

**Proposed Tauriko West Boundary Alteration
Submissions**

Submission: 1

Name: Richard Luoni

Address: richluoni@gmail.com - Marshall Ave, Greerton

Received: 22 March

Acknowledged: 23 March

A quick submission around the proposed boundary change for Tauriko.

Positives

- growth of housing market to keep up with demand (note the demand for housing is on cheap reasonably well priced housing) big subdivisions don't do that

Negatives

- I live near the Pyes Pa and Greerton round about. The traffic coming over the Kaimais and from the lakes is already in excess of what the infrastructure can handle. Traffic is herendous.

- Bethlehem turn off is already at capacity.

- 3000 houses equals 5000 cars extra on a daily basis. What is the plan to deal with this, when the infrastructure already cannot cope?

- Cameron Road traffic will be affected.

- Pyes Pa Road traffic will be affected.

- Summertime traffic will see it backed up down the Kaimais, how will this be managed?

Risks

- there is a risk to sort out boundaries without sorting out current infrastructure problems.

- If this goes ahead, pressure will come from developers and building companies who are already desperate for land to be released before addressing the infrastructure issues.

- More traffic means more silly drivers taking risks and being erratic. Which results in more accidents.

Learn from mistakes.

The Papamoa release has put huge strain on the Bay Fair region and the council are chasing its tail to rectify the problem.

I am all for development and support the idea, but I believe in a structured approach. I don't see Tauriko being feasible without upsetting a lot of people and putting a cherry on top of what already is a bad area that can't cope with its current demand. Don't make a bad situation worse.

Happy to discuss.

Submission: 2

Name: John O'Neil

Address:

Received: 23 March

Acknowledged: 23 March

Given the current transport infrastructure problems the Tauranga area is experiencing with the existing population the concept of releasing more land for another 3000 houses, 6-7000 vehicles is ludicrous. Asking for submissions for the introduction of light rail systems & improved roading & bus services that would assist the current congestion problems would make more sense.

Tauranga was well positioned during the 1990's when the area was starting to grow to make smart decisions on future efficient transport systems. It was well placed to see how other towns around the world had successfully or not successfully made provision for growth. One clear example would be the creation of a light rail system adapting the existing rail corridor, with the potential to link central Tauranga with Bayfair & the Mount. A circle line could have been created & incorporated with the harbour bridge widening and branch lines could have been factored into 5 & 10 year plans servicing Papamoa, Welcome Bay, Greerton, Bethlehem & Tauriko.

I would support the concept of another 3000 houses at Tauriko West if there was a plan submitted for transport, schooling, health services & jobs. The transport solution needs to be something other than just more roads, light rail is an obvious solution, & this needs to be in place before any houses were built.

The current transport corridors are not working at critical times & this comes at a cost to productivity & businesses & 'lifestyle' (the area markets it self as having a great lifestyle). The area has undergone huge growth in the past 25 years, yet seems to have made the same mistakes as other growth areas around the world. In 1995 it was perfectly poised to be a model flagship town with a combination of a great public transport system & roading network that was being developed ahead of the the anticipated population growth.

Submission: 3

Name: Peter McBride - Trinity Lands Ltd

Address: peterm@trinitylands.co.nz

Received: 26 March

Acknowledged: 26 March

I wrote on behalf of Trinity Lands Ltd who own a 4 Ha Kiwifruit Orchard in the identified zone.

We are supportive of the rezoning as Tauranga has a real shortage of sections available for building now. This is affecting affordability in our view.

Whilst we are orchardists we do not support the views of Hort NZ or NZKGI in relation to urban creep into rural zones.

The majority of this land is class 2-3 land in our view and there is very little significant class 1 horticultural land, that's why this area was identified in the first place.

Thank you for the opportunity to submit.

Submission: 4

Name: Tauranga City Council

Address: campbell.larking@tauranga.govt.nz

Received: 31 March

Acknowledged: 3 April

Submission: Proposed Territorial Boundary Change at Tauriko West

On behalf of Tauranga City Council, I am writing in **support** of the application which the Local Government Commission received on 1 November 2018, which was proposed by the Western Bay of Plenty District Council for a change in its boundary with Tauranga City. We are supportive of the proposal to transfer approximately 189ha of land at Tauriko West from the district to the city and consider it promotes good local governance that supports the purpose of the Local Government Act 2002.

As a SmartGrowth Partner and collaborative partner in the Tauriko for Tomorrow Project (to deliver Tauriko West as an Urban Growth Area), we are strongly supportive of the application before the Local Government Commission. Tauranga City Council, as a high growth Council, strong and sustained population growth in recent years and this is forecasted to continue into the foreseeable future with 56,022 additional residents and 33,307 dwellings by 20531,

Tauriko West plays a critical role for the city and the SmartGrowth partners in meeting the requirements under the National Policy Statement on Urban Development (NPS-UD). With the above-mentioned population growth and demand on new dwellings. At present, Tauranga City Council's land supply falls short of that required under the NPS-UDC in the medium term (3-10 years) and long-term (10-30 years). This shortfall was forecast as part of an independent residential review, prepared by Veros Property Services. The shortfall was reviewed taking into account the latest Statistics New Zealand data. It is predicted that the city will face a shortage of around 600 new dwellings before mid-2022 if current demand for new housing continues. The review that looked at available land for housing development in the next three to ten years and projected the shortfall would increase further until sufficient new supply becomes established. The capacity shortfall is demonstrated in table 1 below:

1 Tauranga City Population and Household Projection Review 2018 (Growth Allocations 2013-2063)

Dwelling Projection		
As at 30 June 2019	Dwellings Required	Dwelling Shortfall
Short term (3 years)	3,680	-600
Medium Term (4-10 years)	7,967	-3,500
Total	11,647	-4,100

Table 1 : Tauranga City Council Dwelling Projection

The New Zealand Institute of Economic Research has reviewed these projections and has considered that the city is at risk of significant housing cost appreciation as a result. It concluded:

- Constraint on growth will lead to foregone GDP:
 - \$179.8 million over next 3 years.
 - Growing to \$524.3 million by year 10
- House median price:
 - \$40,119 per annum in the short term (1 – 3 years)
 - Over the medium term (10 years) increase of \$702,082

The pace of development Tauranga and the wider sub region is experiencing, means this shortfall will only further compound without the release of new urban growth areas. More development capacity is needed, and Tauriko West is key to meeting these requirements into the future. The land supply shortfall was highlighted in the findings of the 2016 sub-regional SmartGrowth Western Corridor Strategic Study Option 3B Settlement Pattern Review (SPR). This identified shortfall and need for Tauriko West were further confirmed through the SmartGrowth Future Development Strategy.

As a response, and in order to urbanise the Tauriko West area, the above mentioned Tauriko for Tomorrow project group was established between the project partners (Tangata Whenua, NZTA, TCC, Bay of Plenty Regional Council and WBOPDC). This group determined there were four key inter-related projects in order to urbanise the area. These included:

- An amendment to the Bay of Plenty Regional Council Regional Policy Statement Urban Limit line to include Tauriko West in the urban growth area - Completed. A reorganisation proposal (boundary change), under Schedule 3 of the Local Government Act 2002, to amend the local authority boundaries (WBOPDC and TCC) to enable the entire urban growth area to be contained within one local authority's (i.e. Tauranga City Council) jurisdiction - this proposal;

- An improved Tauriko transport network, which project partners will need to implement through future transport system improvements. The Tauriko West Transport Network Connections Detailed Business Case (DBC) is being developed by the partners which will outline a co-investment and implementation plan for a range of transport system improvements including a first stage of transport improvements to enable development of Tauriko West to commence in the short term -planning underway; and
- Subject to the above, changes must be made to the Tauranga City Plan (TCC) to rezone the land from rural to residential following structure planning and planned provision of infrastructure -planning underway.

For Tauranga City, the Tauriko West project will deliver a new greenfield urban growth area of approximately 3000 dwellings, supported by the existing Tauriko Business Estate and Tauriko Crossing developments.

The project is crucial in meeting the National Policy Statement development capacity requirements. It involves significant multi-modal transport, waters, **reserves and** social/community infrastructure planning and delivery.

The vision for Tauriko West is to create a thriving community for locals to live, learn, work and play locally. The proposed development will respect the Wairoa River and preserve the area's natural character, while building a sustainable community around the currently underway Tauriko Business Estate and Tauranga Crossing.

In short, the project will become key to the housing supply shortages present within the Council's growth projections, and also aid in the continued functioning of the local and sub regional economy.

In summary, Tauranga City Council strongly **supports the** proposal before the Local Government Commission to alter the territorial boundary between Western Bay of Plenty District and Tauranga City at Tauriko West to include 189 hectares within Tauranga City Council's jurisdiction. It is considered that this proposal is vital in allowing the Tauriko West Urban Growth area to proceed and we are supportive of the proposal for the following reasons:

- It will facilitate an efficient use of resources and provide for the seamless future planning, servicing and governance of the proposed new urban growth area;
- It will promote efficiencies and cost savings in relation to the provision of infrastructure to the area, as TCC can provide access to its existing waters and wastewater network without the need for WBOPDC to develop costly infrastructure to service the growth **area**;
- Allow for a more productive local government framework with the growth area to be managed exclusively by one territorial authority, meaning there is no duplication or confusion between service providers;
- It will provide the ability of the SmartGrowth sub-region to meet the demands of our growing community to continue to develop and prosper; and
- Effectively responds to the needs of the growing Tauranga City community through the provision of sorely needed housing supply.

If the boundary alteration is to proceed as proposed and an Order in Council be made to alter the territorial boundaries. Tauranga City Council requests that the effective date of change occur on 1 January, 2021 in order to provide an effective transition for rating purposes and also other Council functions.

Thank you for considering our submission, and should you have any further queries please contact Gareth Pottinger on email gareth.pottinger@tauranga.govt.nz or via phone 07-577 7000.

Submission: 5

Name: Tauriko Property Group

Address: matthew.lagerberg@classic-group.co.nz

Received: 6 April

Acknowledged: 6 April

We support the proposal in its entirety and submit that this take place as soon as possible. We note that the application was submitted in November 2018. We are, for all practical purposes, one of the three major land owners in the affected area. Our support for the proposed change is for the following reasons:

- 1) Tauriko West is going to be a comprehensively planned, live-work-play-learn growth area. It has support of both Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council (who has amended their Urban Limits Line to accommodate growth), the Ministry of Education and the New Zealand Transport Agency.
- 2) The affected area is an agreed growth area that is much needed to support Tauranga City's rapid growth and meet the requirements of the National Policy Statement on Urban Development Capacity (and the proposed National Policy Statement on Urban Development).
- 3) By itself, the proposed boundary change will have very little affect, these are mainly administrative, such as which Council current landowners pay rates to, vote for, and be serviced by. We consider that these landowners are likely to identify more as 'Tauranga' residents than 'western bay' residents, regardless of future development aspirations: eg. They are more likely to visit the library in Greerton (TCC) than one in Katikati or Te Puke (WBOPDC).
- 4) We acknowledge that it is hypothetically possible for this growth area to be advanced without the proposed boundary alteration, but we maintain that this would unnecessarily complicated. This is mainly because the infrastructure needs to be provided by Tauranga City Council, and this will be an extension to the existing Tauranga urban area.
- 5) We submit that the proposed change to bring this land area into the boundaries of Tauranga City promotes good local government, as follows:

- a. It enables democratic local decision-making by and on behalf of communities. This is the second round of consultation undertaken by the Local Government Commission. The Commission previously notified the application on 15 March 2019. We also submit that, whilst not specific to the local government boundary change, the commission should recognise that the broader 'Tauriko West' project has provided, and will continue to provide ample opportunity for democratic decision making eg. Tauriko for Tomorrow website (www.taurikofortomorrow.co.nz), BOPRC Regional Policy Statement Changes and the subsequent Tauranga City council Plan Changes that will follow the boundary change current being considered.
- b. It meets current and future needs for good-quality local infrastructure, public services and regulatory functions. The infrastructure, services and functions must be efficient effective now and into the future. Transferring the affected land area into Tauranga City will allow infrastructure, services and function to be provided in a much more efficient manner than if the land were to stay within the Western Bay district. Servicing a growth area with necessary infrastructure over across a local government jurisdictional boundary, whilst possible, will convoluted and inefficient requiring a lot of double handling by authorities.
- c. The decision will produce efficiencies and cost savings. It will also contribute productivity improvements for both involved Councils, households and businesses. It will lead to simplified planning processes. The planning processes to enable urban development at Tauriko West are already somewhat complex involving both TCC and WBOPDC, the Regional Council and central government (NZTA, MoE). Tauranga City Council is already well advanced in the preparation of the required changes to its City Plan to enable this growth and has already allocated funding in the 2018-2028 Long Term Plan for infrastructure (roads, water, wastewater, stormwater and social) for the future growth of this area. Allowing the land to come within this Council will allow for a more simplified planning process to be led. The alternative (leaving the land in the Western Bay District) will be somewhat convoluted, and not represent good local government.

The proposed boundary change meets all the tests of promoting 'good local government' and therefore should be supported by the Local Government Commission. Should a direction be issued which specifies some form of hearing or public meeting, we do wish to be heard in support of our submission.

Submission: 6

Name: Bay of Plenty Regional Council

Address: Rebekah.waltham@boprc.govt.nz

Received: 6 April

Acknowledged: 7 April

As a SmartGrowth Partner and collaborative partner in the Tauriko for Tomorrow Urban Growth Project Bay of Plenty Regional Council is aware, and supportive, of the proposal to alter the boundary at Tauriko West.

Background

The Commission updated SmartGrowth partners in Tauranga on 17 July 2019 on the Tauriko West boundary alteration application, and discussed the alternative applications received. At that meeting the Commission asked that the councils advise on their position on the alternative applications, and ideally present a consensus view.

At their meeting on 6 August 2019, the Bay of Plenty Regional Council's Regional Direction and Delivery Committee discussed the alternative applications and its response to the Commission. It was resolved that Regional Council:

- Defers to Western Bay of Plenty District Council and Tauranga City Council to advise the Commission on a preferred boundary location for the alternative applications, and
- Accepts any agreed position reached between those two councils; and
- Notes the alternative applications are not inconsistent with indicative growth areas already in the Bay of Plenty Regional Policy Statement and SmartGrowth Settlement Pattern Review.

I understand the Commission received a joint response email from Miriam Taris and Marty Grenfell on behalf of Western Bay of Plenty District Council and Tauranga City Council on 29 July 2019, regarding the alternative applications. On 15 August 2019, Bay of Plenty Regional Council wrote to the Commission advising it supports their position regarding the potential location of the territorial boundary.

On 23 October 2019, the Commission advised of changes to the legislation under which it operates and the proposed new process; which essentially sees Tauriko West proceed ahead of Belk Road, Keenan Road, and Tara Road. On 30 October 2019, we replied advising Regional Council staff have discussed the proposed new process with colleagues at Western Bay of Plenty District and Tauranga City councils.

We now provide a submission of support for the proposal.

Submission: 7

Name: New Zealand Transport Agency

Address: Rodney.Albertyn@nzta.govt.nz

Received: 7 April

Acknowledged: 16 April

Thank you for the opportunity to provide feedback on the proposed boundary alteration between Western Bay of Plenty District and Tauranga City. Waka Kotahi New Zealand Transport Agency (Transport Agency) **supports** the proposed alteration, which would result in 189ha of land in Tauriko West being transferred from the Western Bay of Plenty District to Tauranga City.

This submission reflects the Transport Agency's land transport policy role as well as its perspective as the operator of New Zealand's state highway network. This feedback takes into account the Transport Agency's objectives and statutory obligations, as well as its role in supporting integrated land use planning across the country.

The Transport Agency is a 'Tauriko for Tomorrow' partner and supports the sub-region's aspirations to supply additional land for housing. To this end, the proposed boundary alteration will facilitate integrated planning and development in Tauriko West by enabling resource management planning to be undertaken in a coordinated and administratively simple way. The alteration will also enable essential local infrastructure to be funded, delivered and administered in the most efficient way possible. Future development in this locality will form an extension to Tauranga's existing urban boundary, and it is logical for this contiguous area to be consistently administered under the jurisdiction of a single council.

The Government Policy Statement on Land Transport (GPS) sets priorities for transport investment in New Zealand and seeks to deliver opportunities that support urban development. The proposed boundary alteration aids in this objective by supporting integrated development in Tauriko West.

The Transport Agency is progressing a programme of transport network improvements for Tauriko West, with funding for the business case approved late last year. Work is underway to identify future initiatives for a safe multi-modal transport system that increases the attractiveness of public transport and walking, cycling and other active modes, while connecting residential housing to wider Tauranga. Tauranga City Council and the project partners are also investigating a package of short-term improvements to enable housing development to commence in Tauriko West. The Transport Agency appreciates the consultation undertaken thus far and welcomes the opportunity to discuss these matters in more detail. Please contact me directly in the first instance.

Submission: 8

Name: Ministry of Education

Address: Antony.Bodger@education.govt.nz

Received: 17 April

Acknowledged: 17 April

The Ministry of Education support the proposed boundary change application, subject to the following feedback.

Background:

The Ministry of Education (the Ministry) is the Government’s lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government’s goals for education. The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing. The Ministry is therefore a considerable stakeholder in terms of activities that may impact on educational facilities and assets in Western Bay of Plenty District and Tauranga City.

The Ministry’s submission on the Proposed Boundary Change is:

The Ministry understand that the proposed change in the boundary between Western Bay of Plenty District and Tauranga City at Tauriko West was requested in an application made to Local Government Commission (‘the Commission’) by the Western Bay of Plenty District Council in November 2018. The application arose from the work of the SmartGrowth partnership involving the Western Bay of Plenty subregion’s three local authorities, NZTA and tāngata whenua. It is understood that the Commission has considered the application and, on the basis of its investigations to date considers that the change would be an appropriate one.

The effect of the proposal is that an area of approximately 189ha at Tauriko West that is currently within the Western Bay of Plenty District will become part of Tauranga City. It is expected that this land will then become available for residential development and could eventually accommodate up to 3000 houses and 7000 people. The Ministry are aware that the Western Bay of Plenty sub-region is facing increasing demand and constrained supply of residential land to accommodate current and foreseeable population growth. The subregion’s local authorities have identified the “western corridor” including the land at Tauriko West as an appropriate location for residential development.

The Ministry supports the proposed boundary change and the aspirations to supply additional land for residential development in Tauranga City as part of a well-planned growth strategy. The proposed boundary change will allow the subregion's councils to move ahead in implementing their strategy for providing sufficient land for residential development in the Tauriko West Urban Growth area. The Ministry agrees that the land subject to transfer is strategically well-suited to the residential development of land and the Ministry supports the planning to facilitate this. The Ministry is therefore supportive of the proposed boundary change in principle, subject to the following:

Schooling Provision

Given that the land subject to transfer sits on the boundary of two territorial authorities, consideration must be given to the provision of both primary and secondary schooling to facilitate the implementation of the Tauriko West Urban Growth area. The Ministry would like to emphasise that, if not carefully managed, any increase above what would be anticipated from this level of future proposed development may have wider implications on schooling infrastructure needs. Based on current Ministry projections, provision of additional capacity to cater for this growth within the expanding local school network will likely be necessary as the area develops.

The Ministry therefore requests that both Western Bay of Plenty District and Tauranga City continue to engage with the Ministry to ensure that there is capacity available within the network, and whether the provision of new schools is required to provide for increased growth in the area, or whether additional area around the existing schools for education services should be provided for at the planning stage.

Transport – Walking and Cycling Connections

The Ministry requests that once development commences in Tauriko West, consideration is given to the need for safe transport routes and access to and from schools (and any future schools), including pedestrian and cycling access and infrastructure to support the local school. Should the boundary change commence, the Ministry requests that Tauranga City develop the walking and cycling connections to enable a co-ordinated approach in safely accessing all forms of housing and social infrastructure provided in Tauriko West (and the wider area) to facilitate a high quality of life.

The Ministry looks forward to working with Western Bay of Plenty District and Tauranga City on how best to represent the future provision for education in or around the Tauriko West Urban Growth area and see that provision is made for a transport network that is accessible and safe for students.

Submission: 9

Name: Tauriko West Ltd

Address: bryce@elementimf.co.nz, sean.grace@boffamiskell.co.nz

Received: 17 April

Acknowledged: 17 April

The Local Government Commission has proposed a boundary adjustment that would result in an area of 189 hectares between SH29 and the Wairoa River (known as “Tauriko West”) that is currently within the Western Bay of Plenty District becoming part of Tauranga City. Tauriko West Limited is one of the landowning companies of land located within the proposed Tauriko West residential development area.

The recent documents released by the Local Government Commission regarding the proposed boundary alteration have been reviewed, including:

- The public consultation document titled: *“Proposed boundary alteration between Western Bay of Plenty District and Tauranga City at Tauriko West”* dated March 2020, and
- The report titled: *“Possible boundary alterations between Western Bay of Plenty District and Tauranga City: Investigation process”* dated January 2020.

We agree with and support the findings and recommended process set out by the Commission in these two documents.

Tauriko West Limited therefore fully **support** the proposed boundary adjustment that would result in Tauriko West becoming part of Tauranga City Council’s jurisdiction.

Submission: 10

Name: TBE3 and Taurikura Holdings

Address: bryce@elementimf.co.nz, sean.grace@boffamiskell.co.nz

Received: 17 April

Acknowledged: 17 April

Introduction

TBE 3 Ltd and Taurikura Holdings Ltd are landholding companies associated with Element IMF, who are the developers of the Tauriko Business Estate (TBE).

TBE has been under development for 12 years following a private plan change that was initiated in 2004. TBE continues to respond to strong demand for well-located industrial land, with its zoned land holdings likely to be fully developed within the next 12-18 months. All as-yet undeveloped industrial lots have been pre-sold. Given this, there is a real urgency to put the necessary planning processes in place to facilitate the expansion of the TBE, in order to satisfy ongoing and future demand for industrial land in Tauranga City and wider sub-region.

Submission

TBE 3 Ltd and Taurikura Holdings Ltd support the proposed boundary adjustment that would result in an area of 189 hectares between SH29 and the Wairoa River (known as “Tauriko West”) that is currently within the Western Bay of Plenty District becoming part of Tauranga City.

TBE 3 Ltd and Taurikura Holdings Ltd’s submission is that the proposed Tauriko West boundary adjustment process should incorporate additional land. This includes approximately 153 hectares of land on the southern side of Belk Road at Tauriko (known as “TBE Stage 4”) that is currently within the Western Bay of Plenty District becoming part of Tauranga City.

Figure 1 illustrates the TBE Stage 4 land that is the subject of this submission.

NOT INCLUDED – MAP SHOWING PROPOSED BELK ROAD BOUNDARY ALTERATION

Figure 1: TBE Stage 4 aerial map; area proposed to be included in boundary adjustment process¹

Background

On 18 April 2019 TBE 3 Ltd and Taurikura Holdings Ltd lodged an “Alternative Boundary Alteration Proposal” with the Local Government Commission (LGC), which sought the same relief as sought in this submission. That is, the 18 April 2019 alternative proposal sought that the TBE Stage 4 land be included together in the Tauriko West boundary alteration process as set out in the 1 November 2018 document titled: “Application to alter the boundary between Western Bay of Plenty District Council and Tauranga City Council” (which at that time had been accepted for consideration by the LGC from the Western Bay of Plenty District Council).

We understand that subsequent to our 18 April 2019 alternative proposal being submitted, changes to the Local Government Act have come into effect (as at 21 October 2019). This has made significant changes to the law governing how local government reorganisation proposals are dealt with and has led to the LGC effectively adopting a new reorganisation investigation process for Tauriko West. This is set out in a January 2020 document titled: “Possible boundary alterations between Western Bay of Plenty District and Tauranga City: Investigation process” (the “Investigation Process document”).

Notwithstanding this new investigation process, the original 18 April 2019 alternative proposal still provides highly relevant background context and is attached to this submission.

Responses to the Investigation Process Document

The Investigation Process document identifies that the current process is concerned with the desirability of alterations to the boundary between Tauranga City and Western Bay of Plenty District, in four areas identified through the reorganisation processes undertaken to date. One of these areas is TBE Stage 4, which is referred to as “Belk Road”.

Paragraphs 11 and 12 on page 3 of the Investigation Process document state that:

“11. At the point where this “reorganisation investigation process document” is being adopted, the Commission arguably has the information it requires to consider the adoption of a “reorganisation plan” in relation to the boundary at Tauriko West.

12. Further work is required, however, in relation to the other three areas, with a particular issue in relation to Belk Rd, being the state of supply and demand for industrial land in the sub- region.”

The following subsections respond to the issues where the LGC have identified that further work is required, as referred to in the Investigation Process document.

A. The state of supply and demand for industrial land in the sub-region

Tauranga City Council produced a memorandum dated 21 February 2020 for the LGC, setting out the state of industrial land supply and demand within Tauranga and the Western Bay of Plenty. This memorandum, which was peer reviewed by Market Economics, drew the following conclusion:

“In summary this memo demonstrates that industrial land supply is highly constrained across Tauranga and the Western Bay. In the Tauriko Business Estate, while additional stages are currently being developed, these sections have been pre-sold. Consequently, there are almost no industrial sections available for sale in the development at present and little prospect of additional sections being released in the short-term, primarily due to 3rd party landowner complications. As such, the release of the planned Tauriko Business Estate extension south of Belk Road will be a key part in meeting industrial land demand over the next 3-5+ years.”

Therefore, there is conclusive information establishing the high demand for industrial land in the sub-region and low level of industrial land supply in the TBE. As set out in the memorandum, industrial land supply within other industrial zoned areas of the sub-region is restricted due to unavailability of infrastructure (and long lead-in times for its development), tenure-related issues and/or planning constraints.

In addition, these other zoned areas do not have the locational benefit that the TBE exhibits, namely easy access to the Port of Tauranga and major roading corridors to Auckland and the Waikato (among one of the key reasons that demand for TBE land is so high).

B. The level of information provided, and consultation undertaken

Paragraphs 10 and 11 on page 4 of the Investigation Process document state that the level of information provided with the original 18 April 2019 alternative proposal relating to TBE Stage 4 was “less complete” and the consultation “less advanced” in relation to the original boundary alteration application by Western Bay of Plenty District Council for Tauriko West.

The 18 April 2019 proposal addresses every matter that was required to be addressed under Schedule 3 of the Local Government Act that was in enactment at the time, and that whilst landowner consultation was ongoing at in April 2019 this has been progressed further since.

Of significant importance is that there have been several major planning processes that have been completed identifying the need for the development of TBE Stage 4. These processes have required high levels of supporting information and community / stakeholder engagement to make the necessary decisions. These processes include:

- The SmartGrowth Western Corridor including TBE Stage 4 as “Identified Future Industrial” land.

- The Bay of Plenty Regional Policy Statement (RPS) identifying TBE Stage 4 as being within the Urban Limit (“Start post 2021”). Stage 4 was included in the Urban Limit as a result of submissions by the applicant on the review of the RPS.
- The Western Bay of Plenty District Plan including text outlining the intent to expand the TBE south of Belk Road.²

TBE 3 Ltd and Taurikura Holdings Ltd own eight properties, comprising around 80% of the TBE Stage 4 area. With respect to consultation with other landowners within the remaining 20% area, Element IMF continue to engage with these people. Planning for wastewater servicing and the roading connection to State Highway 29 have been progressing in the ensuing time.

The Public Consultation Document

A succinct public consultation document has been released by the LGC, which includes the following reasoning for why the proposed boundary alteration for Tauriko West is being sought:

“The Western Bay of Plenty sub-region is facing increasing demand and constrained supply of residential land to accommodate current and foreseeable population growth. The sub-region’s local authorities have identified the “western corridor” including the land at Tauriko West as an appropriate location for residential development. ...

While the drivers of change are to do with the supply of land for future residential development, the boundary change process does not itself determine how and when this development will occur. This will depend upon a series of later local authority decisions about the provision of infrastructure and resource management planning. What the boundary change would do is simply bring the area in question within the boundaries of the city so that the proposed future development of Tuariko [sic] West can be planned in an integrated manner by Tauranga City Council.

This is seen as desirable because:

- *The land will need to be connected to Tauranga City infrastructure networks as it is not practicable for Western Bay of Plenty District to develop new infrastructure for Tauriko West.*
- *While it is hypothetically possible for there to be arrangements for infrastructure networks to be provided across council boundaries this would be more difficult to implement – it is simpler if the land simply becomes part of the city.*
- *It is expected that future residents in Tauriko West will for all practical purposes be part of the urban Tauranga community and it makes sense for them to vote and pay rates as part of the city, and to be subject to the same planning and other local regulations as the rest of the city.*

Without exception, these reasons are also applicable to the TBE Stage 4 area (and industrial land supply and development).

Including TBE Stage 4 area in the boundary alteration will simplify and streamline the infrastructure and land use planning process, ensuring that decision making is efficient and effective and that critical, regionally significant land supply issues are addressed in a timely manner.

Conclusion

We appreciate the opportunity to make a submission on the proposed boundary alteration process for Tauriko West, and acknowledge the LGC's stated intent to release a "statement of intentions" to alter the jurisdictional boundary for TBE Stage 4 "later in 2020" as a separate process to Tauriko West.

As set out in this submission however, we see that there is no particular impediment for including TBE Stage 4 in the current boundary alteration process and implore the LGC to consider the urgency of facilitating additional industrial land supply for the sub-region.

Should the LGC continue to run Tauriko West as a separate process, we would appreciate advice on how to advance the boundary adjustment for TBE Stage 4 as an immediate priority, and the associated timeframes.

Yours sincerely

Submission: 11

Name: Keith Catran

Address: keith_catran@email.com

Received: 17 April

Acknowledged: 17 April

My background with this proposal

1. My name is Keith John Catran and I live at 15B Redwood Lane, Tauriko. My property borders the Wairoa River at the end of Redwood Lane. My wife and I have lived here for some 18 years, having chosen it for the quiet rural lifestyle and river outlook. We have a small mandarin orchard on our property. As such I am a key stakeholder in terms of the Commission's consultation process.
2. I have been involved for many years with various proposals for development of the residential development area across Redwood Lane from us, now known as Tauriko West. I have made submissions to SmartGrowth, and to the local bodies at various times, to ensure inappropriate development did not proceed. I took an appeal to the Environment Court about an earlier proposed development by a former owner, which would have severely compromised the river environment. My concerns were addressed by changes made to the District Plan by agreement following mediation.
3. I mention this to show that I have had a strong interest in what happens in this area for an extended period. I also made submissions when the original plan change for the Tauriko Business Estate ("TBE") was being considered, particularly about storm water discharge into swamp land at the junction of Belk Road and SH29.
4. I have also maintained a strong interest in the consultations undertaken by Transit NZ about re-development of SH29, particularly in relation to the junction with Belk Road and increasing the highway's capacity. That remains a real concern because of the undoing of significant planned highway developments following the last election.

Roading concerns

5. The bottom line is that the proposed Tauriko West residential development is unable to proceed until SH29 is redeveloped. The highway is carrying very heavy traffic at present, particularly in rush hours, with tailbacks often from Barkes Corner (by the WBOPDC offices) several miles back to Ruahihi power station. Trying to put residents from another 3000 homes onto that roadway would be impossible.

6. In addition, the TBE is now rapidly being developed up to Belk Road, and now proposes to cross it and build significant industrial development on the south side of Belk Road.
7. Belk Road exits on to SH29 just metres from a series of sharp corners and hills coming off the Omanawa Bridge. The Belk Road intersection is very dangerous to enter and leave, and the corners have been the site of an on-going history of accidents. The prospect of heavy truck and trailer units exiting the TBE via Belk Road and trying to enter the state highway or to enter the TBE from the highway (e.g. coming over the Kaimais from Auckland or Waikato) will be disastrous and people will die.
8. Transit had a proposal to re-align the highway to cut out the hills and corners and shift the intersection with Belk Road further east along Belk Road, and use fly-overs to allow TBE traffic to join and leave the highway safely. It also proposed to four-lane the highway all the way through to Barkes Corner, with grade separation at various intersections, including Cambridge Road and Tauranga Crossing. I understand all that is now off the 10 year plan although it is not possible with the current shutdown to obtain any up-dated information from Transit. But it is apparent from an emergency meeting of Tauranga City Council this week to seek central government support for major infrastructure funding that it is intended that a roundabout be built on the State Highway in the vicinity of Redwood lane, to try and accommodate the TBE traffic from Belk Road, and presumably some residential traffic coming out of the new housing development at Tauriko West.
9. I am concerned that a 'temporary' roundabout may be used at the Belk Road intersection instead of a proper re-development of the highway. Heavy traffic coming off the Kaimais, over the hills and corners and straight into a roundabout would be extremely dangerous and impractical. It would also create a huge new roadblock to traffic flows, already struggling on capacity grounds. If the roundabout were to be shifted a few yards further north, away from the Omanawa hills and corners and closer to Redwood Lane, it would exacerbate the alternative danger from heavy vehicles coming down the long steep hill from Tauranga. That has, in my time been the cause of multiple deaths from a truck and trailer losing control on the hill.
10. The present stage 3B developments to the TBE are clearly directed at using Belk Road as a western exit from the business estate. That will be very problematical until the highway junction is fixed. But adding a further large additional area to the TBE as proposed in one of the alternative applications on behalf of Element IMF parties will simply exacerbate the problem. This is not a future problem – the newly developed areas of the TBE in stage 3B are being sold and built on at present.
11. I realise that changing the local authority boundary of itself does not involve resolving traffic issues, but submit that adequate and safe access when land is sought to be included for urban uses should be a relevant issue on which the Commission should be satisfied.

Current boundary change proposal for Redwood Lane

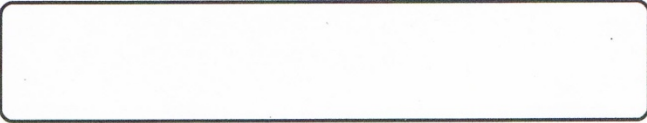
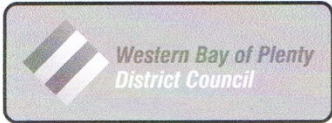
12. When the Tauriko West boundary change proposal first surfaced and was heard by the TA, I made a submission in partial opposition. My requested change was that, instead of the boundary change extending over Redwood Lane through to the junction of SH29 with the Wairoa River, that the new boundary be down the middle of Redwood Lane. That would result in my property and my immediate neighbours remaining in Western Bay, while the proposed urban development properties across the Lane would become part of Tauranga City.
13. The reasons for my proposal arise out of a desire to remain with Western Bay.
 - a. The properties on the western side of the lane are all lifestyle blocks involving larger sites, or rural business uses.
 - b. All have their own services and are self-contained.
 - c. Several of the properties have small horticultural or rural uses on them. One is a kiwifruit orchard, ours has a citrus orchard. One is in a flood plain. Another is a long-standing and major honey processing plant (Mossops Honey) and another is a depot for hire of agricultural access equipment, such as cherry pickers and avocado picking machinery.
 - d. Many of the residential sites are of a shape that is not susceptible to further subdivision, being long curving sections created in the latest subdivision to provide each owner with private access to the river.
 - e. Accordingly, the inclusion of these sites in Tauranga City would not assist in improving governance or productivity performance towards adequate supply of land for urban development within the sub-region. This land is not necessary to Tauriko West, and highly unlikely to be suitable for urban development.
 - f. The properties immediately opposite our property on the other side of Redwood Lane are themselves well-established residential homes with large grounds. It is highly unlikely that they would be subdivided in the near future given recent development work undertaken on them. They are a natural buffer between the proposed intensive development of Tauriko West and the properties on the western side of the Lane.
 - g. The inclusion of the western side of Redwood Lane in Tauranga City is not necessary in any way for the development in due course of the proposed large residential area on Tauriko West. That development area is a large self-contained rural block, largely currently farmed. There is no reason to include our land in the boundary change.
 - h. I have always had good relations with Western Bay staff and elected members. I do not wish instead to become part of a highly indebted city and be forced to participate in its problems, politics and infrastructure.

14. I made these points to the Council committee hearing objections to the boundary change. When the decision came out, my submission had been rejected on the advice of a Council officer that the river formed a “natural boundary’ for the new TA boundary.
15. With all due respect, that assertion is specious. “Natural boundaries” are relevant with regional authorities ‘because their regions are usually based on river catchments. But for territorial authorities, no such rationale arises. TA boundaries frequently follow road lines.
16. In summary, no adequate case has been presented as to why our land should become part of the city. It is not needed for the Tauriko West development and would not benefit from the change. The sites and uses are not “urban” in any way. The stated reason for including it is nonsense.
17. As a key stakeholder directly affected by the proposal, it is important that my preference should have considerable weight. This is particularly so when there seems to be no valid countervailing reason for ignoring or rejecting my preference. I ask that the current proposal be altered to run the new City boundary down the middle of Redwood Lane, so as to exclude our property and retain it within Western Bay District Council.
18. I would also ask that my comments on the Highway and Belk Road be considered in relation to the proposed extension of the TBE south of Belk Road in Element IMF’s alternative application.
19. Attached are two maps, showing the general area. One is from Western Bay’s MAPI system and shows the various property shapes and layouts. I have identified our property (which is by far the smallest, as when we purchased we sold off a large area of sidling which had been included just to bring it up to minimum lot size, but which was of no use and a maintenance nightmare.
20. The other maps are two versions of Google map printouts, again with the various properties identified.
21. I am happy to advise further or explain any aspect as you may require.



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Date: 08/04/2020
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Untitled Map

Write a description for your map.

Legend

15 Redwood Lane




Google Earth

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Untitled Map

Write a description for your map.

Legend

 15 Redwood Lane



Submission: 12

Name: George and Shirley Marriot

Address: george@marriott.co.nz

Received: 17 April

Acknowledged: 17 April

We are affected by this boundary change. Our property will become part of Tauranga City.

We are in favour of the boundary change.

However, we have concerns. The following submissions express those concerns and present some potential solutions.

We hope you will reflect these concerns and some solutions in the recommendations, guidance and decisions of the Local Government Commission.

We come to you very much as vulnerable smallholders. Our land is just 1 hectare, which represents 0.53% of the boundary change area. It would be easy for us to be overshadowed by the large, successful, talented, adept and ambitious developers who are our neighbours on three sides.

We hope you will do all you can to protect and preserve our wellbeing and our quality of life through an extensive and invasive development process that is likely to take decades.

We also hope you will take what steps you can to preserve and enhance community value of our particular part of the expanded Tauranga City.

At the moment, community value here includes:

- our pick-your-own blueberry field, which is quite treasured by many people, families, playgroups and schools in our community;
- the beautiful towering trees on our property, which give Redwood Lane its name;
- our home's connection to the name Tauriko. Dating from 1886, the house was once the site of the local telegraph office, which was named after the nearby Tauranga Rimu Company. Hence Tau-Ri-Ko. Our house is not actually Tauriko *West*. It is the heart and source of Tauriko.

With that context in mind, we will be very grateful to you for considering the following three concerns and reflecting them in the decisions and documents you produce.

Concern 1: Protecting the community value of our blueberry field, the Redwood trees and the historical connection to the name *Tauriko*.

For many years, hundreds of families from the local area, New Zealand and around the world have grabbed buckets and meandered through our blueberry patch to pick their own fruit.

They happily munch on the berries straight off the bushes, knowing they are grown with organic practices, without sprays or chemicals. Parents show their children how to use an honesty box if we're not around. They sit under our enormous redwood trees, enjoying picnics, fruit ice creams and time together in nature.

If this Tauriko expansion goes ahead, the developers will have to raise the floor of the river valley, probably to the level of the houses on Redwood Lane, including our house.

Our blueberry field slopes downward from our house. So our blueberry field will have to be buried.

Our blueberry field is not just a nice little business. It has community value.

i) We would like you to do what you can to ensure that when the blueberry field is demolished by the developers, some other enjoyable facility of community value will be made available immediately. Not in 5 years, 10 years, 20 years, but immediately.

The development aspirations for the area sound good. A nice place to live, work and play. Our concern, though, is that the "play" part – the core of the community value - will become a back-burner afterthought that gets neglected while houses are being mass-produced.

ii) We would like you to use your power to ensure there is something in place for families to enjoy in this part of Tauriko when they can no longer come and pick blueberries.

A community park, for instance, with a walkway down to the river, where we would dearly love to see a public riverbank path running at the very least to the park at the end of Miles Line, but hopefully all the way to Bethlehem.

iii) With that in mind, we would also like you to do what you can to preserve the beautiful redwood trees and oak trees on and around our property.

Our house is the old farmhouse for the area and is the original site of the Tauriko name. The rough 19th century saw-work from the local rimu mill is still visible on our wallboard. But as much as we love it, the house is unlikely to survive development. So ...

iv) We would like your support for Tauranga City to include a provision for some kind of historical marker or plaque, to honour the origin of the name Tauriko.

Perhaps our tallest tree could bear a plaque, describing how the name Tauriko came about. We hope you will recommend to Tauranga City that they make this kind of community value a priority as they make plans for this part of Tauriko. Thank you.

Concern 2: Safeguarding the interests and wellbeing of smallholders like us.

Our neighbours have large holdings. Just a handful of owners cover almost all of the 189 hectares of the proposed boundary change. They will naturally want to optimise the market value of their land. As smallholders, we need to be protected from losing the value of our little pocket of land.

If they can, the large land-owners will design the development so that the least valuable land is used for roads, roundabouts, utilities, parks, accessways and non-marketable infrastructure. From their point of view, the least valuable land is land they don't own, like ours.

For many years we have heard that developers are planning to put a road through our house, or a highway roundabout in our front garden. If that has to be, so be it. We don't want to stand in the way of socially-positive progress. However, it shouldn't happen just because we only have a smallholding.

Please use all your power to ensure that the interests and wellbeing of vulnerable smallholders are protected by provisions that ensure fairness, justice and equitable opportunity.

For instance, if smallholder land becomes designated for non-saleable purposes, so that the developers can maximise their stock of sections and houses, the smallholders should be compensated at the residential market rates that will exist when this part of Tauriko is fully developed. That would be fair. That would also motivate developers to use all the land in the optimal way, rather than contouring development to their own holdings.

It is asking too much of us vulnerable smallholders that we should have to negotiate our own best deal with the developers. They are experts, we are not.

Part of the Tauranga City boundary change should include the recognition that there will be a David-and-Goliath dynamic at work here. We are looking to you to ensure that the interests of smallholders are supported and protected. Thank you.

Submission 3: Securing the vulnerable water supply through years of earthworks

Water supply is vulnerable in Redwood Lane. There is a lot of bore sharing. We ourselves had a bore down by the river, which no longer functions. We have a long-standing but informal agreement with our neighbour to pay to use their water, which we then also pay to pump to another neighbour. It's complicated, informal ... and fragile.

Development of this part of Tauriko is only going to make the water situation even more fragile. Vibrations from years of extensive earthworks could undermine local bores or affect the quality of the water.

If we knew there was going to be no development here for the next twenty-five years, it might make sense to put down another bore. No-one can give us that assurance.

We don't want to put down a bore, only for town water to become available in five or ten years. Or have a highway run straight through our pump house.

We don't want to invest in a rainwater system, only to have it clogged by the dust from years of earthworks in this valley.

As a sign of good-faith commitment to the future of this Tauriko development, we would like you to gain the agreement from Tauranga City that when this boundary change occurs, they will make interim arrangements to give the Redwood Lane cluster of dwellings some form of secure water supply.

What form should that take? Perhaps a bore shared by several households, owned by the council. Perhaps a temporary spur from the Tauranga City water supply, which almost reaches here.

Full connection can wait until the development happens, but we need some water security now.

We moved here 13 years ago. For about 12 of those years we have been hearing about this development and how our blueberries will be mown down and our house demolished. These are the kind of rumours that take the edge off what would otherwise be a delightful place to live.

Since it looks like something might actually be happening here soon, it's time we saw the upsetting rumours replaced with some actual good-faith gestures. Water security is one of the key things you could give us. Please do whatever you can to make that happen. Thank you.

Thank you for considering these three concerns:

- preserving community value here, with new forms of community value sooner, rather than later, since our much-cherished blueberry field cannot survive the development of this part of Tauriko;
- explicit protection for the interests of vulnerable smallholders like us, so that our interests, wellbeing and opportunities are not overshadowed by the plans of large developers, and;
- a temporary water solution to get us through the years of vibration and dust, until full town water becomes available to us here.

We are very grateful that we have a Local Government Commission to hear our concerns and safeguard our interests. We support the boundary alteration. If you use your power and judgement to address these relatively minor issues, we think the city's expansion towards Redwood Lane can be very positive for thousands of people.

Ngā mihi nui,