

## Appendix A : Quarterly Update : Transportation Planning Projects – August 2019

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Planning Projects</b>		
<b>Urban Form and Transport Initiative</b>	<ul style="list-style-type: none"> <li>• Work within UFTI is currently focused on updating the Project Plan and finalising the Foundation Report.</li> <li>• Establishing, including scoping the Transport System Network Plan project (see details in Row below)</li> <li>• TCC is also significantly involved in the workstream around long-term urban form options. This work is closely aligned with the approach to similar work being undertaken as part of the development of the Hamilton Metro Spatial Plan, which is also a multi-partner including government planning process.</li> </ul>	<ul style="list-style-type: none"> <li>• Commence work on the Transport System Network Plan and long-term urban form scenarios.</li> </ul>
<b>Transport System Network Plan</b> Defined purpose is still in development but intended focus is on the development of a masterplan that identifies what we could do to manage, maintain and improve the performance of the land transport system. As part of this there will be a specific focus on long-term options and solutions for key pinch points in the network such as the Hewletts Road area.	<ul style="list-style-type: none"> <li>• The project is in the establishment phase. This work currently includes:               <ul style="list-style-type: none"> <li>○ Scoping the Project to confirm its purpose, areas of focus, content, outputs, delivery approach and delivery timeframe.</li> <li>○ Confirming how the Project integrates and aligns with other work already completed (e.g. Network Operating Plan) or developing (e.g. UFTI)</li> <li>○ Liaising with key partners (e.g. UFTI team, Regional Council, Transport Agency) on the project.</li> <li>○ Developing a resourcing and cost plan to deliver the project.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Develop a project scope, budget and plan for consideration and agreement by the Urban Form and Transport Development Committee</li> <li>• Current key risks with this work relate to managing key partner perceptions of the project and demonstrating how it will supplement existing partnership-based planning process e.g. UFTI. The development of the project scope and plan will help to manage this risk.</li> </ul>
<b>IDC (Infrastructure Development Code) Transport Provisions</b> Updating the transport provisions within the IDC to ensure future street designs can facilitate medium density developments and achieve improved street design for all people using streets.	<ul style="list-style-type: none"> <li>• Design Guide endorsed by the December 2018 City Transformation Committee</li> <li>• Work had progressed in development of the technical toolbox. This has been worked through the Project Steering Group.</li> <li>• Toolbox is currently being tested on various projects most notably the Te Tumu growth area.</li> <li>• Design Standard drawings currently being developed.</li> </ul>	<ul style="list-style-type: none"> <li>• Continuation with testing of tool through the Te Tumu growth area work.</li> <li>• Opening up the tool for robust testing by the wider property development community.</li> <li>• Working with tech developers to enable an IT based solution to support project and ensure the final project output is customer focused.</li> </ul>

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<b>Parking Strategy</b>	<p>Two work streams are underway.</p> <ul style="list-style-type: none"> <li>Work stream One - identification and gathering of evidence. The purpose being to identify: <ul style="list-style-type: none"> <li>key parking related issues/challenges facing Tauranga</li> <li>the strategic outcomes we want parking to deliver</li> <li>the principles and interventions required to deliver the desired outcomes.</li> </ul> </li> <li>Work Stream Two is engagement with key stakeholders. The purpose is to gather ideas and feedback.</li> </ul>	<ul style="list-style-type: none"> <li>Workshop scheduled with Elected members on 9 September 2019 to present work to date (e.g. strategic outcome alignment; technical investigations).</li> <li>Further engagement with key stakeholders is ongoing.</li> </ul>
<b>Park n Ride Study</b> Investigate feasibility of Park n Ride in Tauranga	Park & Ride technical memo developed as part of the work on the Parking Strategy.	<ul style="list-style-type: none"> <li>Workshop with Elected members scheduled on 9 September 2019 to present the work to date, including principles for Park &amp; Ride.</li> <li>Commence work on an implementation strategy.</li> </ul>
<b>Tauranga Transport Model</b>	<ul style="list-style-type: none"> <li>Complete 2043 and 2063 forecast years and deliver Model Forecast Report</li> <li>Complete carpool, peak spreading, SCAT's features</li> </ul>	<ul style="list-style-type: none"> <li>Incorporate the cycling sub-model into the Transport Model.</li> <li>Developer User Guide, GIS graphics tool</li> <li>Post-process Household travel survey with 2018 Census Data weights</li> </ul>

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Multi Modal Projects		
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<b>Arataki Corridor Improvements</b> Project seeking to improve walking, cycling and public transport provision through the Arataki corridor. Interim measures to respond to congestion and safety concerns in the area.	<ul style="list-style-type: none"> <li>Councillors endorsed implementation of the project at November 2018 Council meeting. Councillors agreed to utilise local share funding for the project at the June UFTD meeting. At the August PSOC meeting Council re-endorsed the project following the Hannah &amp; Smith technical review process.</li> <li>Links Avenue bus lane, pedestrian crossing and shared path installation finished.</li> <li>Residents Drop-in session with Elected Members (July 2019).</li> <li>Detailed design completed for all aspects of project other than Grenada Street.</li> <li>Working with core interested parties regarding the design of Grenada Street</li> <li>Road safety audit in progress.</li> </ul>	<ul style="list-style-type: none"> <li>Completion of Safety Audit and Safety Audit and Network Functionality for project.</li> <li>Completion of concept and preliminary design for Grenada Street</li> <li>Close collaboration with the Arataki Bus Facility project.</li> <li>Tender of contracts for construction works</li> <li>Construction works to be coordinated with school holiday periods to minimise disruption and safety risks.</li> </ul>
<b>Bus facility – Arataki</b>	<ul style="list-style-type: none"> <li>Confirmation received from BoPRC on the number of bus bays required in the medium to longer term.</li> <li>Drop-in session held with residents on 18 July 2019.</li> <li>Workshop scheduled with Bayfair to investigate feasibility of a bus facility together.</li> <li>Further work being undertaken to investigate feasibility of Girven Road site.</li> </ul>	<ul style="list-style-type: none"> <li>Council staff and Abley (consultants) to further engage with the community on the bus facility.</li> <li>The cost estimate coming out of the design work will determine if a Point of Entry<sup>1</sup> funding discussion with the NZ Transport Agency (NZTA) is required.</li> </ul>
<b>Bus Interchange – City Centre</b>	<ul style="list-style-type: none"> <li>Two final reports delivered by Abley Transport Consultants identifying and recommending suitable locations, both on-street and off-street.</li> <li>Reports provided and presentation given at the UFTD Committee meeting on 23 July 2019.</li> </ul>	<ul style="list-style-type: none"> <li>Further work required on availability of recommended sites in the Abley reports.</li> <li>Point of Entry for NZTA business case process.</li> <li>Business cases for funding to be progressed based on a decision regarding location and best on / off-street options.</li> </ul>

<sup>1</sup> . POINT OF ENTRY is the first step in the NZ Transport Agency's Business Case Approach (BCA),

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<p><b>Cameron Road Corridor Improvements</b></p> <p>Project to improve public transport, walking and cycling provisions along Cameron Road. Concerned with the short term options for the corridor.</p> <p>A staged rollout approach is to be taken. Stage one of the project is from Harrington Street to Seventeenth Avenue.</p>	<ul style="list-style-type: none"> <li>Core project information and modelling collected and presented to Councillors at the July UFTD meeting.</li> <li>July UFTD Committee resolved to discount consideration of removing or re-allocating a traffic lane for bus priority and that removal of parking for a peak time clearway should be considered in detail between 9<sup>th</sup> and 17<sup>th</sup> Avenues.</li> </ul>	<ul style="list-style-type: none"> <li>Continue with the implementation of ‘quick wins’ projects i.e. changing existing parking times to better suit business needs, simple side street re-design to accommodate more parking.</li> <li>Continue to the Preliminary design stage for the wider project including contract negotiations for this work</li> <li>The Preliminary design will primarily focus on developing safe cycling infrastructure, improved walkability, bus priority on parts of the corridor where it is required (Ninth Avenue to Fifteenth/Seventeenth Avenue).</li> <li>The Preliminary design work will include inviting landlords, businesses and residents along Cameron Road to be involved in the process before designs are developed.</li> <li>The same stakeholders will also be invited to provide comment on the Preliminary design once it has been developed. Following this, the Preliminary design will be presented to Councillors for consideration and approval. Wider community consultation will follow these steps.</li> <li>It is estimated that the preliminary design (inclusive of business case development) will cost in the region of \$300,000</li> <li>At the UFTD Committee meeting on the 23rd of July Elected Members requested bus travel time information for Cameron Road between Fifteenth Avenue and Ninth Avenue, and from Barkes Corner to Greerton. This information is provided in Attachment B to this Update Report.</li> <li>It is noted that this Project is important to the other work within and beyond the immediate Cameron Road corridor that is focussed on enabling the growth and development of the City. This includes the Urban Form &amp; Transport Initiative project, the Public Transport Blueprint, intensification plan changes/Te Papa spatial planning and the Tauriko West Growth Area.</li> <li>The Preliminary design work represents early enabling work that also reinforces to key partners the ongoing</li> </ul>

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		commitment of the Council to contributing towards achieving multi-modal and enabling quality intensification outcomes in the City. Furthermore, they are aligned to the work that SmartGrowth is preparing with Government officials that is focussed on developing a programme of initiatives that could be considered for funding commitments over the longer term while advancing short-term solutions (e.g. enabling further urban development at Tauriko).
<b>Cycle Plan Implementation</b>	<ul style="list-style-type: none"> <li>Completed development of a cycle model to identify a strategic cycle corridor network. These corridors are not specific routes, but connections between areas with the greatest potential for mode shift to cycling if infrastructure catering for all ages and abilities were delivered.</li> <li>At the July 23<sup>rd</sup> Urban Form, Transport and Development Committee meeting, the cycle corridors were endorsed in principle, and approval for staff to proceed with route options investigations was given.</li> </ul>	<ul style="list-style-type: none"> <li>Complete development of a procurement plan and Request for Proposal to secure professional services for the delivery of route option assessments</li> <li>Develop the economic case of a preferred delivery programme for inclusion within the UFTI programme business case</li> <li>Prioritise corridors for investigation of route options, and Start route options assessment work, noting that potential routes with a high level of interest to UFTI may not be prioritised for assessment in the short to medium term.</li> <li>Develop a community engagement plan.</li> <li>Report the outputs and outcomes from the work outlined above, to the Urban Form and Transport Development Committee in April 2020</li> </ul>
<b>Hewletts Road Area Short Term</b> Purpose: To investigate and identify potential operational and optimisation solutions that would enable better traffic flows on Hewletts Road and sub-area within a 1 to 5 year timeframe.	<ul style="list-style-type: none"> <li>The project is being coordinated by the Urban Form and Transport Initiative (UFTI) project team as a 'near-term' project on behalf of the UFTI partnership.</li> <li>The UFTI team have procured an investigation that will be delivered in two stages that are to provide the following outputs:               <ol style="list-style-type: none"> <li>Stage 1: A summary of the context and state of the corridor, key conflict areas and the issues that are driving these along the Corridor;</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Complete Stage one of the investigation which will allow the UFTI project partners to agree together the context, key conflicts areas and issues affecting the Corridor. This is important as it will frame the development of the options identification and assessment in Stage 2 of the investigation.</li> <li>Current risks with this work include:               <ul style="list-style-type: none"> <li>The findings of the investigation may identify recommendations that relate to how significant</li> </ul> </li> </ul>

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	<p>b) Stage 2: Identification and assessment of the options and recommendations to respond to the identified issues.</p> <ul style="list-style-type: none"> <li>In undertaking the investigation there will be liaison with key stakeholders including Tauranga City Council, Bay of Plenty Regional Council, Port of Tauranga, Tauranga Airport and the NZ Transport Agency officials.</li> <li>The investigation is currently programmed to be completed in September 2019.</li> </ul>	<p>existing land use activities undertake their operations. The willingness and ability for these activities to progress potentially identified recommendations will need to be carefully worked through.</p> <ul style="list-style-type: none"> <li>Despite UFTI partners agreeing to the findings of the investigation, there may not be available funding to implement any recommended responses.</li> </ul>
<p><b>Public Transport (PT) Implementation Plan 2019-2022</b></p> <p>Project to provide a detailed plan to implement the PT Blueprint</p>	<ul style="list-style-type: none"> <li>The PT Blueprint was developed in 2017, providing an overview of the public transport network.</li> <li>BoPRC have provided a first version of an Implementation plan that outlines Confirmed Projects, un-committed projects, and UFTI-related project. TCC, WBOP and NZTA have provided input to the plan.</li> <li>A draft version of the PT Implementation Plan was presented to BOPRC Councillors on 9 August 2019 at the PT Committee meeting for feedback</li> </ul>	<ul style="list-style-type: none"> <li>The Plan will be a living document to provide an overview of all actions and progress.</li> <li>TCC staff will continue to work with BoPRC on the PT Implementation Plan.</li> </ul>

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Projects - General		
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<b>Hairini Causeway/Turret Road</b> Upgrade the corridor to a multi-modal route	<ul style="list-style-type: none"> <li>Investigations into the viability of a tidal flow regime on Hairini Bridge and Turret Road, as well as the costs and limitations for 3-laning and 4-laning both are continuing.</li> <li>Pile capacity investigations for the Hairini Bridge completed.</li> <li>Risk assessment activities, including planning and consenting matters, in respect of Turret Road and Hairini Bridge/causeway upgrading are completed.</li> <li>Route selection assessment and risk profiling being undertaken.</li> </ul>	<ul style="list-style-type: none"> <li>Route selection assessment to be completed.</li> <li>Complete risk assessment activities.</li> <li>Complete traffic modelling and analysis of various options, with particular focus on 3 lane tidal flow.</li> <li>Assess resilience considerations and impacts on design options.</li> <li>Strong need to alignment with the UFTI project which will consider the future role of the corridor within the wider transport network.</li> </ul>
<b>NZTA Funding</b> Risk associated with receiving NZTA support funding for key transport projects.	<ul style="list-style-type: none"> <li>Working with NZTA on numerous business cases in order to secure funding for transport projects.</li> <li>Business case process is very time consuming for both TCC and NZTA staff.</li> <li>Only a few business cases have been signed off by NZTA, therefore majority of funding for transport projects still not secured.</li> </ul>	<ul style="list-style-type: none"> <li>Continue to work with NZTA on detailed business cases.</li> <li>Risk of certain projects not receiving funding in a timely manner, or not at all.</li> </ul>

## Quarterly Update – Growth / Land Use Planning Projects (August 2019)

PROJECT	PROGRESS UPDATE	NEXT STEPS
<b>Te Papa Spatial Plan</b>	<p>In March 2019, the Urban Form and Transport Development Committee resolved to approve the Te Papa Spatial Planning Framework proceeding including community engagement. Since then, officers have continued to project plan and prepare for community values engagement.</p> <p>As part of the first round of engagement, Officers have prepared newsletters and a survey on the project website <a href="https://www.tauranga.govt.nz/our-future/projects/te-papa-peninsula">https://www.tauranga.govt.nz/our-future/projects/te-papa-peninsula</a>.</p> <p>The community has also been invited along to learn more about the project, and to provide feedback at these community events / public information sessions:</p> <p>Saturday 24 August - Daniels in the Park, Memorial Park, 53 Eleventh Ave. Starts at 1pm (1.5 hour session)  Monday 26 August - The Kollektive, 17th Avenue. Starts at 6pm (1.5 hour session)  Tuesday 27 August - Greerton Library, 139 Greerton Road. Starts at 5pm (1.5 hour session)  Wednesday 28 August - The Kollektive, 17th Avenue. Starts at 6pm (1.5 hour session) Sign Language interpreter will be at this event  Thursday 29 August - Tauranga Club, Level 5, Devonport Towers, 72 Devonport Road. Starts at 7am (1.5 hour session)  Thursday 29 August - Saint Peters in the City, 130 Spring Street. Starts at 1.30pm (1.5 hour session) Sign Language interpreter will be at this event  Sunday 15 September - Anzac Park, Gate Pa, come along any time between 10am - 2pm. Fork in the Road - there will be food, music and activities.</p> <p>The focus of this engagement is to:</p> <ul style="list-style-type: none"> <li>• Inform the community about the project and associated plan changes to the City Plan</li> <li>• Understand the important values and attributes associated with Te Papa, from a community and stakeholder perspective</li> <li>• Ask how the community wish to be engaged going forward on the project.</li> </ul>	<p>Officers continue to undertake analysis, including opportunities and constraints mapping</p> <p>Compile feedback from community engagement into a report which will be used to inform project principles and outcomes</p> <p>Integrated design sprint (option development) – October 2019</p> <p>Testing, Engagement and Business Case Development (option testing) – November 2019 – March 2020</p> <p>Draft Spatial Framework – April 2020</p>
<b>Intensification Plan Changes</b>	<p>Plan Changes (numbered 26 and 28 at this stage) are being advanced to enable more infill and intensification opportunities in the existing urban area, specifically the Suburban Residential, Commercial and City Living zones.</p> <p>The Intensification Plan Changes aim to:</p> <ul style="list-style-type: none"> <li>• Amend existing objectives and policies to provide for appropriate infill and intensification outcomes.</li> <li>• Increase residential densities where supported by appropriate levels of existing or proposed infrastructure and in locations where natural hazard risks can be appropriately avoided or managed.</li> <li>• Enable greater housing choice through a greater variety of housing typologies and site sizes.</li> <li>• Provide further policy guidance and controls for higher density residential development.</li> <li>• Provide for comprehensively planned residential development in appropriate locations, e.g. in close proximity to public transport, green space, schools and commercial centres.</li> <li>• Enable quality intensification and infill through a focus on design outcomes.</li> </ul> <p>There is also a significant evidence base and testing required prior to progressing the plan changes to notification. This includes architectural and financial feasibility testing, understanding infrastructure capacity and meeting the natural hazard requirements of the RPS. The outcomes of this work will influence the activity status for each housing typology within the Plan Changes. Potential planning provisions to mitigate hazard issues may also be required as part of this plan change to aid in future risk reduction or ring fencing certain areas subject to natural hazard risks where the plan changes may not be able to apply.</p> <p>An update was provided to the Urban Form and Transport Development Committee on 23 July 2019.</p>	<p>Work will continue on the development of detailed provisions for testing, with a further round of engagement with key stakeholders.</p> <p>Work to continue with BOPRC on natural hazard provisions.</p> <p>Wider engagement will commence on the Te Papa Spatial Framework and alignment with the Intensification Plan Changes.</p> <p>Council staff will continue to provide regular updates on the progress of the plan changes and the Te Papa Spatial Framework with the aim to seek notification of the Plan Changes in early 2020.</p> <p>A report to the Urban Form and Transport Development Committee on 20 August 2019 will consider the planning pathway for the plan changes including utilising the streamlined planning process.</p>



PROJECT	PROGRESS UPDATE	NEXT STEPS
<b>Stormwater Plan Changes</b>	<p>In December 2018, Council resolved to progress Plan Change 27 in relation to addressing the modelled flood risks caused by intense rainfall across Tauranga.</p> <p>The project is now moving towards the development and drafting of planning provisions for managing all new development and redevelopment in flood prone areas. These methods will consider the issues of:</p> <ul style="list-style-type: none"> <li>• Climate Change (associated with intense rainfall events);</li> <li>• Risk reduction to buildings, life and lifelines (new/altered);</li> <li>• Earthworks;</li> <li>• Identification and protection of overland flowpaths;</li> <li>• City-wide impervious surfaces.</li> </ul> <p>Tangata Whenua engagement has already commenced.</p> <p>The project team is currently working with the Bay of Plenty Regional Council to understand the relationship between the Regional Natural Resources Plan and the proposed Plan Change 27 to avoid potential duplication of functions.</p> <p>There is a significant link between the Intensification Plan Changes and the Flooding from intense rainfall event (PC27). It is imperative that Plan Change 27 is notified before or at the same time as the Intensification Plan Changes to ensure that the risk of flooding to life, property and lifelines from intense rainfall events is avoided or mitigated appropriately as development and redevelopment occurs across Tauranga.</p> <p>An update was provided as part of the Intensification Plan Changes to the Urban Form and Transport Development Committee on 23 July 2019.</p>	<p>Further engagement with Tangata Whenua.</p> <p>Further consultation with the Bay of Plenty Regional Council.</p> <p>Continue drafting of planning provisions.</p> <p>Consideration of the streamline plan change process.</p> <p>The project team will report back with to Council early in 2020.</p>
<b>Earthworks Plan Change</b>	<p>In December 2018, TCC resolved to progress various plan changes prior to the full review of the City Plan with a focus on growth management and intensification opportunities. The management of earthworks was identified as an aspect of development that needed further investigation as part of this plan change programme.</p> <p>The focus of the earthworks plan change is on the management of sediment on building sites and earthworks carried out following subdivision that are not necessarily controlled. A review has been undertaken of all information Council has available regarding the potential issues, legal considerations and a gap analysis. The research included engagement with key stakeholders, which included correspondence and meetings with private companies involved in the subdivision and site development, such as planners, surveyors and engineers, developers and building companies.</p> <p>An update was provided to the Urban Form and Transport Development Committee on 23 July 2019.</p>	<p>The recommended technical investigation for sediment control and earthworks post subdivision will be prepared and reported back to the Committee.</p> <p>The City Plan Team will liaise with the Environmental Monitoring and Compliance Team in relation to ongoing analysis of compliance monitoring.</p> <p>These matters will be reported back to the Urban Form and Transport Development Committee in early 2020.</p>
<b>Tauriko West Urban Growth Area</b>	<p>The Tauriko West Urban Growth Area is a collaborative project driven by four key partners being Western Bay of Plenty District Council (WBOPDC), Bay of Plenty Regional Council (BOPRC), New Zealand Transport Agency (NZTA) and Tauranga City Council.</p> <p>Tauriko West is located partially within WBOPDC and TCC jurisdictional areas. A reorganization proposal has been lodged with the Local Government Commission, which was accepted and was notified, calling for alternative proposals. LGC, having received alternate proposals is now considering those, before making a decision on progression of those alternative proposals. A final decision could be expected in 2020.</p> <p>The NZTA business case approach is now on hold. To progress required work programs, TCC is funding the development of a new business case which considers early works opportunities to provide access into Tauriko West (and the continued development of the Tauriko Business Estate). This work is being undertaken by WSP Opus, and includes NZTA in that process.</p> <p>The Tauranga City Council continues to progress work on the development of the future structure plan, having key pieces of work underway including the early works package assessments, wastewater assessment and progression of work for a future comprehensive stormwater consent. Work has commenced on the preparation of the RMA planning provisions and appropriate zoning of land for the Tauriko West plan change.</p>	<p>Continue engagement with Tangata Whenua and landowners.</p> <p>Continue working with NZTA on an early works program.</p> <p>Continue technical workstreams and plan change drafting.</p>

PROJECT	PROGRESS UPDATE	NEXT STEPS
	Because the Special Housing Area legislation is being repealed there are no expedient means to enable development to commence in Tauriko West. At best we now estimate development will be underway in 2023 well beyond the previous 2021 target.	
<b>Te Tumu Urban Growth Area</b>	<p>Council have completed various technical assessments to inform the structure plan. The inputs for the technical reports have been based on three population scenarios to ensure that appropriate infrastructure can be delivered. These three population scenarios range from a base of 15,500 people up to 25,000 people.</p> <p>Workstreams still underway include stormwater strategy; wastewater strategy, provision of open space; transport modelling, including walking, cycling and public transport; and a master plan. All of these workstreams will inform the structure plan and plan change.</p> <p>Work has commenced on the preparation of the RMA planning provisions and appropriate zoning of land for the Te Tumu Plan Change. Discussions are also underway with landowners in the preparation of funding agreements for the delivery of infrastructure and services within this urban growth area, along with the potential staging of these assets. This includes consideration of potential new funding models being developed by Government agencies.</p> <p>The plan change is subject to the outcomes of Maori Land Court process and engagement with landowners via Trusts. It is more likely that urban development within this growth area will not be enabled until 2023 at best.</p>	<p>Engagement with Tangata Whenua and landowners continues in accordance with the project plans.</p> <p>Continue working with NZTA on transport plans.</p> <p>Continue technical workstreams and plan change drafting.</p>
<b>Future Urban Growth Areas: Keenan Road</b>	<p>The Local Government Commission has received submissions from some landowners in the Keenan Road area to include Keenan Road within the process of altering the TCC/WBOPDC jurisdictional boundary to facilitate development of Tauriko West. The Local Government Commission are considering how they will respond to the submissions.</p> <p>Long-term water and wastewater servicing studies are underway for the Western Corridor as the result of structure planning of Tauriko West. These studies include consideration of the Keenan Road area.</p>	<p>If the Keenan Road area is brought into the TCC jurisdiction through the current LGC process this would enable TCC to consider commencing planning for future urbanisation.</p> <p>Complete water and wastewater planning studies.</p>
<b>Future Urban Growth Areas: Tauriko Business Estate Extension</b>	<p>The Local Government Commission has received submissions from some landowners in the area south of Belk Road earmarked for a future extension of the Tauriko Business Estate seeking that this area is included within the process of altering the TCC/WBOPDC jurisdictional boundary to facilitate development of Tauriko West. The Local Government Commission are considering how they will respond to the submissions.</p> <p>Long-term water and wastewater servicing studies are underway for the Western Corridor as the result of structure planning of Tauriko West. These studies include consideration of the Tauriko Business Estate extension.</p> <p>TCC are working with NZTA on initial transport improvements in the Tauriko area, including a new southern connection of the business estate to SH29. This would facilitate development of the final stages of the business estate, include the proposed extension south of Belk Road.</p>	<p>If the Tauriko Business estate extension area is brought into the TCC jurisdiction through the current LGC process this would enable TCC to consider commencing planning for future urbanisation.</p> <p>Complete water and wastewater planning studies.</p> <p>Complete investigations into transport improvements for approval by TCC and NZTA.</p>
<b>Welcome Bay Planning and Ohauti Study</b>	<p>Infrastructure assessments that are now complete and have identified no fatal flaws:</p> <ul style="list-style-type: none"> <li>- Water</li> <li>- Wastewater</li> <li>- Commercial</li> <li>- Social infrastructure</li> </ul> <p>Infrastructure assessment that are underway and yet to be completed:</p> <ul style="list-style-type: none"> <li>- Stormwater</li> <li>- Transport (modelling complete, investigating road connection options)</li> </ul> <p>Two hui have now been held with multiple Maori landowners with a third planned towards the end of the year. Individual meetings have also been held with individual landowners including multiple Maori landowners.</p>	<p>A report will be prepared once all the technical assessments are complete to identify next steps. There is potential for future structure planning and plan changes, depending on the study findings which will be reported to Council.</p>

PROJECT	PROGRESS UPDATE	NEXT STEPS
<b>Rural Land Study</b>	<p>A desktop study is underway to determine the urbanisation potential of the remaining rural land areas within the city boundaries namely Bethlehem South, Oropi Road, Papamoa Hills, Papamoa and Matapihi.</p> <p>Draft findings for the catchments is complete. There is no significant urbanisation potential identified in Bethlehem or Oropi, however, there are small areas in Oropi, which could be considered for Rural Residential.</p> <p>Draft findings for Papamoa and part of Papamoa Hills catchments show that urbanisation potential is challenging as the land blocks are located on peat soils and with other constraints such as flooding. Further investigation is required to understand the extent of ground conditions challenges and mitigation measures should be identified before considering future urbanisation of these areas.</p> <p>The draft findings identify that there is potential for urbanisation in Matapihi and Papamoa Hills, however both catchments have large areas of multiply-owned Maori Land and urbanisation may not be consistent with the aspirations of these communities. Future engagement will be required with the landowners to understand aspirations and opportunities in this area.</p> <p>It should also be noted that these areas are outside the urban limits in the Regional Policy Statement and therefore require consultation and plan changes with BOPRC.</p>	The Rural Land Study is being finalised. The intention is that the findings of the study will be reported to Council in 2020.
<b>Smith's Farm</b>	Staff are continuing explore options to progress the development and sale of Smiths Farm for residential housing. This will be reported back to Council in due course.	Report to Council.
<b>Government Policy &amp; Initiatives</b>	<p>The Government has announced a two stage review of the RMA. They plan to introduce a Bill later this year address a range of relatively minor issues followed by a more substantive Bill in upcoming years following an independent review of the legislation focused on issues such as reducing timeframes for making District Plan changes and reviews. The Minister for the Environment has invited councils to comment on the terms of reference for the RMA review.</p> <p>The Government is working on a range of National Policy Statement's under the RMA for consultation later this year. They cover urban development, versatile soils, freshwater and indigenous biodiversity.</p> <p>The establishment of an urban development agency (Kainga Ora) is progressing. The first Bill is before parliament and a second Bill which deals with detailed powers is under development.</p>	<p>Staff will prepare submissions on these matters as appropriate.</p> <p>Staff to provide feedback to the Minister on the terms of reference for the RMA review.</p>
<b>Natural Hazards &amp; Resilience Planning</b>	<p>The aim of the resilience project is to provide for robust infrastructure and informed land use planning, so we can improve the city's resilience to natural hazards. Understanding the risks and their consequences is a critical element in this process. Then the way we respond, with design, adaptation or retreat, will bring us closer to the goal of a resilient city. The resilience project will use updated data on natural hazards and quantify their impact on the city's infrastructure assets, then evaluate the vulnerability of the city's assets to these hazards and determine how to mitigate these risks.</p> <p>TCC released information to affected properties subject to current erosion and instability hazards, and those potentially subject to long term erosion from sea level rise in May 2018. In August 2019, the Council will release new harbour inundation information which has modelled sea level rise which considers a range of scenarios and also storm events.</p> <p>TCC is now progressing work on:</p> <ul style="list-style-type: none"> <li>Plan Change 27 – Flooding from Intense Rainfall Events;</li> <li>City-wide Risk Assessment;</li> <li>City-wide Liquefaction Assessment;</li> <li>Open Coast Erosion.</li> </ul>	<p>Release of Harbour Inundation Information to affected landowners.</p> <p>Completion of City wide risk assessment.</p> <p>Progression of studies on liquefaction, and open coast erosion.</p>

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Partner Forum	Update summary / link to minutes on SmartGrowth website	Key messages for SmartGrowth Leadership Group
Strategic Partners	<a href="http://www.smartgrowthbop.org.nz/about-us/partner-forums/strategic-partners-forum">http://www.smartgrowthbop.org.nz/about-us/partner-forums/strategic-partners-forum</a>	No August Meeting due to joint forum meeting 26 August 2019
Social Sector	<a href="http://www.smartgrowthbop.org.nz/about-us/partner-forums/social-sector-forum">http://www.smartgrowthbop.org.nz/about-us/partner-forums/social-sector-forum</a>	No August Meeting due to joint forum meeting 26 August 2019
Combined Tangata Whenua	<a href="http://www.smartgrowthbop.org.nz/about-us/partner-forums/combined-tangata-whenua-forum">http://www.smartgrowthbop.org.nz/about-us/partner-forums/combined-tangata-whenua-forum</a>	No August Meeting due to joint forum meeting 26 August 2019
Property Developers	<a href="http://www.smartgrowthbop.org.nz/about-us/partner-forums/property-developers-forum">http://www.smartgrowthbop.org.nz/about-us/partner-forums/property-developers-forum</a>	<p>The SmartGrowth Property Developers Forum (PDF) requests that the SmartGrowth Leadership Group (SLG), both pre and post the upcoming Local Government Elections, provides briefing and direction via the Partner Councils', that prioritises the employment of all necessary support and resources to enable the notification of the proposed Tauranga City Residential Intensification Plan Changes in the first quarter of 2020.</p> <p>Specifically the PDF requests:</p> <ol style="list-style-type: none"> <li>1. That Tauranga City Council continues to provide the resources required to achieve the timeline above for the notification of these Plan Changes; and</li> <li>2. The Bay of Plenty Regional Council (BoPRC) appoint a Senior Planner to coordinate the BoPRC inputs and support for these Plan Changes.</li> </ol>
Population Ageing Technical Advisory Group	<a href="http://www.smartgrowthbop.org.nz/about-us/partner-forums/housing-affordability-forum">http://www.smartgrowthbop.org.nz/about-us/partner-forums/housing-affordability-forum</a>	No August Meeting due to joint forum meeting 26 August 2019

<b>Housing Affordability</b>	<a href="http://www.smartgrowthbop.org.nz/about-us/partner-forums/housing-affordability-forum">http://www.smartgrowthbop.org.nz/about-us/partner-forums/housing-affordability-forum</a>	<ul style="list-style-type: none"> <li>- HAF want a report back on all four aspects of the Housing Action Framework. Particularly coordinated advocacy, capacity building and housing development.</li> <li>- HAF expects the UFTI foundation report must state the number of affordable houses required by typology and catchment but also what measures the councils are going to employ to ensure that the private housing sector is able and willing to provide the vast majority of that housing need.</li> <li>- Note the letter to the TCC CE and Councillors requesting suburban residential plan change rules on duplex and low rise comprehensive housing through streamlined process as housing providers need assistance urgently.</li> </ul>
<b>Environment &amp; Sustainability</b>	<a href="http://www.smartgrowthbop.org.nz/about-us/partner-forums/environment-and-sustainability-forum">http://www.smartgrowthbop.org.nz/about-us/partner-forums/environment-and-sustainability-forum</a>	No August Meeting due to joint forum meeting 26 August 2019