 3143

Further Submissions close 5.00pm on Monday 19 February 2024

Name: Hayden Dugmore

Address: Pongakawa Station Road

Phone

Email: Hjdugmore@outlook.com

I am (please tick the one applicable to you)

- a person representing a relevant aspect of the public interest
 a person that has an interest in the plan change greater than the interest that the general public has
 the local authority itself.

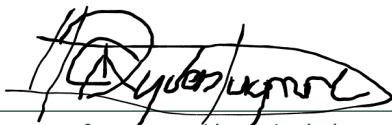
I/We would like to speak in support of my/our submission at the Council hearing (please tick)

Yes No

Could you gain an advantage in trade competition in making this submission?

Yes No

Signed:



Date: 18/2/24

(Signature of person making submission or person authorised to sign on behalf of person making submission)

Please use the reverse of this form for your submission

| | Submitter name / address who you are further submitting on | Submission point no. e.g. 50.7 | Support or oppose | Reason for support or opposition | Decision sought (give precise details) |
|--------------|---|---------------------------------------|--------------------------|--|---|
| FS38.1-38.18 | 12. Mike Maassen | 12 | Support | Mike's Submission summarizes many peoples concerns and provides evidence for those concerns. I believe Mike is correct when he points out the flaws and issues with this development. | Reject the Pencarrow plan change for Rezoning and development |
| FS38.19 | 09. Graeme Gillespie | 09 | Support | Graeme points out as Mike did that this proposal is contrary to the Regional Policy Statement. I wonder how this proposal wasn't reected outright because of this. | Reject the Pencarrow plan change for Rezoning and development |
| FS38.20 | 18. Jurgen Delaere | 18 | Support | Jurgen makes a point about initial public consultation being a closed, informal affair. Combined with Mikes revelation that neighbors were told that this Development would raise their property values, There is an arguement to be made that those neighboring landowners will gain advantage via increased property values and this may influence their submissions | Reject the Pencarrow plan change for Rezoning and development |
| FS38.21 | 21. Paengaroa Community Asscioation | | Oppose | Paengaroa community members would benefit from development in the immediate Paengaroa Area. Considering that Paengaroa has infrastructure, Sufficient roading, Shops, a School and a Park. I am surprised and disappointed that the PCA is advocating for development outside of their township. | Reject the Pencarrow plan change for Rezoning and development |

NOTE: Further submission form is incomplete. Further submitter has been contacted to provide clarification on the submission point numbers.
For the purposes of the summary of submissions and further submissions, Council staff have included the further submission points in the summary based on best understanding of the submitter's wording.

Further Submission Form

District Plan Change 95 - Pencarrow Estate Pongakawa

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Submission No: _____

Use this form to submit your comments on District Plan Change 95

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Environmental Planning Team
Western Bay of Plenty District Council
Private Bag 12803, Tauranga Mail Centre 3143

Further Submissions close 5.00pm on Monday 19 February 2024

Name: Bay of Plenty Regional Council

Address: PO Box 364, Whakatane 3158

Phone: 0800 884 880

Email: Sharlene.Pardy@boprc.govt.nz and Lucy.Holden@boprc.govt.nz

I am (please tick the one applicable to you)

- a person representing a relevant aspect of the public interest
 a person that has an interest in the plan change greater than the interest that the general public has
 the local authority itself.

/We would like to speak in support of my/our submission at the Council hearing (please tick)

Yes No

Could you gain an advantage in trade competition in making this submission?

Yes No

Signed:



Namouta Poutasi
General Manager Strategy and Science
Bay of Plenty Regional Council

Date: 19 February 2024

| Submitter name / address who you are further submitting on | Submission point no. | Support or oppose | Reason for support or opposition | Decision sought |
|--|----------------------|-------------------|---|---------------------------------|
| Te Puke Economic Development Group MarkRBoyle@me.com | 13.1 | Oppose | <p>The proposal is not aligned with the National Policy Statement for Urban Development (NPS-UD), which aims to soften the edges of existing urban environments to allow growth to go up and out in urban locations with good access to existing services, public transport networks and infrastructure, not to enable satellite expansion or an ad-hoc growth pattern as proposed by Proposed Plan Change 95 (PPC95).</p> <p>Pongakawa social infrastructure, including the school, is nearly 2 kilometres from the existing settlement, across State Highway 2, with no safe way to walk or cycle across the highway and no footpath or cycle lane to safely access the Pongakawa amenities other than by private car. In addition, the only transport option to/from the development would be by private vehicle, rather than public or active transport. This means that the proposed development would not contribute to a well-functioning urban environment that is well-connected along transport corridors (clause 3.8(2) of the NPS-UD).</p> <p>Regional Council acknowledges the critical need for housing in the western Bay of Plenty. However, while development of this type appears attractive in the short term (providing housing), it leads to a sporadic, nonstrategic growth pattern and decentralised infrastructure that is costly to maintain in the long term. A more practicable option for addressing the housing shortfall in this district is greater intensification of Te Puke, as enabled by Plan Change 92 (PC92). PC92 will provide more capacity in Te Puke than originally anticipated, and so less greenfield land is required than previously calculated. Te Puke has existing social and community infrastructure including all levels of schooling, public transport, and a centralised wastewater treatment plant.</p> | Decline Proposed Plan Change 95 |

FS39.1

| Submitter name / address who you are further submitting on | Submission point no. | Support or oppose | Reason for support or opposition | Decision sought |
|--|----------------------------|-------------------|--|--|
| <p>Te Puke Economic Development Group MarkRBoyle@me.com</p> | <p>13.2, 13.3 and 13.4</p> | <p>Oppose</p> | <p>PPC95 is not supported by the SmartGrowth Strategy, which is a strategic plan to manage growth in the western Bay of Plenty. SmartGrowth considers more than just the economic benefits of growth: housing, land, infrastructure, transport, community development, tangata whenua aspirations, and the natural environment need to be looked at together to achieve effective long-term growth.</p> <p>There is no evidence for housing demand in Pongakawa specifically. While the Housing and Business Capacity Assessment 2022 reports an urgent need to investigate future growth areas in the Eastern Corridor, this refers to Te Puke and the future eastern town of Te Kainga, not the broader Eastern Corridor or Pongakawa specifically. Intensification of Te Puke and development of other areas identified in SmartGrowth are more practicable options to address the housing shortfall in this district.</p> | <p>Decline Proposed Plan Change 95</p> |
| <p>Peter Cooney 11 Maunganui Road Peter.cooney@classic-group.co.nz</p> | <p>22.1 and 22.2</p> | <p>Oppose</p> | <p>There is no evidence for housing demand in Pongakawa specifically. While the Housing and Business Capacity Assessment 2022 reports that there is an urgent need to investigate future growth areas in the Eastern Corridor, this refers to Te Puke and the future eastern town of Te Kainga, not the broader Eastern Corridor or Pongakawa specifically.</p> <p>PPC95 is not supported by the SmartGrowth Strategy, which is a strategic plan to manage growth in the western Bay of Plenty. SmartGrowth considers how housing, land, infrastructure, transport, community development, tangata whenua aspirations, and the natural environment need to be looked at together to achieve effective long-term growth. Bay of Plenty Regional Council does not support PPC95 because it is not anticipated in the SmartGrowth Strategy and represents ad hoc development and inefficient development and use of infrastructure.</p> | <p>Decline Proposed Plan Change 95</p> |

FS39.2
FS39.3
FS39.4

FS39.5
FS39.6

| Submitter name / address who you are further submitting on | Submission point no. | Support or oppose | Reason for support or opposition | Decision sought |
|--|----------------------|-------------------|---|---------------------------------|
| | | | <p>Regional Council acknowledges the critical need for housing in the western Bay of Plenty. However, while development of this type appears attractive in the short term (providing housing), it leads to a sporadic, nonstrategic growth pattern and decentralised infrastructure that is costly to maintain in the long term. A more practicable option for addressing the housing shortfall in this district is intensification of Te Puke, as enabled by Plan Change 92 (PC92) and supported by SmartGrowth. PC92 will provide more capacity in Te Puke than originally anticipated, and so less greenfield land is required than previously calculated. Te Puke has existing social and community infrastructure including all levels of schooling, public transport, and a centralised wastewater treatment plant.</p> | |
| <p>Waka Kotahi NZ Transport Agency, Private Bag 6995, Wellington 6141 Tayla.Cowper@nzta.govt.nz</p> | 26.4 | Support | <p>Bay of Plenty Regional Council’s position aligns with the Waka Kotahi assessment that PPC95 is inconsistent with Policy 1(c) of the National Policy Statement for Urban Development (NPS-UD) because:</p> <ul style="list-style-type: none"> • The settlement would be heavily reliant on private motor vehicles, with limited public transport and active transport options available. • The settlement’s population base would not be large enough to support the range of local services and amenities needed to avoid substantial private vehicle travel beyond the immediate locality. • The proposed commercial zoning may reduce the need for residents to travel further afield for some trips, but residents would still need to travel to reach a wider range of services and employment not provided by the development. This is an existing scenario, which would be exacerbated by further development. <p>Bay of Plenty Regional Council’s position also aligns with the Waka Kotahi assessment that PPC95 is inconsistent with clause 3.8 of the NPS-UD because:</p> | Decline Proposed Plan Change 95 |

FS39.7

| Submitter name / address who you are further submitting on | Submission point no. | Support or oppose | Reason for support or opposition | Decision sought |
|---|----------------------|-------------------|--|---------------------------------|
| | | | <ul style="list-style-type: none"> The proposed development would not contribute to a well-functioning urban environment because Pongakawa social infrastructure, including the school, is nearly 2 kilometres from the settlement, across State Highway 2, with no safe way to walk or cycle across the highway and no footpath or cycle lane to safely access the Pongakawa amenities other than by private car, and The only transport option to/from the development would be by private vehicle, rather than public or active transport, and so it is not considered to be well-connected along transport corridors. <p>Regional Council acknowledges the critical need for housing in the western Bay of Plenty. However, while development of this type appears attractive in the short term (providing housing), it leads to a sporadic, nonstrategic growth pattern and decentralised infrastructure that is costly to maintain in the long term. Te Puke and the other areas identified for development by SmartGrowth are more practicable options to address the housing shortfall in this district.</p> | |
| Scott Adams, Carrus Properties Ltd, PO Box 345, Tauranga 3140 Scott@carrus.co.nz | 32.1 and 32.2 | Oppose | There is no evidence for housing demand in Pongakawa specifically. While the Housing and Business Capacity Assessment 2022 (HBA) reports that there is an urgent need to investigate future growth areas in the Eastern Corridor, this refers to Te Puke and the future eastern town of Te Kainga, not the broader Eastern Corridor or Pongakawa specifically. A more practicable option for addressing the housing shortfall in this district is intensification of Te Puke, as enabled by Plan Change 92 (PC92) and supported by SmartGrowth. PC92 will provide more capacity in Te Puke than originally anticipated, and so less greenfield land is required than previously calculated. Te Puke has existing social and community infrastructure including all levels of schooling, public transport, and a centralised wastewater treatment plant. | Decline Proposed Plan Change 95 |

FS39.8
FS39.9



44 Bowen Street
Pipitea, Wellington 6011
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Wellington 6141
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FURTHER SUBMISSION FROM THE NEW ZEALAND TRANSPORT AGENCY WAKA KOTAHI (NZTA) TO PROPOSED PRIVATE PLAN CHANGE 95 – PENCARROW ESTATE PONGAKAWA UNDER SCHEDULE 1 RESOURCE MANAGEMENT ACT 1991

19TH February 2024

Western Bay of Plenty District Council
Environmental Planning Team
Private Bag 12803
Tauranga Mail Centre 3143

Email: districtplan@westernbay.govt.nz

Submitter ID number: 26

This is a further submission on:

Proposed Private Plan Change 95 – Pencarrow Estate (**PC 95 or the PC**), which seeks to rezone approximately 12ha of land currently zoned *Rural*, to primarily *Residential* with provision for *Commercial* zoning and associated reserves, located at 1491 State Highway 2 (SH 2) and 53 Arawa Road, Pongakawa.

It is considered that NZTA has an interest which is greater than the general public.

NZTA could not gain an advantage in trade competition through this further submission.

Further Submission:

As noted within their submission, NZTA has a role in the delivery of the Emission Reduction Plan / Te hau mārohi ki anamata (ERP) and the National Adaptation Plan (Urutau, ka taurikura: Kia tū pakari Aotearoa i ngā huringa āhuarangi). Within these plans are several key policies and targets for adapting to and mitigating the effects of Climate Change. NZTA also has an important role to deliver on Government Outcomes such as the National Policy Statement on Urban Development (NPS-UD) and the Government Policy Statement on Land Transport (GPS).

NZTA supports submission points 27.1 and 27.2 as addressed by Bay of Plenty Regional Council, stating that Private Plan Change 95 (PPC95) is inconsistent with NPS-UD as it is not identified as a growth location in any relevant planning documents, or Smart Growth and the Urban Form and Transport Initiative. It is noted this aligns with points raised by NZTA within their submission.

FS40.1
FS40.2

As addressed in point 27.17 by Bay of Plenty Regional Council, NZTA agrees that adequate flood modelling and assessment needs to be undertaken to understand potential risk to the state highway network and any proposed mitigation required.

FS40.3

NZTA supports point 27.33 by Bay of Plenty Regional Council, as it aligns with points raised in NZTA's initial submission over the need for more information/provisions regarding multi-modal transport, notably public transport, walking and cycling. As noted, further consideration is needed regarding the access to public transport, and services in the wider area. FS40.4

NZTA would like to be heard in support of its submission and further submission. If others make a similar submission, NZTA will consider presenting a joint case with them at a hearing.

Signature on behalf of the submitter:



Planner – Poutiaki Taiao / Environmental Planning

Address for service:

NZ Transport Agency, Waka Kotahi

Contact Person: Tayla Cowper

Email: tayla.cowper@nzta.govt.nz

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Further Submissions close 5.00pm on Monday 19 February 2024

Name: Robyne Cooper
Address: 36 Arawa Road; Rdb; Te Aute 3186
Phone: 022-505-4042
Email: rfcstargazer@hotmail.com

I am (please tick the one applicable to you)

- a person representing a relevant aspect of the public interest
 a person that has an interest in the plan change greater than the interest that the general public has
 the local authority itself.

I/We would like to speak in support of my/our submission at the Council hearing (please tick)

Yes No

Could you gain an advantage in trade competition in making this submission?

Yes No

Signed:


(Signature of person making submission or person authorised to sign on behalf of person making submission)

Date: 19/02/2024.

Please use the reverse of this form for your submission

| Submitter name / address who you are further submitting on | Submission point no. e.g. 50.7 | Support or oppose | Reason for support or opposition | Decision sought (give precise details) |
|--|--------------------------------|-------------------|--|--|
| Craig Haago Principal Pongakawa School | 1.1 1.2 1.3 1.4 | Support | As a longstanding resident of Arawa Road in excess of 35 years, I am aware of the benefits of living in this area and having had four sons and a grandson all attend Pongakawa School, I have reaped the benefits of being part of this fabulous | |
| | | | School & Community. We are aware of the severity of the current housing shortage, with two of my children having to | |
| | | | relocate and buy in Papamoa as there were no alternate options in this community. I feel this would be beneficial both | |
| | | | our School and Community | 100% Support the sub-division to give the others the chance to grab their own "wee slice of paradise" |