

Western Bay of Plenty District Council

Plan Change 80 Omokoroa Financial Contributions

Section 32 Report

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1. Introduction

1.1 General Introduction and Background

The Omokoroa Structure Plan provides for an extensive roading network that would be efficient and effective for the final anticipated number of residents that will live on the peninsular.

Since the Structure Plan was prepared it has been identified that an additional intersection is required to service developments to the south of the railway and both sides of Omokoroa Road. One of these is the Special Housing Area, the other is the Goldstone property currently being developed. The specific roading upgrades required have been identified in a report prepared by Traffic Design Group dated May 2016. This in turn has required a review of the financial contributions model for Omokoroa.

This Plan Change incorporates the additional roading infrastructure into the Omokoroa Structure Plan. Implementation of the change to the Structure Plan for roading will result in a \$62 increase in the Omokoroa roading financial contribution.

2. Resource Management Act 1991

2.1 Section 32

Before a proposed plan change can be publicly notified the Council is required under section 32 ("s.32") of the Act to carry out an evaluation of alternatives, costs and benefits of the proposed review. With regard to the Council's assessment of the proposed plan change s.32 requires the following:

- 1) *An evaluation report required under this Act must—*
 - (a) *examine the extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of this Act; and*
 - (b) *examine whether the provisions in the proposal are the most appropriate way to achieve the objectives by—*
 - (i) *identifying other reasonably practicable options for achieving the objectives; and*
 - (ii) *assessing the efficiency and effectiveness of the provisions in achieving the objectives; and*
 - (iii) *summarising the reasons for deciding on the provisions; and*
 - (c) *contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal.*
- (2) *An assessment under subsection (1)(b)(ii) must—*
 - (a) *identify and assess the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for—*
 - (i) *economic growth that are anticipated to be provided or reduced; and*
 - (ii) *employment that are anticipated to be provided or reduced; and*

- (b) if practicable, quantify the benefits and costs referred to in paragraph (a); and*
 - (c) assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.*
- 3) If the proposal (an amending proposal) will amend a standard, statement, regulation, plan, or change that is already proposed or that already exists (an existing proposal), the examination under subsection (1)(b) must relate to—*
 - (a) the provisions and objectives of the amending proposal; and*
 - (b) the objectives of the existing proposal to the extent that those objectives—*
 - (i) are relevant to the objectives of the amending proposal; and*
 - (ii) would remain if the amending proposal were to take effect.*
- 4) If the proposal will impose a greater prohibition or restriction on an activity to which a national environmental standard applies than the existing prohibitions or restrictions in that standard, the evaluation report must examine whether the prohibition or restriction is justified in the circumstances of each region or district in which the prohibition or restriction would have effect.*

2.2 Section 74

In accordance with Section 74(2A) of the Act, Council must take into account any relevant planning document recognised by an iwi authority lodged with Council. There are two iwi authority documents lodged with Council that are relevant to this change. These are the Te Awanui Harbour Management Plan (2008) and Pirirakau Hapu Management Plan (2004). The preparation of the existing Omokoroa Structure Plan has been undertaken with extensive consultation with iwi and with regard to these management plans. The proposed change to the existing Structure Plan does not materially change how these management plans are given effect.

3 Consultation

Consultation with the Goldstones has been ongoing. Consultation on the Special Housing Area was held with the Omokoroa Community and directly affected land owners in 2014. The Special Housing area was adopted by Council and gazetted in 2014. Since that time additional work on upgrading of Omokoroa Road has been undertaken by Council and consultation on the timing and cost of these upgrades has been carried out with the community as part of the Annual Plan process.

4 Issue 1 – Extent of roads within the Omokoroa Structure Plan

4.1 Option 1 – Status Quo - No change to the Structure Plan and therefore no change to the financial contributions.

Benefits	<ul style="list-style-type: none"> The main benefit of no change is that the existing community's expectations will be met.
Costs	<ul style="list-style-type: none"> The Special Housing Area would not be able to proceed due to inadequate roading infrastructure. Development of the Goldstone property is dependant upon development of adjoining land.
Effectiveness/ Efficiency	<ul style="list-style-type: none"> Doing nothing is not effective at encouraging necessary growth in Omokoroa as it would prevent the establishment of housing in a timely manner. It is also not efficient as the existing Structure Plan provides for roading infrastructure that no longer matches that required for future urban development.
Risks of Acting/ Not Acting if there is uncertain or insufficient information about the subject matter	<ul style="list-style-type: none"> N/A – sufficient information is available.

4.2 Option 2 – Modify the Structure Plan and Financial Contribution Schedule to incorporate the necessary roading infrastructure required for the Special Housing Area and to improve access to the land to the east of Omokoroa Road.

Benefits	<ul style="list-style-type: none"> Provides for the development of two areas for housing.
Costs	<ul style="list-style-type: none"> Minimal costs associated with upgrading the proposed intersections to provide minimum standards for access to the proposed Special Housing Area and adjoining residential land.
Effectiveness/ Efficiency	<ul style="list-style-type: none"> This approach is considered to be both effective and efficient as it provides specific roading infrastructure targeted to the level of proposed development.
Risks of Acting/ Not Acting if there is uncertain or insufficient information about the subject matter	<ul style="list-style-type: none"> N/A – sufficient information is available.

4.3 Preferred Option

The preferred option is:

Option 2 –

Modify the Structure Plan and Financial Contribution Schedule to incorporate the necessary roading infrastructure required for the Special Housing Area and to improve access to the land to the east of Omokoroa Road.

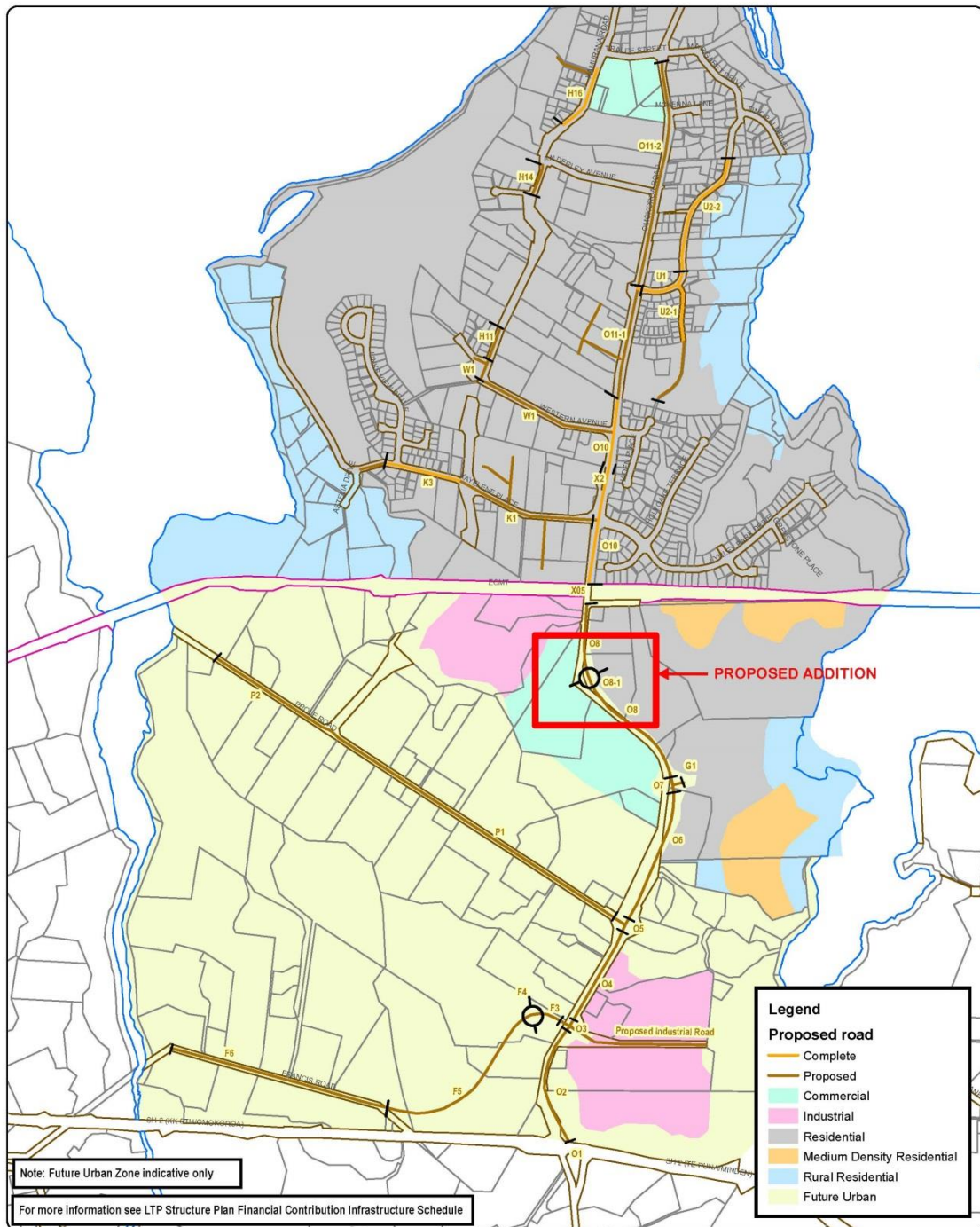
Rule Change

Amend 4.2 Omokoroa Structure Plan Roding Schedule and 4.3 Omokoroa Roding Projects Plan (in Appendix 7) as outlined in **Attachment A**.

4.4 Reasons

The benefit of this change is that it will provide the necessary roading infrastructure to provide for the Special Housing Area as well as access to other developable land off Omokoroa Road. The change reflects the need to provide for additional residential housing in the area being serviced by the road while keeping the cost of the additional roading infrastructure to a minimum.

ATTACHMENT A



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Email: gis@westernbay.govt.nz Scale A3 - 1:11,000
 Date: 30/06/2016
 Operator: mlb
 Map: E:\Shape\MLB\Map\Structure Plans\Omokoroa Roading Projects Plan.mxd
 0 100 200 400 600 800 Meters



OMOKOROA ROADING PROJECTS PLAN



Project Number	Project	Element	Proposed Year of Construction	Project Cost		Funding Source			District Rate (%)
				\$	% Road Specific	% Catchment	% Rural	% Strategic	
O-07-1	Omokoroa Road	Seagull Right Turn Bay entrance to residential on east side	2018	400,000	0	20	10	45	25
O-07-2	Omokoroa Road	Roundabout construction: single lane	2032	620,000	0	20	10	45	25
O-08	Omokoroa Road	Commercial area roundabout to Railway line: 2 lanes	2028	2,963,200	0	20	20	45	15
<u>O-08-1</u>	<u>Omokoroa Road</u>	<u>Special Housing Area – Roundabout</u>	<u>2026</u>	<u>600,000</u>	<u>0</u>	<u>20</u>	<u>20</u>	<u>45</u>	<u>15</u>
O-10	Omokoroa Road	Railway Line to Lynley Park boundary	2008	2,163,479	0	20	20	45	15
O-11-1	Omokoroa Road	Lynley Park to Margaret Drive	2024	1,413,677	0	20	20	45	15
O-11-2	Omokoroa Road	Margaret Drive to Tralee Street	2024	2,590,000	0	20	20	45	15
P-01	Prole Road	Omokoroa Road to Hamurana Cycleway	2032	3,604,000	0	100			
P-02	Prole Road	Hamurana Cycleway to end	2032	1,612,000	0	100			
U-01	Midblock Connection	Mid block connection Margaret Place extension to Omokoroa Road, plus Link Road walkway	2011	2,200,000	100				
U-02-1	Link Road access	Access to Link Road by selected properties	2011	600,000	100				
U-02-2	Margaret PI Extension	From Margaret Place to mid block connection (U01)	2011	2,794,010	100				
U-03	Walkway Link	From Link Road to Lynley Park	2009	112,000	0	100			
				2,026,400					