

Western Bay of Plenty District Council

Change to the District Plan – First Review

Plan Change 70 Katikati Structure Plan

Section 32 Report

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1. Introduction

1.1. General Introduction and Background

The Katikati Structure Plan was developed in 2007/08 and became operative in 2009 and comprises mainly two areas, namely:

- the industrial area southwest of Marshall Road and
- the residential area northeast of Marshall Road and northwest of Tetley Road.

A copy of the operative Structure Plan is attached as Attachment A.

The industrial area portion of the Structure Plan was reviewed in 2012 (Plan Change 18). However, more detailed stormwater calculations were done for the proposed industrial area and it was found that the size of the Stevens Pond has to be increased significantly to manage the expected stormwater runoff (see 6.0 for more details).

Apart from the proposed changes to the size of the stormwater pond in the industrial area, this Plan change mainly focuses on the proposed infrastructure for the residential area northeast of Marshall Road (see 4.0).

As a result of existing and future residential growth along Park Road and Beach Road, the existing water and wastewater services have to be upgraded (see 5.0). The operative Structure Plan makes no provision for these upgrades and as a result, will restrict future residential development in the area.

Katikati experienced significant growth prior 2009 and it was projected that 3,017 additional dwellings will be required by 2046. However, both the 2006 and 2013 census results have shown that the anticipated growth will not be achieved. The current projections, as included in the Council's Long Term Plan 2015 – 2025 projected that 1,376 additional dwellings will be required by the year 2046. One hundred and seventy eight additional dwellings were constructed between 2008 and 2014.

Even though it was projected in 2009 that approximately 200ha of land zoned Residential would be required to accommodate the 3,017 additional dwellings, the operative Structure Plan makes provision for only 900 additional lots. It is therefore not necessary to dezone land as a result of the adjusted population projections (the reduction from 3,017 to 1,376 additional dwellings).

In addition to the residential areas included in the Structure Plan, there are a number of undeveloped lots and large under utilised residential lots in Katikati (e.g. along Binnie Road) that will be developed or redeveloped over time. As a result, there is no need to rezone additional land for residential purposes at this point in time.

Since the development of the operative Structure Plan, Council has:

- expanded Moore Park;
- extended Middlebrook Drive to Fairview Road; and
- extended Sheffield Street to Middlebrook Drive.

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 currently two documents lodged with Council. These are the Te Awanui Harbour Management Plan (2008) and Ngāi Tamawhariua Hapū Management Plan (2015). Both these documents have been taken into account during the review process.

The Structure Plan review mainly focuses on assessing the relevance and need for infrastructure included in the operative Structure Plan, and not the rezoning of additional land for residential purposes. Most of the proposed changes to the infrastructure are within existing road reserves and, as a result, have no impact of the above mentioned Management Plans.

3. Consultation

Council staff have discussed the proposed changes with most of the affected land owners.

4. Issue 1 – Changes to the Katikati Structure Plan (residential area) north of Marshall Road and Tetley Road.

The following main changes are proposed for the Structure Plan (residential area north of Marshall Road and Tetley Road) (see Attachment C):

a) Delete Structure Plan Roads RD5, RD19 and RD28 off Tetley Road

It is proposed that Structure Plan Roads RD5, RD19 and RD 28 be deleted due to the following:

- The operative Structure Plan proposes a structure plan road (RD5 and RD19) parallel to Tetley Road. As a result, subdivision and development has to be staged from west to east. However, the western portion (10% of the total road length) is on Lot 2 DP460580 while the remaining portion of the proposed road is on Lot 1 DP307366. This complicates the subdivision and development of Lot 1 DP307366.
- It is more likely that a developer would like to develop the area by means of a number of cul-de-sacs off Tetley Road, which can be staged easily over a few years.
- RD5 and RD19 are mainly on one title and are not providing access to a land-locked title.
- RD28 is a cul-de-sac off Tetley Road and only on one title.

b) Delete proposed waterline WS8

Proposed waterline WS8 runs within the proposed road reserve of RD5 and RD19 (which are to be deleted). WS8 can be deleted as the same area could be serviced by the proposed water line along Tetley Road (WS3).

c) Direct access off Tetley Road

The operative Structure Plan only provides for limited improvements to Tetley Road (improvements to swales and 8m wide seal with cycleway). As it's not intended to urbanise Tetley Road or to reduce the speed restriction (currently 70km/h), direct access to newly subdivided lots has to be restricted to avoid vehicles reversing onto the road. However, no provisions have been included in the District Plan to avoid direct access from newly created lots to Tetley Road. The proposed Structure Plan retains the limited improvements to Tetley Road, but it is proposed that provisions be included into Section 12 of the District Plan to restrict direct access to new lots and development off Tetley Road.

d) RD15 - RD18 Walkways

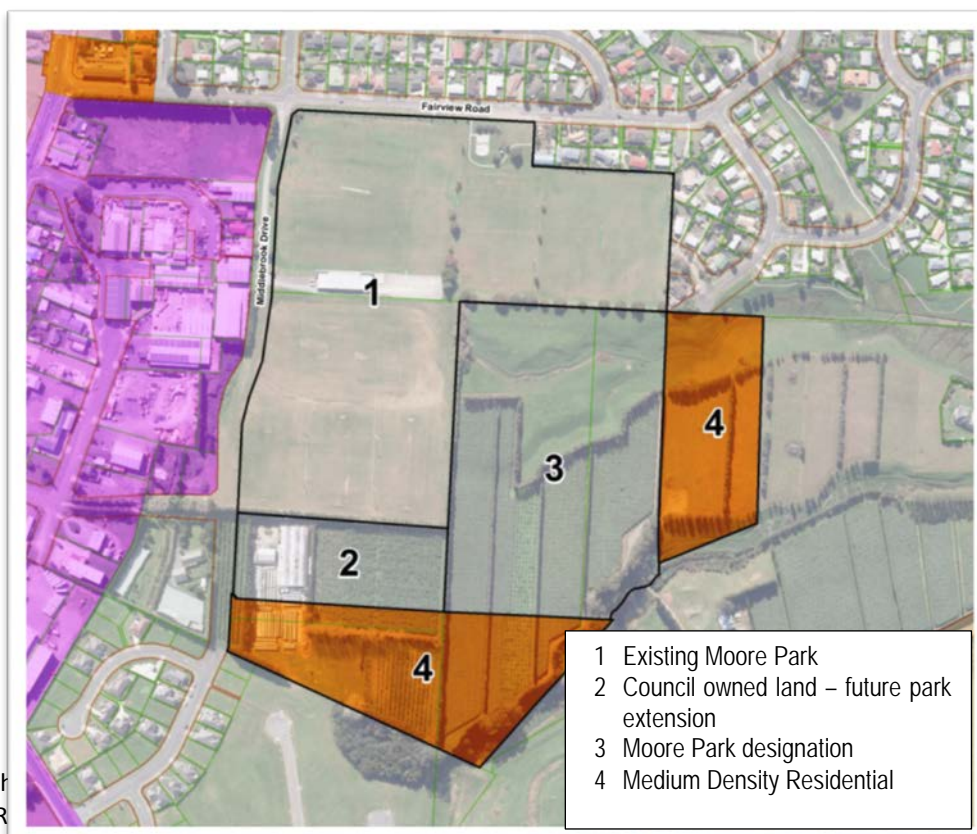
A walkway (RD16, 17 and 18 Walkways) is included in the operative Structure Plan along the stream that runs parallel to Tetley Road. Two walkway links (RD15) are also provided between Structure Plan road RD19 and the walkway along the stream.

The proposed Structure Plan retains the proposed walkway along the stream (RD16, RD17 and RD18). However, provisions have to be included in Section 12 of the District Plan to ensure that future subdivision and development between Tetley Road and the stream are linked to the walkway along the stream as it is not the intention to proceed with Structure Plan road RD19 and therefore RD15 (the walkway that links RD19 with the walkway along the stream). These provisions are important as it's not the intention to develop a footpath along Tetley Road.

e) Achieving the required density

Included in the Operative Structure Plan are two indicative areas zoned Medium Density Residential. The main reason for zoning these areas Medium Density Residential was to provide for such housing adjoining the open space of Moore Park, thus compensating for the reduction in on-site outdoor space. However, the area adjoining the Medium Density Residential is only designated as an extension to Moore Park and still in kiwifruit (see photo on next page)

The Katikati Built Environment Strategy (2010) confirms the importance of having a mixture of housing typologies. This can be achieved in various ways and there is no need to concentrate medium density residential around Moore Park. The District Plan currently allows for the development of medium density residential around the Katikati town centre and, as a Restricted Discretionary Activity, on a lot zoned Residential provided that the lot is at least 1400m² and adjoins a local purpose reserve or stormwater management reserve.



Council is currently reviewing the method for calculating financial contributions (Plan Change 73). One of the objectives of the review is to encourage residential densification by charging financial contributions for residential development on a per hectare basis, and not on a per lot/dwelling basis. This change will encourage the development of a mixture of residential lot sizes.

Because of the reasons given above, the need to retain the indicative Medium Density Residential is no longer required.

4.1. Option 1 – Status Quo - No change to the residential Structure Plan area north of Tetley Road and Marshall Road.

Benefits	<ul style="list-style-type: none"> Will encourage medium density residential development close to Moore Park.
Costs	<ul style="list-style-type: none"> None. Structure Plan roads RD5, RD19 and RD28 have significant cost implications and will have limited benefits to the area.
Effectiveness/ Efficiency	<ul style="list-style-type: none"> The location of the medium density residential area was selected as it adjoins the future boundary of Moore Park. However, there is no indication in the Structure Plan on the timing to extend Moore Park. It may therefore happen that the medium density area is developed before the Moore Park extension. Direct access will be allowed from new lots onto Tetley Road which will impact on the safety of the road at the current speed environment of 70km/h.
Risks of Acting/ Not Acting if there is uncertain or insufficient information about the subject matter	<ul style="list-style-type: none"> Not applicable as sufficient information is available.

4.2. Option 2 – Changes to the residential Structure Plan area north of Marshall Road and Tetley Road.

Benefits	<ul style="list-style-type: none"> Subdivision and development along Tetley Road are not restricted by structure plan road RD5 & RD19. Subdivision along Tetley Road will be linked with the proposed walkway along the stream (RD16, 17 and 18). The Structure Plan will be more transparent regarding the limited upgrade of Tetley Road and the restricted access off Tetley Road. It will be the responsibility of every developer to achieve a density of 15 dwellings per hectare. Provides more subdivision and development flexibility to the areas that are currently zoned Medium Density Residential. Restricting direct access to new lots off Tetley Road will ensure that safety along the road will not be compromised by future subdivision and development.
Costs	<ul style="list-style-type: none"> Not developing structure plan road RD5 & RD19 and waterline WS8 will reduce costs.

Effectiveness/ Efficiency	<ul style="list-style-type: none"> ▪ The Structure Plan provides more flexibility to landowners with land zoned Medium Density Residential. This may create the impression that the assumed density for the structure plan area will not be achieved. Other changes to the District Plan, e.g. changes to the method of calculating financial contributions (Plan Change 73), will encourage development at a density of approximately 15 dwellings per hectare. ▪ The proposed Structure Plan will not compromise on good design outcomes even though items, such as structure plan roads RD5 & RD19, are deleted from the plan.
Risks of Acting/ Not Acting if there is uncertain or insufficient information about the subject matter	<ul style="list-style-type: none"> ▪ Not applicable as sufficient information is available.

4.3. Preferred Option

The preferred option is:

Option 2 – Changes to the Structure Plan north of Marshall Road and Tetley Road.

Rule Change

- a) Amend Katikati Structure Plan included in Appendix 7 of the District Plan as follows:
 - Amend 2.1 Katikati Infrastructure Schedule as per **Attachment B**.
 - Amend 2.2 Katikati Structure Plan as outlined in **Attachment C**.
- b) Make the subsequent changes to District Plan Maps, U44, U45, U47 and U48 as per **Attachment C**.
- c) Include the following new rule in Section 12 Subdivision and Development:
 - 12.4.18 **Katikati Structure Plan (residential area) north of Marshall Road and Tetley Road.**
 - 12.4.18.1 **Access off Tetley Road**
 - (a) **No additional lot or dwelling shall have direct access off Tetley Road. Access to any new lot or dwelling shall be via a private or public road with splayed corners (at the intersection with Tetley Road) measuring at least 3m x 3m).**
 - (b) **Yards adjoining Tetley Road shall be treated as Front Yards.**

4.4. Reasons

The proposed Structure Plan:

- Will provide more flexibility to landowners with land zoned Medium Density Residential. This may create the impression that the assumed density for the structure plan area will not be achieved. Other changes to the District Plan, e.g. changes to the method of calculating financial contributions (Plan Change 73), will encourage development at a density of approximately 15 dwellings per hectare.

- Will not compromise on good design outcomes even though items, such as structure plan roads RD5 & RD19, are deleted from the plan.
- Is more cost effective.
- Will retain a safe travelling environment along Tetley Road.
- Will enable the development of a new walkway along the stream between Marshall Road and Wills Road.

5. Include proposed wastewater line WW3 (along a portion of Park Road) and waterline WS9 (along a portion of Beach Road) in the Katikati Structure Plan.

More than 350 dwellings can be accommodated on the area zoned Residential north of Beach Road and east of Park Road. There are also a number of vacant or undeveloped lots on the western side of Park Road that can accommodate approximately 75 additional dwellings.

The current wastewater utilities in Park Road and water utilities in Beach Road cannot accommodate such a large number of additional dwellings and as a result, proposed waterline WS9 and wastewater line WW3 will be required.

5.1. Option 1 – Status Quo - No change to the District Plan.

Benefits	<ul style="list-style-type: none"> ▪ None, as individual developers will have to fund and construct their own "bulk" water and wastewater line prior to development.
Costs	<ul style="list-style-type: none"> ▪ Will reduce financial contributions, but will increase subdivision and development costs for the developer as no adequate infrastructure would be available.
Effectiveness/ Efficiency	<ul style="list-style-type: none"> ▪ Not effective or efficient as it doesn't enable subdivision and development of large residential blocks that are either under utilised or undeveloped.
Risks of Acting/ Not Acting if there is uncertain or insufficient information about the subject matter	<ul style="list-style-type: none"> ▪ Not applicable as sufficient information is available.

5.2. Option 2 – Include proposed wastewater line WW3 and waterline WS9 in the Katikati Structure Plan and infrastructure schedule.

Benefits	<ul style="list-style-type: none"> ▪ Will enable subdivision and development along Park and Beach Road.
Costs	<ul style="list-style-type: none"> ▪ Will increase water and wastewater contributions, but reduce construction costs as developers don't have to upgrade the utilities at their own cost.
Effectiveness/ Efficiency	<ul style="list-style-type: none"> ▪ Effective as the proposed changes to the Structure Plan enables subdivision and development in identified areas.
Risks of Acting/ Not Acting if there is uncertain or insufficient information about the subject matter	<ul style="list-style-type: none"> ▪ Not applicable as sufficient information is available.

5.3. Preferred Option

The preferred option is:

Option 2 – Include the proposed wastewater line WW3 and waterline WS9 in the Katikati Structure Plan and infrastructure schedule.

Rule Change

- (a) Include an additional Structure Plan map in Appendix 7 of the District Plan to show proposed wastewater line WW3 (along a portion of Park Road) and waterline WS9 (along a portion of Beach Road) (see **Attachment D**).
- (b) Update the infrastructure schedule (included in 2.1 of Appendix 7) to reflect WW3 and WS9 (see **Attachment B**).
- (c) Amend District Plan Maps U41, U42 and U45 to reflect WW3 and WS9 (also included in **Attachment C**).

5.4. Reasons

Proposed water line WS9 and wastewater line WW3 will enable subdivision and development of the area zoned Residential along Park Road and Beach Road.

6. Marshall Road Industrial Area: Amendment to the size of Stevens Pond (a stormwater pond).

More detailed designs and catchment calculations have been done on the Katikati Industrial Area south of Marshall Road. This showed that Stevens Pond (which was constructed around 2007) has to be extended from 7,000m³ to 22,000m³ to manage the stormwater generated by future industrial development in the stormwater catchment. As a result, 20,500m² of land is required and not 7,400m².

As the Stevens Pond is surrounded by Part Lot 3 DPS22486, the future extension of the pond will only affect this lot. Both this lot and Lot 1 DP419923 are owned by the same owner (Liz Cooper) and comprise approximately 50% of the catchment.

The extension of the Stevens Pond can be staged (2 to 3 stages) as development occurs and there is also flexibility on how and where the extension occurs.

Even though most of the landowners in the Stevens Pond catchment are more focused on horticulture and currently not interested in industrial development (which will trigger an extension of the pond), the Structure Plan has to signal that an extension will be required when industrial development occurs. As a result it is proposed that the following text box be included on the Structure Plan Map:

Future extension of the Stevens Pond

- Current capacity = 7,000m³
- Fully developed = 22,000m³
- Pond extension can be staged (2-3 stages) as development occurs in the catchment.
- Extension to the pond can be finalized during the resource consent process

The proposed change to the Structure Plan map is included in **Attachment E**.

6.1. Option 1 – Status Quo - No change to Stevens Pond, as reflected in the Structure Plan for the Katikati Marshall Road Industrial Area.

Benefits	<ul style="list-style-type: none"> ▪ The affected landowner’s preferred option. ▪ More land might initially be available for industrial development. However, industrial development might be constrained as developers have to manage and retain stormwater on-site.
Costs	<ul style="list-style-type: none"> ▪ Although financial contribution costs will be lower, construction costs will be higher as the individual developers have to manage stormwater on-site. ▪ Affected landowner is of the opinion that this option will have less impact on the value of their property.
Effectiveness/ Efficiency	<ul style="list-style-type: none"> ▪ Most of the stormwater will have to be managed on-site which will complicate effective stormwater management.
Risks of Acting/ Not Acting if there is uncertain or insufficient information about the subject matter	<ul style="list-style-type: none"> ▪ Not applicable as sufficient information is available.

6.2. Option 2 – Amend the Structure Plan for the Katikati Marshall Road Industrial Area to reflect the future enlargement of the Stevens Pond.

Benefits	<ul style="list-style-type: none"> ▪ Provides a signal to future developers regarding the ultimate size of the pond. ▪ Provides flexibility with regard to the staging (including the shape and size of the stage) of the pond.
Costs	<ul style="list-style-type: none"> ▪ Will increase financial contributions, but the pond can be extended over time as required. ▪ Will decrease on-site stormwater management costs. ▪ Affected landowner is of the opinion that the proposed pond expansion will have an impact on the value of their property.
Effectiveness/ Efficiency	<ul style="list-style-type: none"> ▪ Will be more effective and efficient in managing stormwater in one large pond that separates on-site management systems.
Risks of Acting/ Not Acting if there is uncertain or insufficient information about the subject matter	<ul style="list-style-type: none"> ▪ Not applicable as sufficient information is available.

6.3. Preferred Option

The preferred option is:

Option 2 – Amend the Structure Plan for the Katikati Marshall Road Industrial Area to reflect the proposed enlargement of Stevens Pond.

Rule Change

(a) Include the following note on the structure plan map (also see map in **Attachment E**):

Future extension of the Stevens Pond

- Current capacity = 7,000m³
- Fully developed = 22,000m³
- Pond extension can be staged (2-3 stages) as development occurs in the catchment.
- Extension to the pond can be finalized during the resource consent process

6.4. Reasons

- The horticulture activities on the affected property can continue.
- Provides a clear signal to future developers regarding the ultimate dimensions of the pond.
- Provides flexibility regarding the future pond extension.
- May decrease on-site stormwater management costs.

7. Recommended changes to the District Plan

- a) Amend 2.1 Katikati Infrastructure Schedule as outlined in **Attachment B**.
- b) Amend 2.3 Katikati Structure Plan in Appendix 7 as outlined in **Attachments C and D**, and make subsequent changes to District Plan Maps U41, U42, U44 to U48 (also included in Attachment C).
- c) Include the following new rule in Section 12 Subdivision and Development:

12.4.18 Katikati Structure Plan (residential area) north of Marshall Road and Tetley Road.

12.4.18.1 Access off Tetley Road

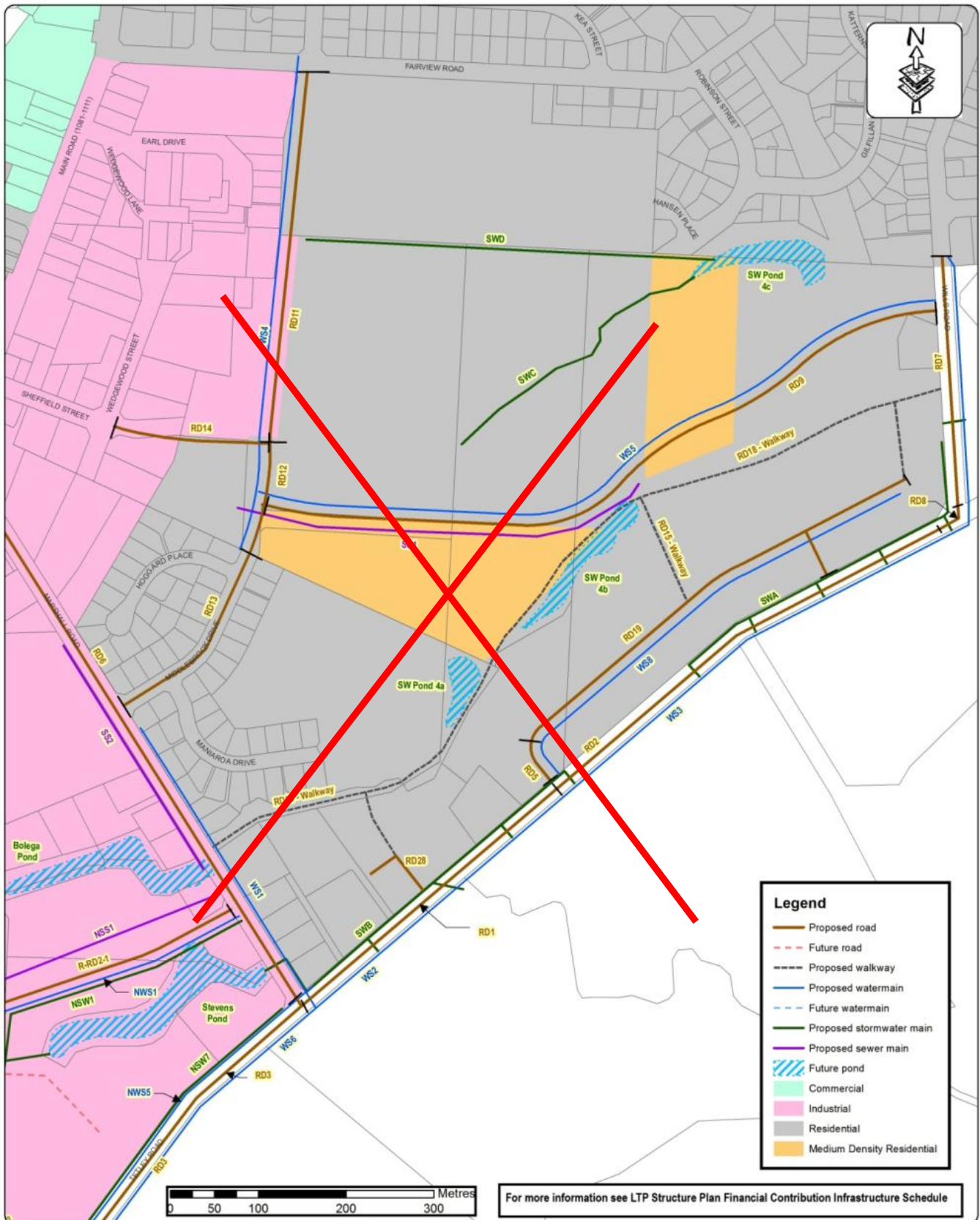
- (a) No additional lot or dwelling shall have direct access off Tetley Road. Access to any new lot or dwelling shall be via a private or public road with splayed corners (at the intersection with Tetley Road) measuring at least 3m x 3m).
- (b) Yards adjoining Tetley Road shall be treated as Front Yards.

- d) Include the following note on the Structure Plan map titled Marshall Road Industrial Area (included in Appendix 7 of the District Plan) to signal the future extension of the Stevens Pond (see **Attachment E**).

Future extension of the Stevens Pond

- Current capacity = 7,000m³
- Fully developed = 22,000m³
- Pond extension can be staged (2-3 stages) as development occurs in the catchment.
- Extension to the pond can be finalized during the resource consent process

2.3 Katikati Structure Plan



2. Katikati

2.1 Infrastructure Schedule

Project		Funding-Source(%)			
		Developer	Council Financial Contributions	Council Rates	Other
Water Supply	Sourcee				
	Reticulation	20%	80%	0%	0%
Wastewater	Reticulation	20%	80%	0%	0%
Stormwater	Ponds	84%	16%	0%	0%
	Reticulation	28%	72%	0%	0%
Transport	Roads				
	Carisbrook Street	0%	100%	0%	0%
	Sheffield Street	0%	100%	0%	0%
	Marshall Road	0%	100%	0%	0%
	Tetley Road	0%	100%	0%	0%
	Wills Road	0%	100%	0%	0%
	Internal Residential	85%	15%	0%	0%
	Internal Industrial	88%	12%	0%	0%
Intersections	Wharawhara/SH2 Roundabout and link to Bypass	0%	0%	0%	100%
	Marshall Road/SH2 Traffic Lights	0%	0%	0%	100%
	Walk/cycleways	0%	100%	0%	0%

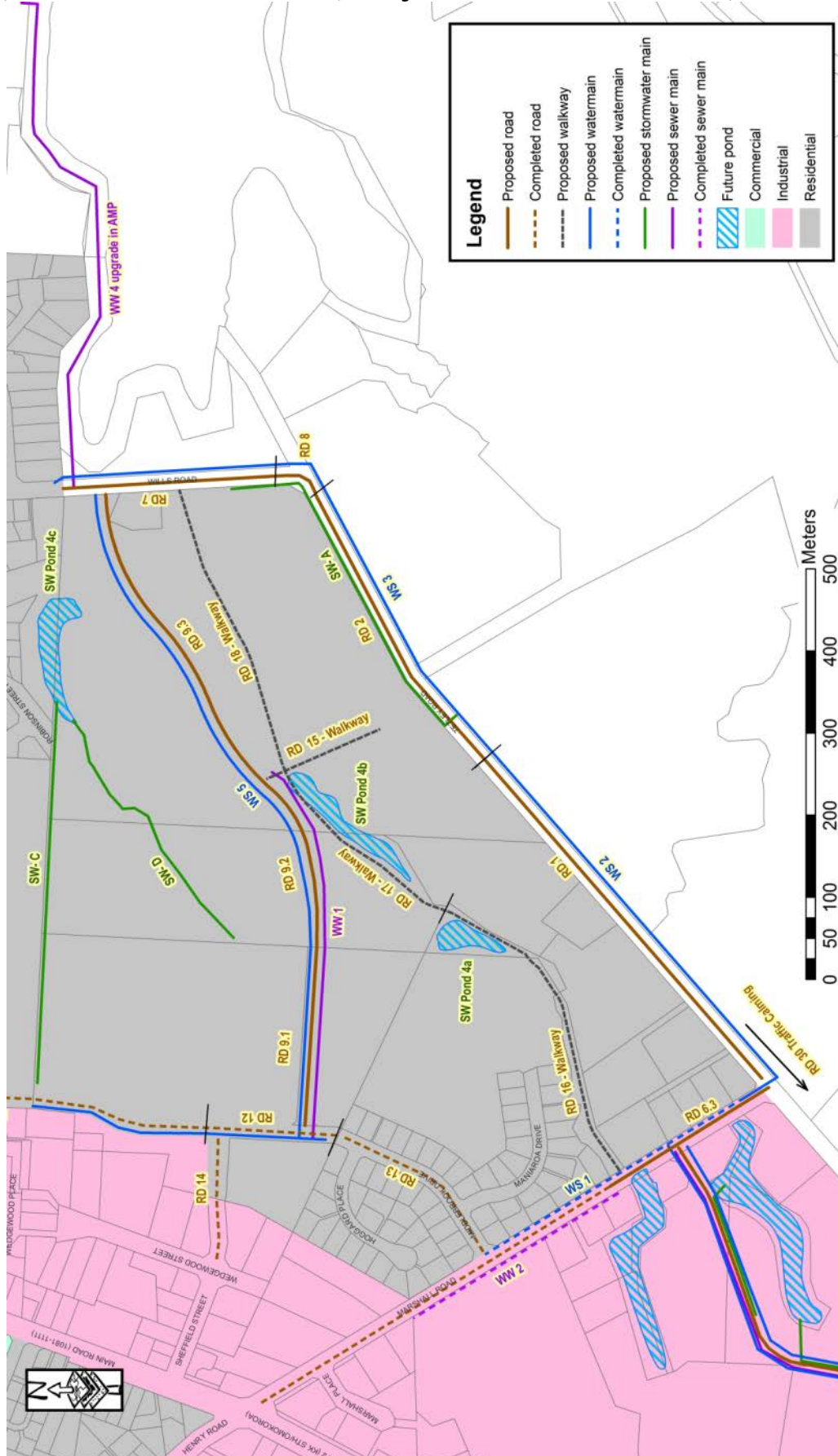
Katikati Utilities

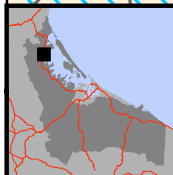
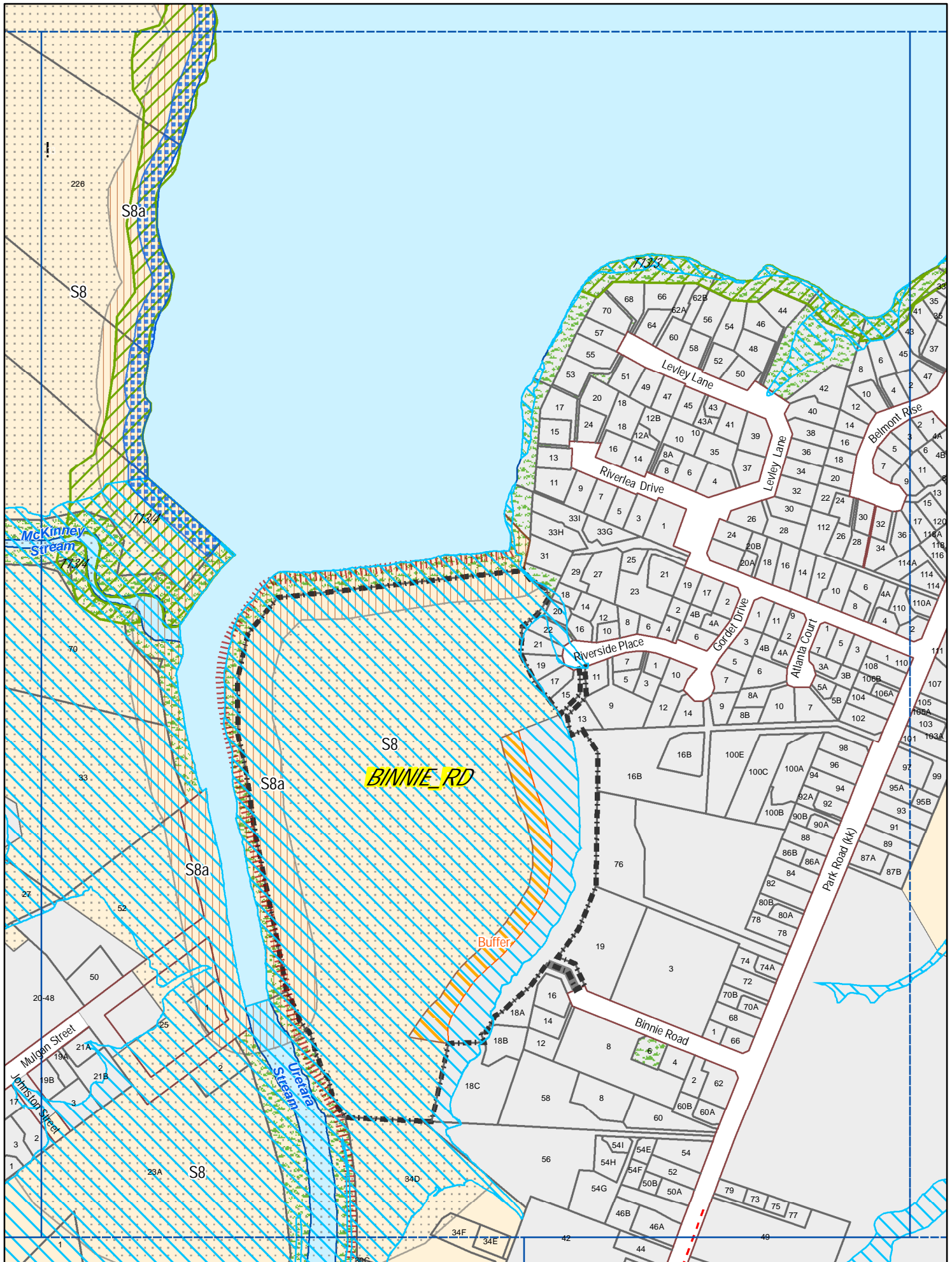
Project Number	Project	Proposed Construction Year	Project Costs 2015 (\$)	Funding Source(%age)		
				Developer	Rates	Financial Contributions
			Total (\$)			
	<u>New Water supply</u>					
<u>WS2</u>	<u>(200mm dia) Tetley Rd mid section Along RD1</u>	<u>2023</u>	<u>121,000</u>			<u>100%</u>
<u>WS3</u>	<u>(200mm dia) Tetley Rd northern section and Wills Road</u>	<u>2024</u>	<u>179,080</u>			<u>100%</u>
<u>WS4</u>	<u>(200mm dia) Along RD 11 Middlebrook Drive</u>	<u>2025</u>	<u>87,120</u>			<u>100%</u>
<u>WS5</u>	<u>(200mm dia) Along RD 9</u>	<u>2026</u>	<u>210,540</u>			<u>100%</u>
<u>WS 9</u>	<u>Beach Road 200 dia, 650m</u>	<u>2025</u>	<u>157,300</u>			<u>100%</u>
<u>WS 10</u>	<u>New Bore: See AMP</u>	<u>-</u>	<u>-</u>			
			<u>755,040</u>			
	<u>New Wastewater</u>					
<u>WW 1</u>	<u>(150mm dia) Moore</u>	<u>2025</u>	<u>140,000</u>			<u>100%</u>

	<u>Park South</u>				
<u>WW3</u>	<u>Park Rd; rising main and pump station</u>	<u>2025</u>	<u>450,000</u>		<u>100%</u>
<u>WW4</u>	<u>Upgrade main: See AMP</u>				
			<u>590,000</u>		
	<u>New Stormwater</u>				
<u>SWA</u>	<u>New Pipe 375mm diameter</u>	<u>2020</u>	<u>486,150</u>		<u>100%</u>
<u>SWC</u>	<u>New Pipe 375mm diameter</u>	<u>2026</u>	<u>333,360</u>		<u>100%</u>
<u>SWD</u>	<u>New Pipe 375mm diameter</u>	<u>2026</u>	<u>342,620</u>		<u>100%</u>
<u>Pond 4b</u>	<u>New Pond 4b</u>	<u>2023</u>	<u>784,875</u>		<u>100%</u>
<u>Pond 4c</u>	<u>New Pond 4c</u>	<u>2026</u>	<u>672,792</u>		<u>100%</u>
			<u>2,619,797</u>		

<u>Katikati Urban Roding</u>						
<u>Project Number</u>	<u>Project</u>	<u>Proposed Construction year</u>	<u>Total Project Cost (\$)</u>	<u>Funding Source (percentage)</u>		
				<u>Developer</u>	<u>Rates</u>	<u>Financial Contributions</u>
<u>RD1</u>	<u>Tetley Rd mid section</u>	<u>2023</u>	<u>465,850</u>	<u>0</u>	<u>50</u>	<u>50</u>
<u>RD1</u>	<u>Tetley Rd/Marshall Rd intersection</u>	<u>2023</u>	<u>400,000</u>	<u>0</u>	<u>50</u>	<u>50</u>
<u>RD2</u>	<u>Tetley Rd northern section</u>	<u>2026</u>	<u>641,300</u>	<u>0</u>	<u>50</u>	<u>50</u>
<u>RD3</u>	<u>Tetley Rd southern section</u>	<u>2031</u>	<u>948,640</u>	<u>0</u>	<u>50</u>	<u>50</u>
<u>RD6</u>	<u>Marshall Road upgrade; completed</u>	<u>2010</u>	<u>864,940</u>	<u>0</u>	<u>0</u>	<u>100</u>
<u>RD6.3</u>	<u>Completion of Marshall Road upgrade</u>	<u>2023</u>	<u>770,000</u>	<u>0</u>	<u>50</u>	<u>50</u>
<u>RD7</u>	<u>Wills Rd widening/upgrade</u>	<u>2028</u>	<u>387,200</u>	<u>0</u>	<u>50</u>	<u>50</u>
<u>RD8</u>	<u>Wills Rd/Tetley Rd intersection</u>	<u>2027</u>	<u>78,000</u>		<u>50</u>	<u>50</u>
<u>RD9.1</u>	<u>New link road off Middlebrook Dr</u>	<u>2023</u>	<u>1,042,800</u>		<u>50</u>	<u>50</u>
<u>RD9.2</u>	<u>New link road mid section</u>	<u>2026</u>	<u>980,000</u>	<u>77</u>	<u>11.5</u>	<u>11.5</u>
<u>RD9.3</u>	<u>New link road off Wills Rd</u>	<u>2029</u>	<u>1,935,000</u>	<u>77</u>	<u>11.5</u>	<u>11.5</u>
<u>RD11</u>	<u>Carrisbrook extension; completed</u>	<u>2010</u>	<u>1,781,000</u>	<u>0</u>	<u>75</u>	<u>25</u>
<u>RD12</u>	<u>Carrisbrook extension; completed</u>	<u>2013</u>	<u>434,000</u>	<u>0</u>	<u>75</u>	<u>25</u>
<u>RD13</u>	<u>Middlebrook extension; completed</u>	<u>2008</u>	<u>301,600</u>	<u>75</u>	<u>0</u>	<u>25</u>
<u>RD14</u>	<u>Sheffield St extension; completed</u>	<u>2012</u>	<u>750,455</u>	<u>0</u>	<u>0</u>	<u>100</u>
<u>RD15</u>	<u>New walkway</u>	<u>2036</u>	<u>80,000</u>	<u>0</u>	<u>0</u>	<u>100</u>
<u>RD16</u>	<u>New walkway along stream</u>	<u>2023</u>	<u>117,600</u>	<u>0</u>	<u>0</u>	<u>100</u>
<u>RD17</u>	<u>New walkway along stream</u>	<u>2026</u>	<u>72,000</u>	<u>0</u>	<u>0</u>	<u>100</u>
<u>RD18</u>	<u>New walkway along stream</u>	<u>2029</u>	<u>96,000</u>	<u>0</u>	<u>0</u>	<u>100</u>
<u>RD30</u>	<u>Traffic calming – New Zealand Transport Agency requirement</u>	<u>2023</u>	<u>300,000</u>	<u>0</u>	<u>0</u>	<u>100</u>
<u>RD31</u>	<u>New roundabout along SH2 – in association with NZTA</u>	<u>2022</u>	<u>620,000</u>	<u>0</u>	<u>0</u>	<u>100</u>
<u>RD32</u>	<u>Park Road upgrade</u>	<u>2015</u>	<u>n/a</u>	<u>100</u>	<u>0</u>	<u>0</u>

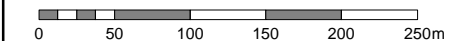
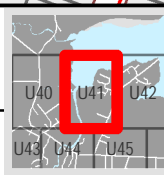
2.3(a) Katikati Structure Plan (Tetley Road/Marshall Road area)





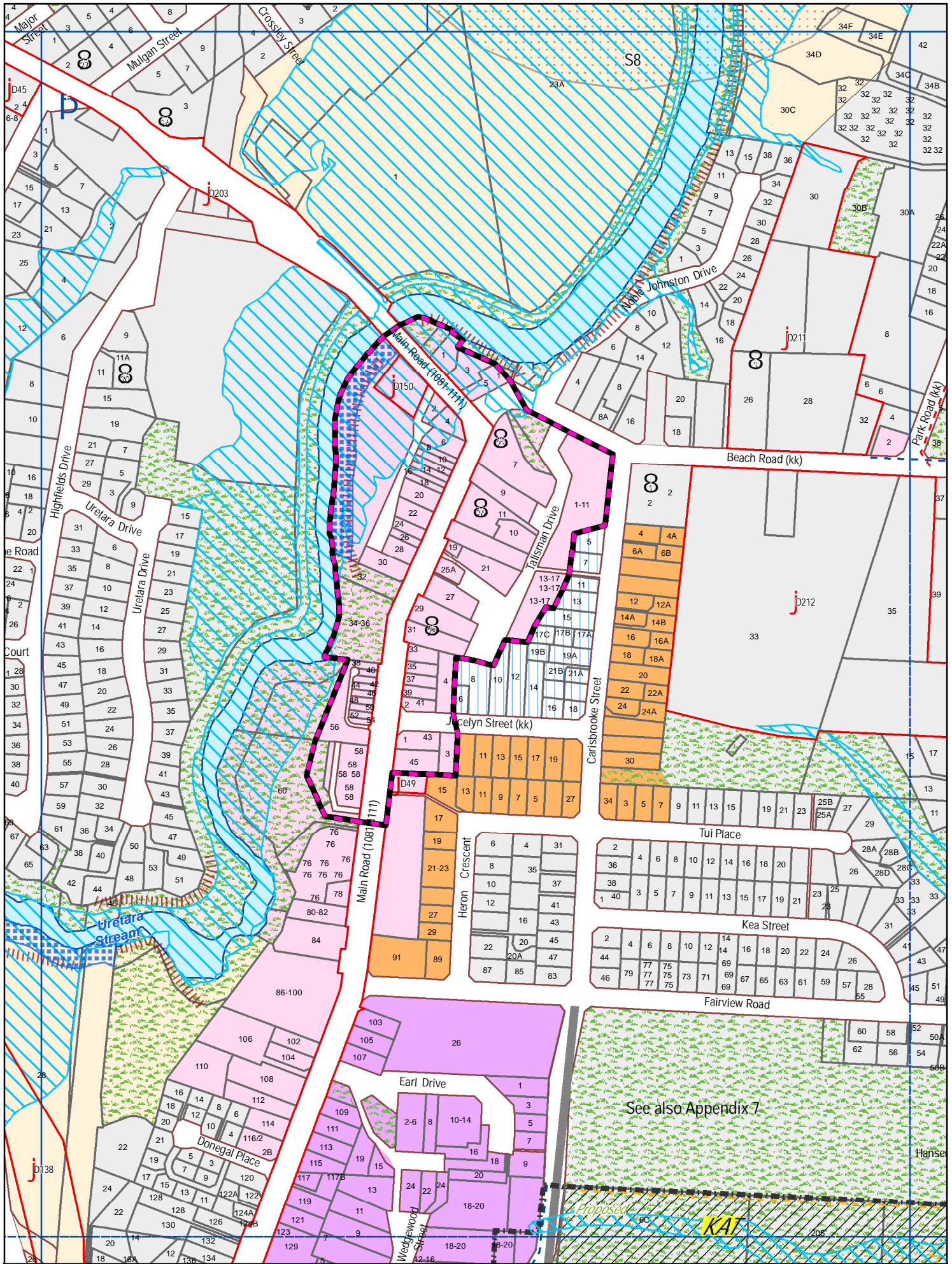
U41

Katikati



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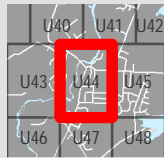
Revision Date: PC 70
September 2015



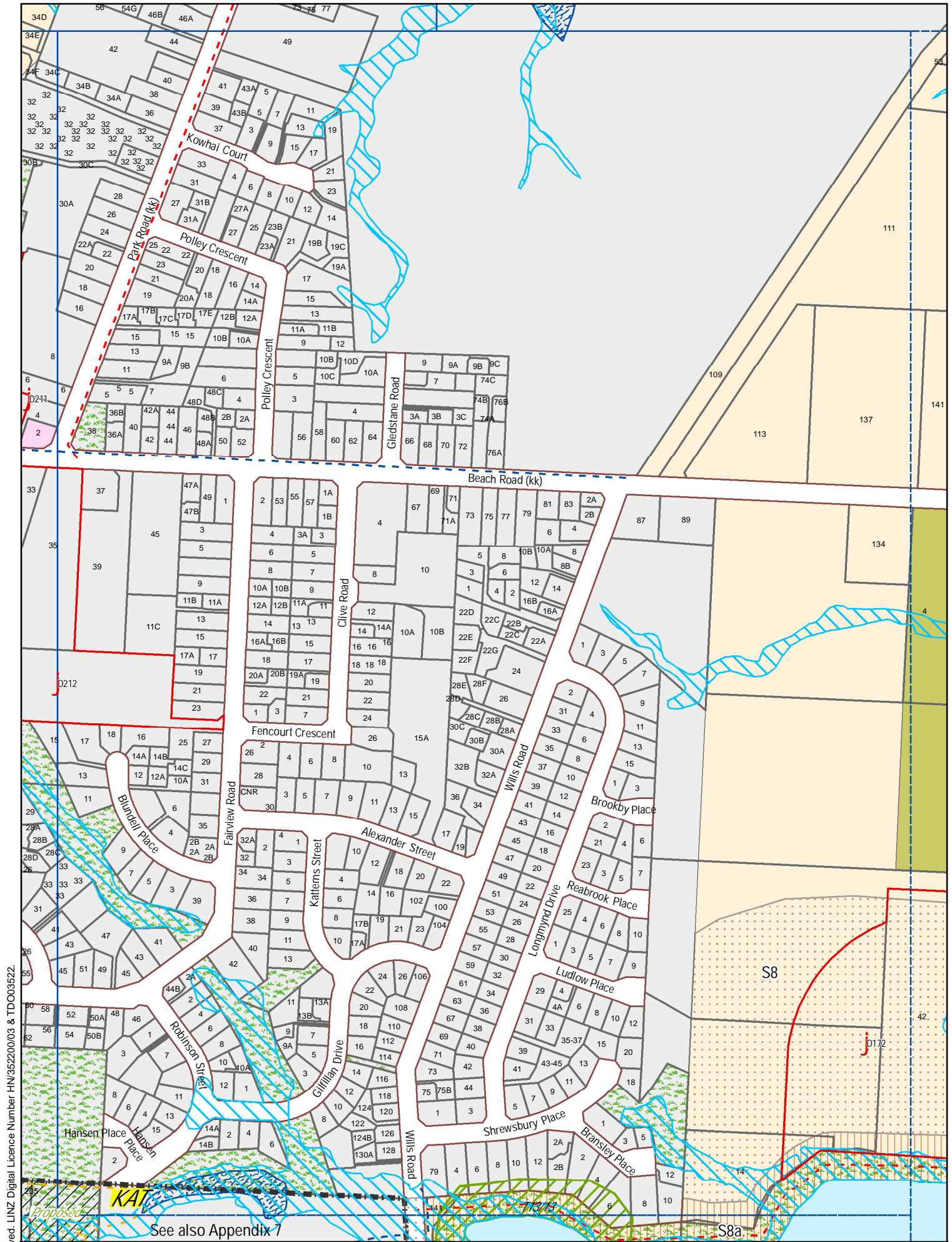
See also Appendix 7

U44

Katikati

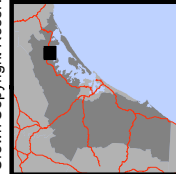


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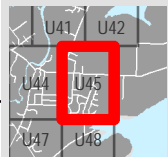
See also Appendix 7

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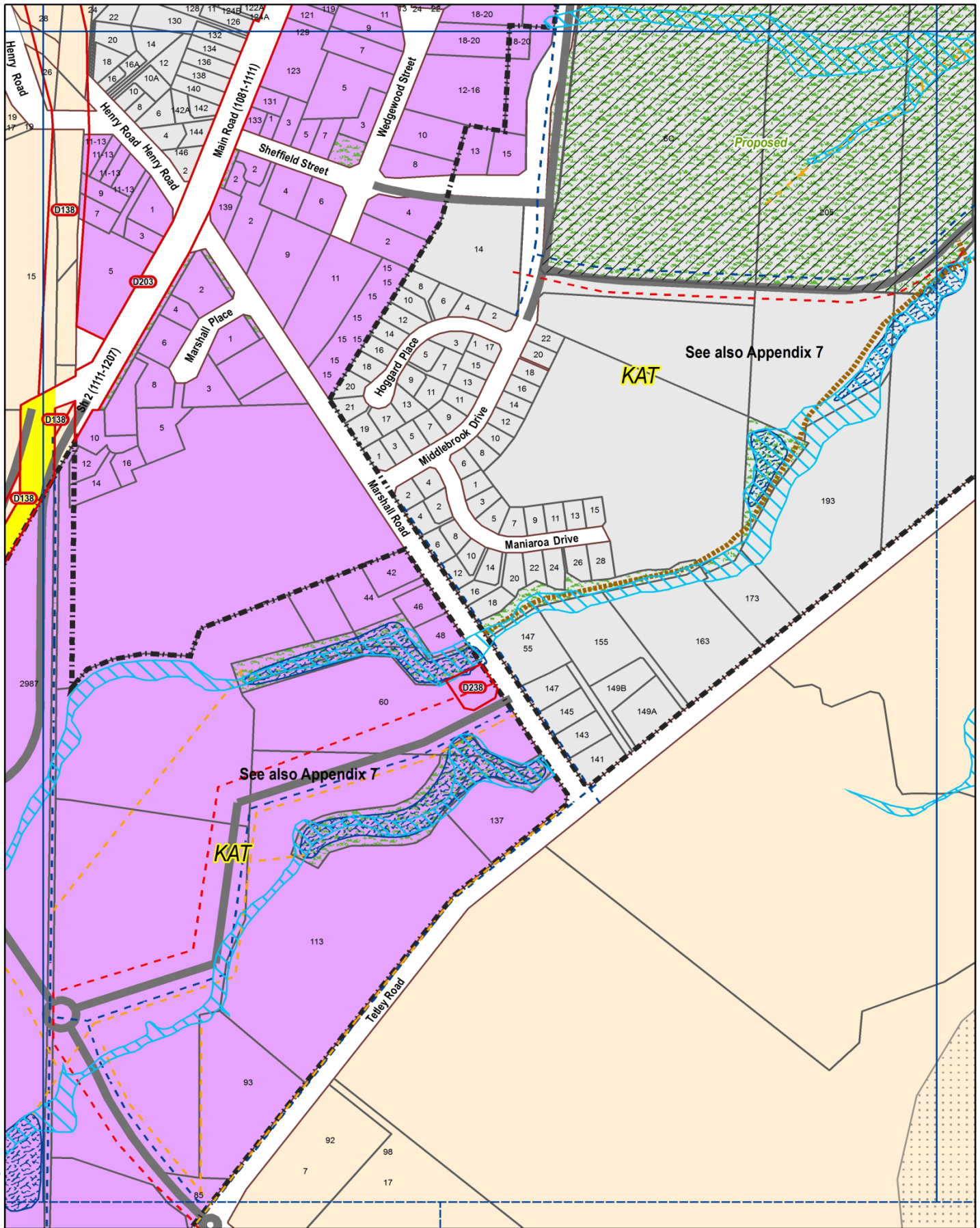
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September 2015

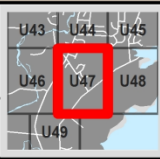


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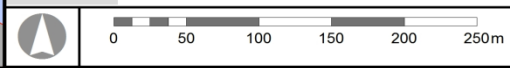
U47

Katikati



Western Bay of Plenty District Council

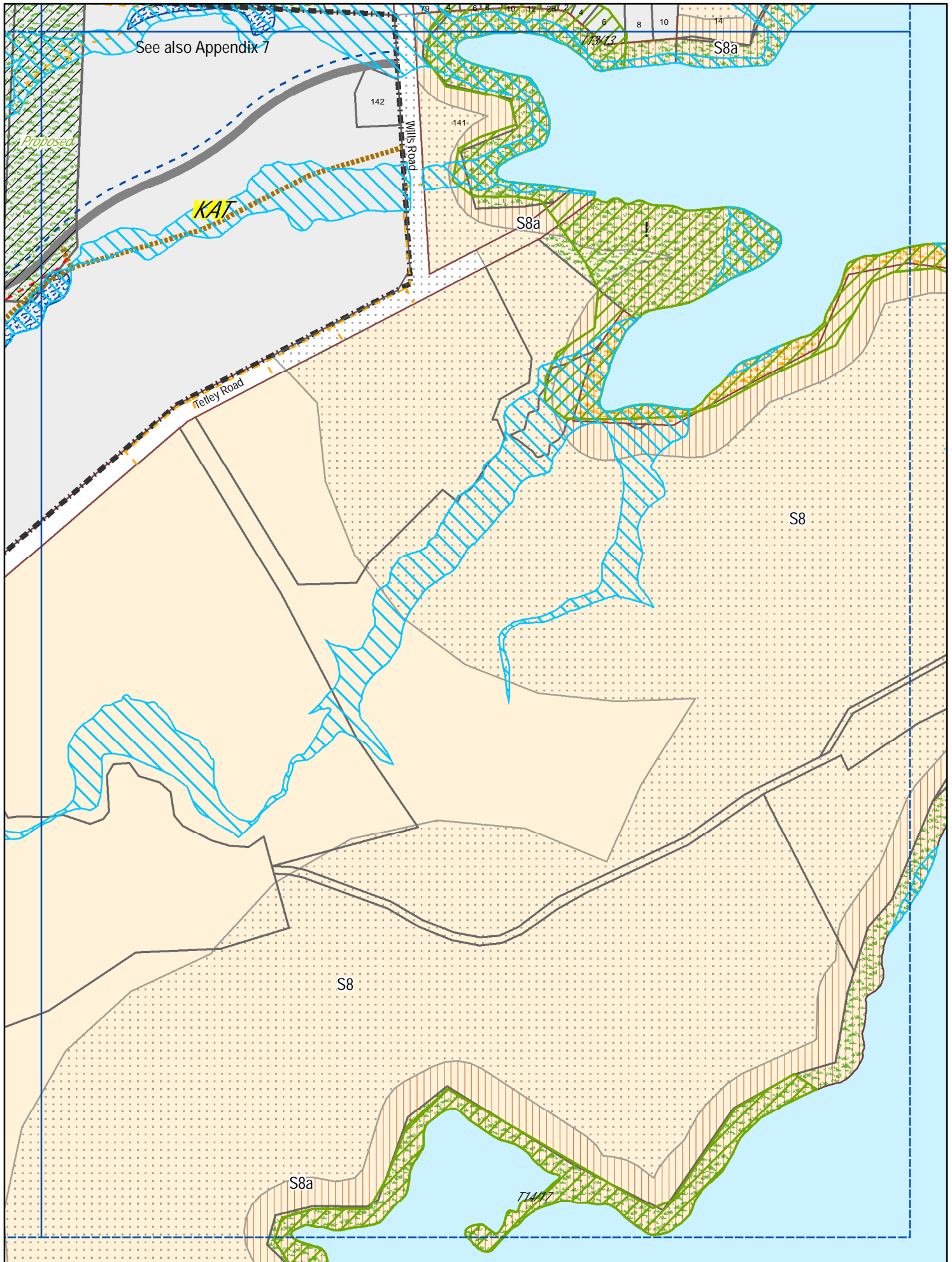
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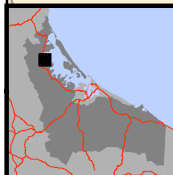
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See also Appendix 7

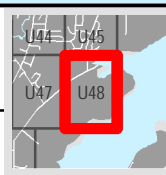


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U48

Katikati



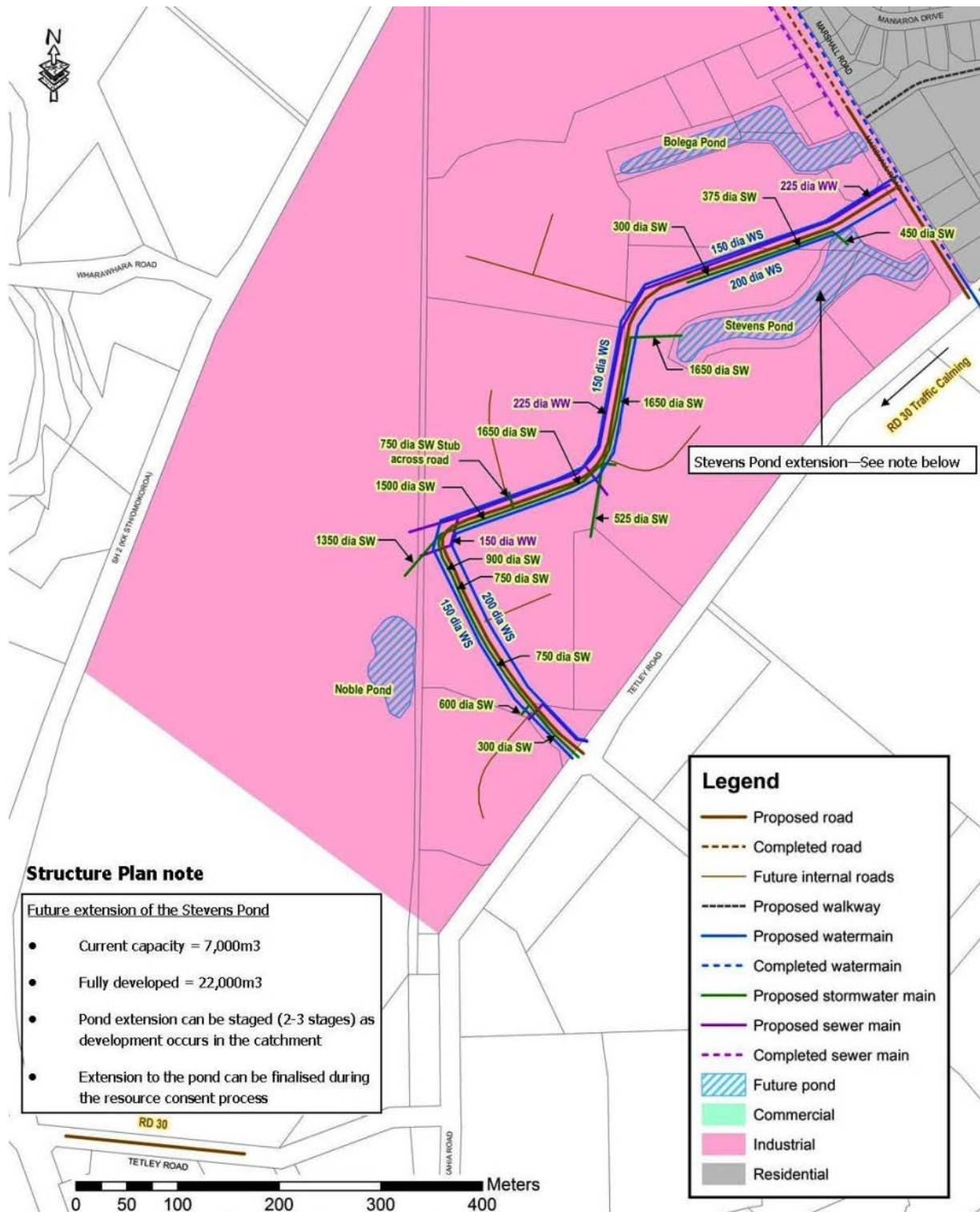
Scale 1:5000 (A4)

Revision Date: PC 70
September 2015

2.3(b) Katikati Structure Plan (north)



2.5 Marshall Road Industrial Area



Structure Plan note

Future extension of the Stevens Pond

- Current capacity = 7,000m³
- Fully developed = 22,000m³
- Pond extension can be staged (2-3 stages) as development occurs in the catchment
- Extension to the pond can be finalised during the resource consent process