

9.0

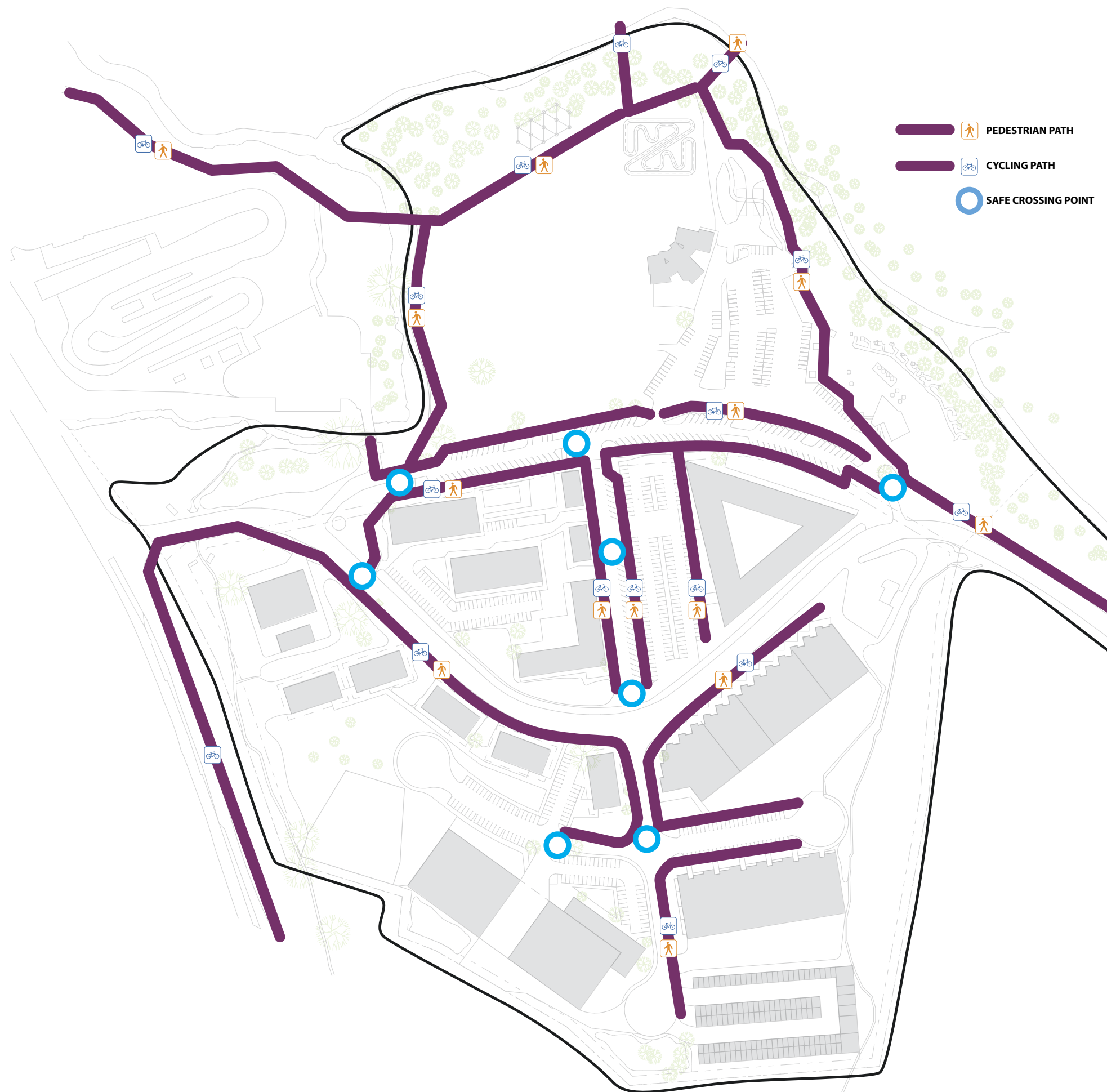
CYCLE AND PEDESTRIAN FLOW

PEDESTRIAN AND CYCLING ROUTES

The Te Ara Ahi “Thermal by Bike” national cycle trail runs past the site. Starting in the Rotorua CBD, the trail is 48km long and passes many geothermal highlight spots including Waimangu Volcanic Valley, Rainbow Mountain, Te Ranga (Kerosene Creek), Waioatapu Thermal Wonderland, before veering off and finishing Waikite Valley Hot pools. At this point you can return to Rotorua City via scenic country roads, or reverse rise the cycle way. The Cycle way is rated a grade 3, Intermediate level and is a mixture of compacted gravels, concrete paths and sealed roads.

From the carpark there is a cycle trail the goes east called the “Verry Safe Trail” which runs parallel with Waipa State Mill road and connects cyclists and walkers with the eastern trail networks. This trail is to keep the increasing numbers of recreational users safe from the heavy vehicle traffic. Cycling along the Waipa State Mill road is discouraged and sign posted accordingly.

The site is also an easy walk from the CBD, approximately 5km, 1 hr, or 18 minute cycle. Another popular connecting point is from the end of Long Mile Road, via the forestry roads. The council have recently upgraded this area with additional parking and many cyclists and recreational users start at this point and it’s a short distance to reach Waipa Valley through the forest.



10.0

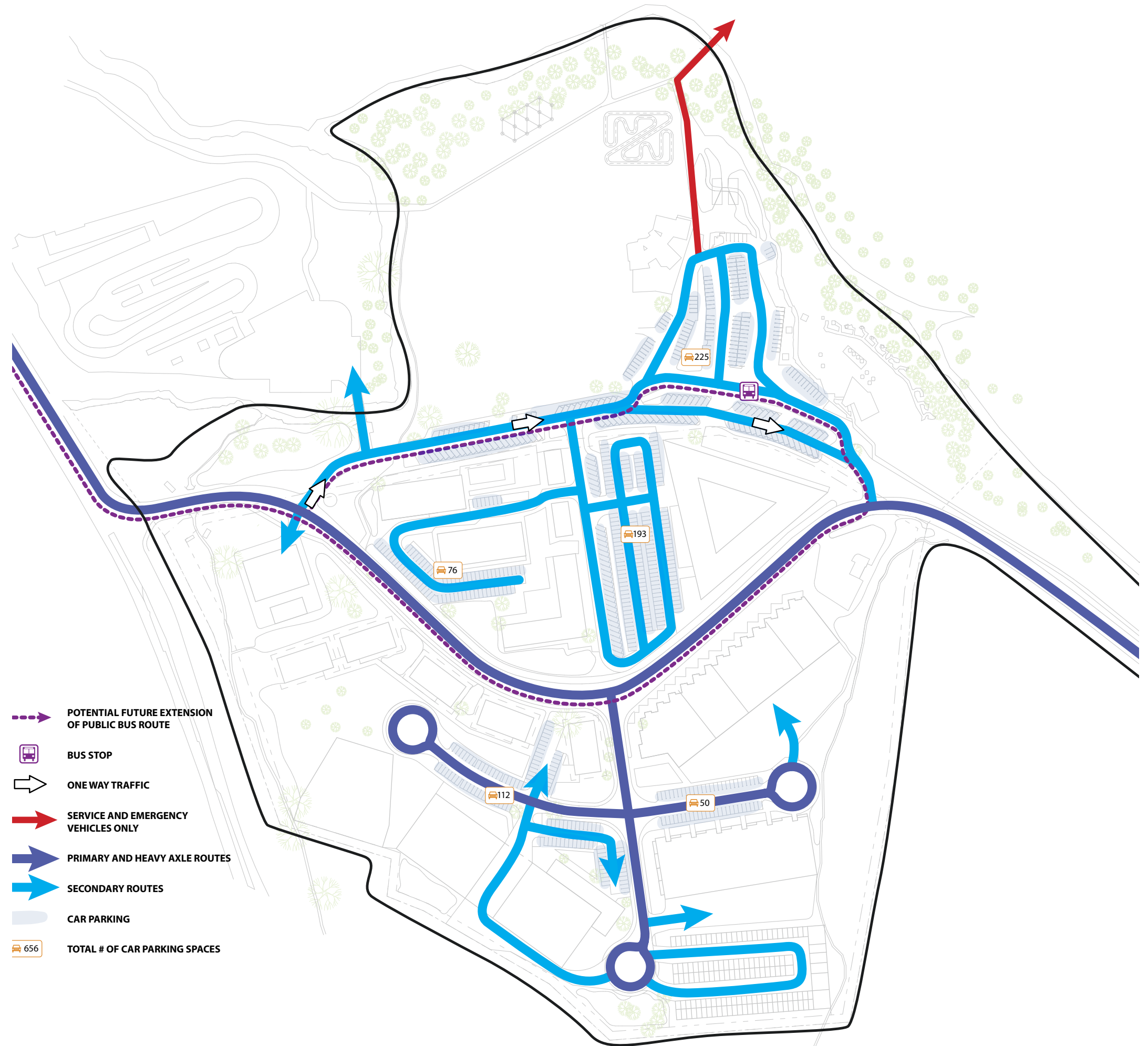
TRANSPORT AND VEHICLE

TRANSPORT

The site is near a junction point which radiates out and connects many of the central North Island cities. The site is immediately off State Highway 5, south bound to Taupo, Hawkes Bay and lower North Island. The State Highway 30 junction, approximately 150m away is south west bound connecting State Highway 1 between Tokoroa and Taupo, but also links with western side of North Island. Northern routes connect with Hamilton to the North west and Tauranga and East coast towns on the North eastern side. The section of State Highway 5 outside this site has an average daily traffic count of 6,972 vehicles per day. The section of State Highway 5 at Hemo before state highway 30 has an average daily traffic count of 13,281 per day. This intersection is within 150 metres of entry to the site an quite visible. Numbers are according to Waka Kotahi website.

Bus Routes. The Baybus public transport route does not currently serve the Waipa Valley. The nearest stop is at Toi Ohomai Institute of Technology and Te Puia, located approximately 2.1 km away, 3 minutes drive by car. There is the Te Ara Ahi cycle and walkway linking Te Puia and Toi Ohomai (via under road tunnel) to the Waipa Valley. Walking time of approximately 25 minutes and cycle time of 8 minutes.

Bypass Road. The Waipa State Mill Road had a bypass extension added at the time the current carpark was upgraded in 2017-18. This was a safety measure to keep the Heavy axle vehicles servicing the Mill away from the visitor cars and high pedestrian and cyclists.



11.0(i)

LANDSCAPING AND SUSTAINABILITY

LANDSCAPE AND SUSTAINABILITY

There is opportunity to market this development with a unique sustainability lens. The following key approaches have been considered to achieving a development a small carbon footprint and reduction in demand on infrastructure.

WOOD AS THE STAR

With Red Stags new Engineered Wood Plant this is a great opportunity to showcase innovative engineering approach to building in timber across multiple building typologies.

SUN AND POWER

We have proposed that most buildings would have an element of solar Photovoltaic (PV) power generation incorporated into and on the buildings. This will lessen the demands of peak power to the site during daylight hours.



11.0(ii)

LANDSCAPING AND SUSTAINABILITY

WATER AND STORMWATER

The site has potential stormwater disposal challenges. If buildings are fitted with rainwater harvesting tanks, these could be used as stormwater retention tanks and allow trickle feed to streams and tributaries after heavy rainfall events. In addition, rainwater harvesting will allow for on site water collection for use in grey water applications and in particular, high use facilities such as the accommodation units for toilet flushing and swimming pool.

THE LANDSCAPE

There is opportunity to use a selection of naïve planting to enhance the forest park feel of the location. The use of stormwater swales gardens to the perimeter of carparks will allow a natural filtration of any heavy metals washed from the carparks and allow for some flood retention ability in high rainfall events.



SOLAR POWER INTEGRATION



WOOD ENGINEERING TECHNOLOGY



LANDSCAPE STORMWATER SWALES



12.0

Branding

OBJECTIVE

To create a brand that is relevant with the history, location and purpose of the site.

RESEARCH

Understand your customers and your competition.

STORY

Create connections between public, customers and your business.

IDENTITY

Design an innovative identity.

The actual location of the site is noted on maps as Waipa Valley. The carpark has been affectionately known for many years as the Waipa MTB carpark. The site was also once the location of the Waipa Village, the state owned housing that supported the Mill workers and their families for decades. The word Waipa is synonymous with the many previous and current identities for the location.

The possible Maori meaning behind the word Waipa is 'river of fortified villages'. This could be construed as meaning the encounter of a collection of buildings along the journey. The meaning appears to be an appropriate translation for this development of a collection of buildings, possibly linked by association and co-located on a pathway of discovery.

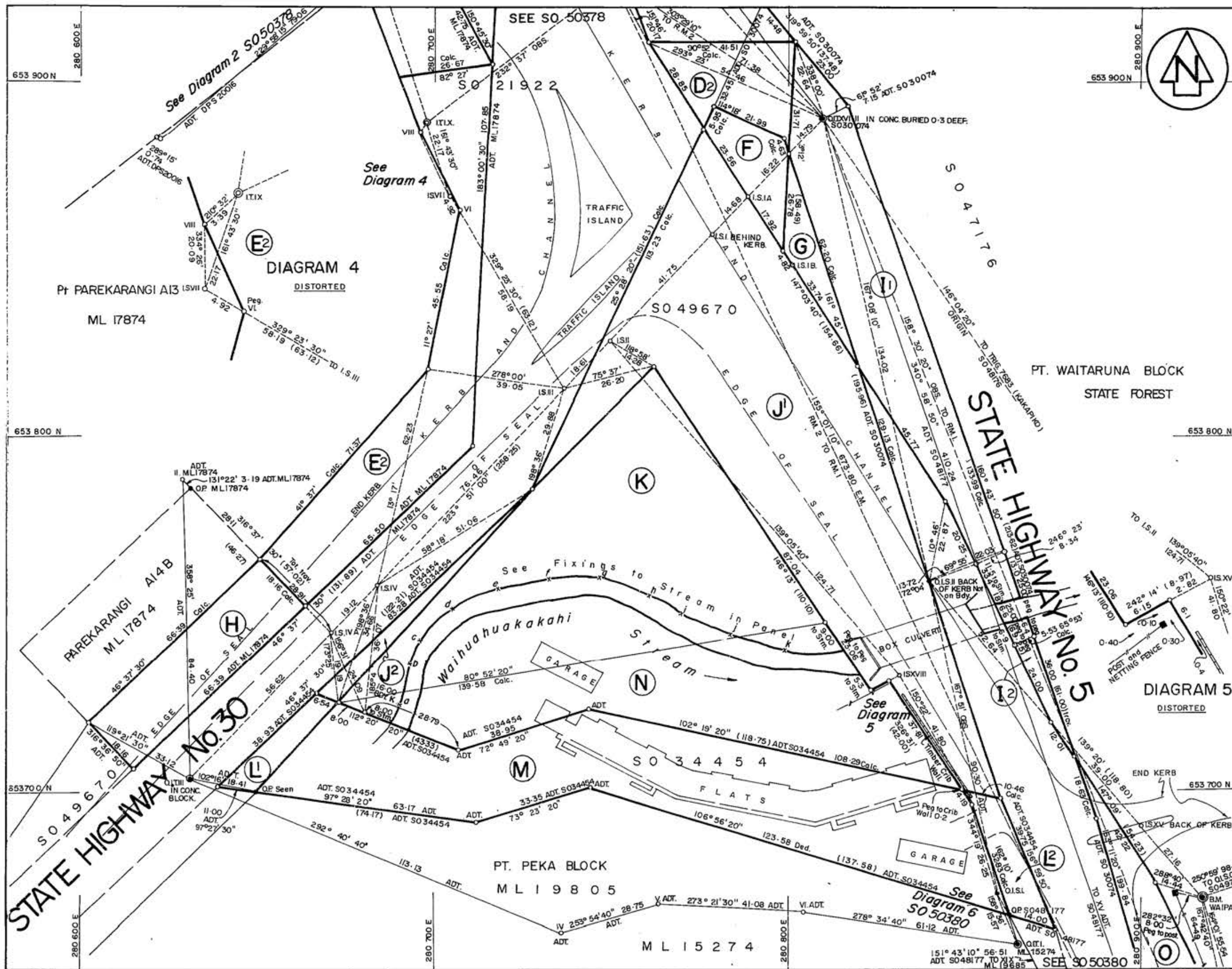
We have decided this already well-known name 'Waipa' is a key word to develop an identity for the branding. The word 'Village' has an Oxford dictionary meaning "a group of associated buildings, larger than a hamlet, smaller than a town, situated in a rural area". This appears to align with the historic use of the site as the mill workers village.

There is a strong historical and contextual connection with 'Waipa Village' as an identifier to the site.

Red Stag Investments logo is a leaping Stag. In trying to incorporate a connection between the Verry family, the established Red Stag business and the Waipa Village site, we have framed the identity of WV in a set of Stag antlers to pay homage and reference to the current landowners and developer. The combination of the WV and antlers creates a stylistic stag head logo.

At its core, the logo encompasses a simple, relevant concept, is legible instantly, and serves as a clear visual element of the brand's identity which is practical to be implemented across all media types.





Approvals. FIXINGS TO NORTH BANK OF STREAM

FROM I.S.IV

d	34.8	168° 30'	Width	5.5
b	24.7	158° 30'	"	5.0
c	19.2	144° 50'	"	5.9
d	21.6	107° 30'	"	5.0

FROM I.S.XVIII

e	116.4	282° 40'	"	6.3
f	103.2	285° 30'	"	5.0
g	88.9	288° 20'	"	5.0
h	74.8	288° 05'	"	6.0
i	64.5	286° 10'	"	6.0
j	49.5	284° 10'	"	6.4
k	33.3	283° 50'	"	5.6

DATUM. BEARINGS AND COORDINATES
GEODETIC 1949. BAY OF PLENTY CIRCUIT
ORIGIN MAKETU 700 000.00mN
300 000.00mE

- NOTE**
1. BEARINGS ADOPTED FROM SO34454 ARE ADJUSTED BY MINUS 1' 40" TO BRING INTO TERMS.
 2. BEARINGS ADOPTED FROM ML17874 ARE ADJUSTED BY MINUS 2' 30" TO BRING INTO TERMS.
 3. OLD MARKS AND ADOPTIONS ARE FROM SO49670 UNLESS SHOWN OTHERWISE.
 4. BOUNDARIES ARE NOT FENCED UNLESS SHOWN OTHERWISE.

ORIGIN O.I.T.III SO49670
653 703.55mN 280 631.24mE
I.T.IX 653 888.67mN 280 697.60mE
O.I.T.I ML15274 653 656.37mN 280 864.69mE
B.M. WAIPA I 653 669.04mN 280 917.41mE

WILD TIA DRUM 5198
EDM. BEETLE 1000. A2703.

Total Area

Comprised in

I. PETER JOUGHIN HAWLEY of ROTORUA
Registered Surveyor and holder of an annual practising certificate
hereby certify that this plan has been made from Surveys executed
by me or under my direction; that both plan and Survey are correct
and have been made in accordance with the regulations under the
Surveyors Act 1966

Dated at ROTORUA this 5th day
of March 1979 Signature *P. J. Hawley*

Field Book p. - Traverse Book S.O. 74 p. 15-22

Reference Plans DP24134
SO49670 SO30074 SO48177 ML15274 SO48406
SO18477 SO47176 SO34454 SO49475 SO47203
ML19685 SO47203 DPS2006 ML17874 DP23567 SO35178 SO21922

Examined H.A. Ripun Correct J.E. GREEDY

Approved as to Survey *H. M. M. M. M.*

23 / 4 / 80 Chief Surveyor

Deposited this day of 19

District Land Registrar

File 9/56
Received 16/3/79
Instructions Rotorua 35

SO 50379

LAND DISTRICT SOUTH AUCKLAND
SURVEY BLK. & DIST. V TARAWERA
NZMS SHEET NO.

ROAD TO BE CLOSED AND LAND TO BE SET
APART FOR ROAD

LOCAL AUTHORITY ROTORUA DISTRICT COUNCIL

Surveyed by HORNER and HAWLEY

Scale 1 : 750 Date FEB. 1979

Appendix F Workshop Minutes

Peka Trust and Red Stag Timber - SH5, Rotorua

Project/File: 310204109
 Date/Time: 2 March 2022 / 9:30am
 Location: Teams
 Next Meeting: TBC
 Attendees: Brigitte Nelson, Michael Hancock (Rotorua Economic Development-RED); Helen Beckett, Lau Lasike, Michael Beattie (Peka Trust); Tim Righter, Mitch Collins (Red Stag Timber), Rodney Albertyn, Kristoffer Hanson (Waka Kotahi); Stavros Michael (Rotorua Lakes Council); Mark Apeldoorn (Stantec)
 Absentees: Marty Verry (Red Stag Timber)
 Distribution: All

Safety Moment: Road Safety on SH5

Item	Action
1. Karakia by Lau Lasike	
2. Welcome and introductions around the room - MA is a consulting engineer engaged by Rotorua Economic Development to assist with facilitation and transport infrastructure planning considerations. He described the overall intention of coming together to collectively work toward defining a long-term solution for transport and infrastructure for the local corridor to facilitate land development, safety and access. Reference was made to the package of information circulated amongst everyone in advance of the meeting. - MB introduced the Peka Trust representatives: - HB – Chair of the Peka Trust, of which there are several trustees - Also represents interests for the Waitaruna Blocks (the Church land) - Noted there the 1 year harvest of pine trees on the site and the intention to replant parts of the Trust land - LL is the Financial Advisor to the Peka Trust - MB is the appointed Development Manager representing the Trust - MC introduced the Red Stag Timber representatives: - MC is the Environmental Manager for Red Stag Timber - Noted the long-term establishment of the Waipa Mill, the current production of engineered products and tourism activities. Described the intent for further growth and development in these areas, the importance of safety and the employment of about 400 people by the business. - TR described his presence for the past 25 years at the site, the initial Fletcher Challenge forest ownership, the availability of 10-25ha for development potential, the company's intentions to grow and develop, the currently planned 40-60% production increase planned within the next 10 years	

Item	Action
• SM described his role as DCE Infrastructure and Environmental Solutions RLC a range of infrastructure interests Council has, a recognition of the wide range of factors to be considered through the process, the significant development potential of the sites, the importance of environmental considerations, the need to understand and plan for the full range of utility services, the transportation relationship Council has with Waka Kotahi in relation to the road network, its performance, consistency with Government Policy direction and integration with the local roading network. He also noted that Council was itself a utilities owner and had interests from that perspective. SM indicated Council supported exploring the development proposals for the sites involving potentially commercial, industrial, tourism ventures, the provision of facilities to enable these and the relationship with mana whenua. • RA introduced the Waka Kotahi representatives: - o RA was identified as the Planning Coordinator who will be facilitating activities through the affected party approval process. He will be coordinating participation, feedback, and engagement, He referred to the importance of a safe and efficient transport system being maintained. - o KH is Waka Kotahi's Principal Transport Planner and will be facilitation key transport planning and policy direction together with considerations around form and function of the corridor.	
3. Outline of evolving and indicative intentions for the Peka Block – Peka Trust Representation • MB outlined the Peka Trust is a significant block of land, it forms an important part of the entrance to Rotorua City and is important it is developed in a way the City can be proud of in the future. Peka Trust is interested in the industrial development on the land and recognises the importance of connecting with the City infrastructure and transport networks. It has some early prospective developer interest which it may be looking to progress. It was noted the current indicative subdivision plans are a “first-cut” of the potential intent for the land. Peka Trust is still developing how the site will develop and connect. This work includes looking closer at utilities and services connections with the City and also those transport connections. It is looking for a rational access plan for access to the area to support planned investment. This is expected to involve development and access considerations on both frontages. • HB separately noted the presence of TrustPower/Unison? pole and line infrastructure across the site, on-going engagement with TrustPower/Unison and the current effect of that infrastructure occupying in the order of a 100ha area.	
4. Outline of evolving and indicative intentions for – Red Stag Timber Ltd • MC described the Red Stag Timber proposals including mixed use, hospitality, industrial and tourism activities as per the plans that have been circulated. The current plans for a 40-60% increase in activity by the Mill site was noted. The Mountain Bike Hub was identified as an activity that Council has a role in facilitating. It was noted there had been prior investment in electrical substations with power supply being an early challenge for the site. This had involved coordinating an initial power supply involving in the order of \$6.5M about 8 years ago. It was suggested this area of utility servicing could be a key consideration and would warrant early investigation. Topography was identified as a further challenge for the site together with current and former wetland areas. Access is quite constrained at present. There was reference to other forest owner access needing	

Item	Action
to be considered including that for Timberlands. Water supply for the site is sourced independently at present from the Hemo springs.	
5. Context for transport planning on the state highway system – Waka Kotahi - RA indicated Waka Kotahi was generally supportive of growth in this location, in accordance with the zoning. It was important that this was done in a way that maintained safety and efficiency on the transport network. Indicatively operating levels of service would be targeted at about Level of Service (LoS) C to D. Safety matters were important considerations including those related to access. The objective for safety would be to improve on the current environment outcomes notwithstanding the addition of development and introduction of additional traffic demands. It was indicated there was some awareness of the current road safety risk in the area of the Waipa State Mill Road intersection and that without committing to potential outcomes, it was likely roundabout arrangements could provide for improved safety and access as a solution. Waka Kotahi would be seeking solutions that overall minimised the number of intersections on SH5 and would expect to see some distributed utilisation of the SH30 frontage as well, acknowledging some of the geographic challenges there. - Speed reduction was identified as a key consideration in the safety outcomes, particularly given the changing context of the corridor with more urban/development forms emerging. A speed reduction assessment was identified as on Waka Kotahi's "radar" for assessment. There was a commitment to investigate any potential timings associated with this. - RA indicated standard practice is for developers to avoid, remedy or mitigate any adverse transport effects associated with their development in accordance with the requirements of the RMA. There is currently no Waka Kotahi funding approved or available for this purpose. - RA noted that as the process emerged with a preferred design solution, that Waka Kotahi could facilitate a developer agreement in relation to any works in the state highway corridor. The potential impacts arising from the RMA and any need for mitigation measures were matters to be considered.	RA
6. Overall context for discussion and collaboration – Rotorua Lakes Council SM recognised the importance of considerations under the RMA and also identified established partnership agreements such as the Connect Rotorua Agreement with Waka Kotahi. It was acknowledged there were existing deficiencies within the corridor and also recognised the land was already zoned for and supported land development outcomes. It was noted that Council was supportive of exploring and understanding further development outcome expectations for the corridor. There is a need to plan the response for land development. It was acknowledged that any identified works would involve someone having to pay at the end of the day. It was also recognised that development activity brings benefits for the City in other ways and was suggested the matters for consideration around cost, while important, would need to be addressed at a later stage. MH concurred.	
7. Collective discussion for planning how to progress the engagement going forward - The conversation moved to consider the way in which the process could be moved forward for all parties. The general discussion is summarised as follows: - MA asked Waka Kotahi about any potential forward Business Case processes.	

Item	Action
• RA advised there were potential emerging plans for a speed limit review of the corridor but the timing for this would need to be advised if there was one at present. RA advised there were no current budget provisions for works in the corridor. • KH advised there may be some longer-term considerations in relation to the Hemo roundabout, and this moving further south. He suggested the problems in the corridor needed to be workshopped, to involve a Multi-Criteria-Analysis (MCA), and to use the principles of a Business Case approach to examine these things. • MA asked the open question about a forward process involving a workshop type approach, MCA analysis, sensitivity analysis on the weighting of various criteria, all bound within a Business Case principles-based approach. • MB described that transport access was a key consideration for Peka Trust, together with water and geotechnical considerations. The need to collectively sit-down together was acknowledged. It was also acknowledged that the cost / funding considerations were important to understanding how to progress and that there were also many benefits to be considered. It was commented that a heavy industrial site may not present as the best entry to the City and the broader need to look at the opportunity for change. It was considered important the City considers how it wants to present this entry to guests coming in. Peka Trust indicated it was keen to sit down and explore these things collaboratively. • SM noted that it was important to understand the commercial development proposals better, in particular the nature of these across industrial/commercial etc. It was noted this would be helpful to informing the initial needs for utility and transport infrastructure. The underlying development assumptions will better inform the infrastructure/traffic demands. Broadly the process could involve issue identification, solution development, costing and funding considerations. Similarly, there was a need to optimise the land use potential. • MC indicated that Red Stag has earlier been made aware (October 2019) of investigations in the area. [These being related to the independent investigations by Peka Trust]. Red Stag had declined to be involved at that time. With respect to the emerging approach, involving a more strategic step back and a “square-one” approach it was keen to participate. • MA described that he could prepare a bit of a summary outline to the Business Case approach and include this for a more general appreciation of how that could be applied here. • KH noted it was important to recognise the approach being based on the “principles” of the approach and that this was not a formal Business Case in the sense of Waka Kotahi operations. RA further supported these comments. • SM suggested that Brigitte/Michael seek out further information and share this, on the matter of the Connect Rotorua agreement between Waka Kotahi and Council, its approach and objectives. He noted that RLC will work collaboratively with the parties to allow development and mana whenua interests to be realised as part of forming the big picture for the corridor and adjacent land uses. • KH noted the Business Case principles approach would involve understanding the initial drivers for change, benefits, challenges and approaches. • HB asked MA to prepare a further outline of the process and stages. • MA asked a question as to whether there were any time imperatives that needed to be factored into the considerations?	MA

Item	Action
• MB stated that there were no specific timeframes for the Pek Trust and that they would not be rushing, but rather seeking to fully understand the costs to avoid a potential stumble down the track. The intention was to plan carefully. • SM concurred with the need for careful planning. It was suggested the Red Stag proposals may need some lead-in time, a need for a concept level of understanding as humanely as possible. • MC noted there were development intentions and these need to be considered together with the safety of their workers. He noted there had been a recent crash at the Waipa State Mill Road intersection involving a worker, who thankfully was ok. An interim approach to speed management was identified as an important undertaking. • HB acknowledged the current “dangerous” condition of the SH5/SH30 intersection and related movements between it and Waipa State Mill Road. Similar concerns were acknowledged in relation to the Caltex site access, also part of the Peka Trust ownership.	
Lau closed with a karakia.	

The meeting adjourned at 10:46.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Ngā mihi nui,

STANTEC NEW ZEALAND

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Mobile: +64 21 960 402
mark.apeldoorn@stantec.com

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Attachment A: Outline Process for a Business Case Principles Approach

Outline Process for Business Case Principles Approach

Broad guidance on a Business Case approach is set out on the Waka Kotahi website accessed via this link:

<https://www.nzta.govt.nz/planning-and-investment/learning-and-resources/business-case-approach-guidance/what-is-the-business-case-approach/>

The Information Sheet on this describes:

The BCA is a principles-based approach, rather than one based on rules. This means, because every business case is different, the BCA can be flexible and adapt to the scale and complexity of your proposed investment, while still having a consistent approach.

Supporting the principles are some behaviours that ensure the principles are applied correctly.

While these are tailored to a formal business case through the Waka Kotahi regulatory environment, it is possible to take some direction for these and their applicability / relevance to this specific process:

The overall pathway to a solution encourages collaboration. A diagram showing the overall approach is shown on the Information sheet, attached following this minute.

The process for moving through the evaluation and optioneering to generate a long-term design solution is suggested as represented on the figure on the following page. In essence it comprises the following:

- Collation of background information, partially completed already;
- Workshop 1: An Investment Logic Mapping (ILM) workshop exercise which brings together key stakeholders to ensure that there is early agreement on problems, outcomes and benefits before any investment decisions are made or a specific solution is identified. An outcome from this process could also be the production of a long list of options.

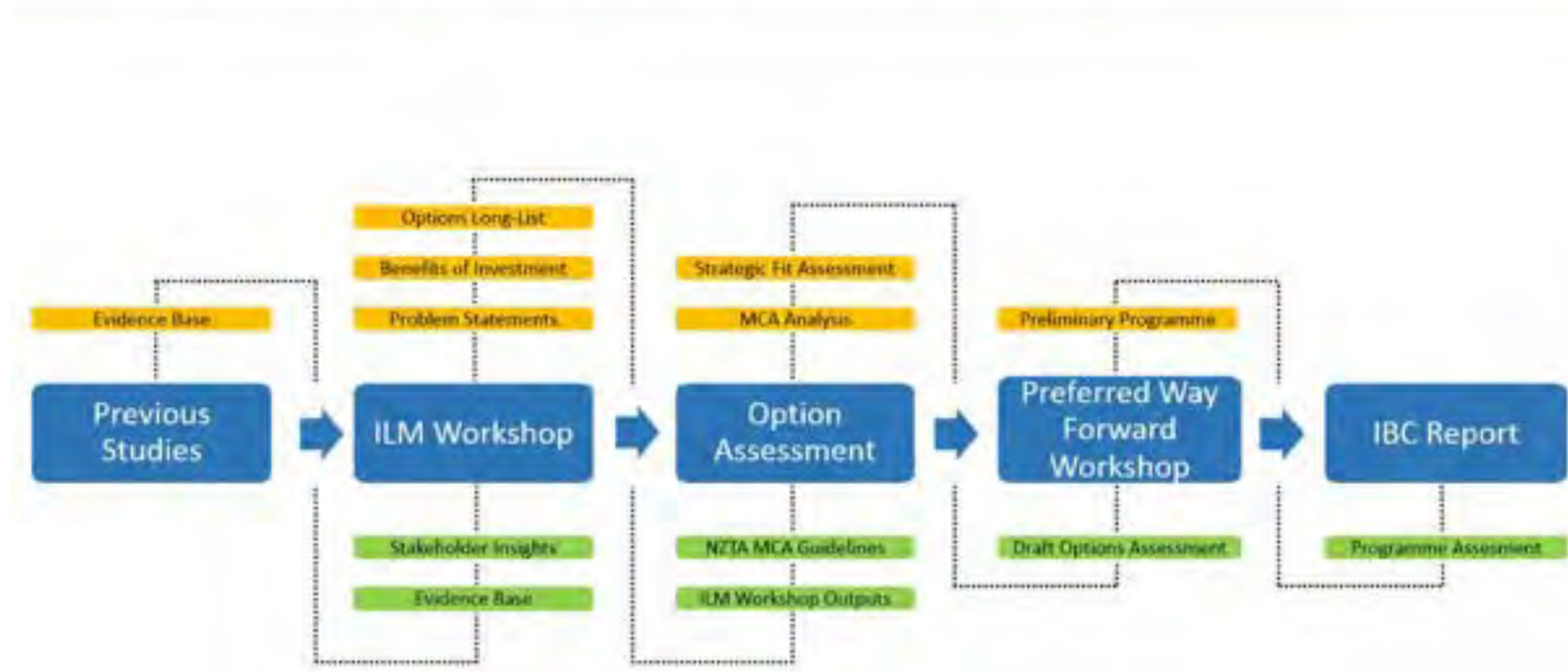
Waka Kotahi guidance on the ILM process is able to be sourced here:

<https://www.nzta.govt.nz/roads-and-rail/highways-information-portal/processes/project-development/strategic-case/investment-logic-mapping>

- Workshop 2: Evaluation of the long list based on a multi-criteria analysis (MCA) evaluative methodology. The outcome from this step is intended to be the production of a short list of preferred options or the preferred option if it is obvious.
- Workshop 3: If required, a further and more detailed MCA evaluative process to determine the preferred long-term design solution;
- Working with stakeholders to evaluate a preferred early works package and/or staged implementation. This could be progressed through a further workshop if needed to land the preferred arrangement.

The outcome of these processes will be targeted at defining the long and short term / staged implementation solutions. There will need to be a planning step to plan the forward steps from this point forward, and therefore this is considered a reasonable hold point where a plan can be discussed and chartered for that. Those forward tasks will include considerations of such matters as costs, benefits and the funding model arrangements. It is suggested this current phase not progress beyond the hold point, and that there be further consideration once the preferred solutions is landed.

Business Case Process



SH5/SH30 ILM Workshop

Project/File: 310204109
 Date/Time: 12 May 2022 11:00am
 Location: i-Site Rotorua
 Next Meeting: TBC
 Attendees: Brigitte Nelson, Michael Hancock (Rotorua Economic Development-RED); Helen Beckett, Lau Lasike, Michael Beattie (Peka Trust); Matt Soper, Mark Apeldoorn (Stantec), Darryl Robson (Rotorua District Council), Kristoffer Hannsen, Rodney Albertyn (Waka Kotahi), Mitch Collins (Red Stag Timber)
 Apologies: Tim Richter, Marty Verry (Red Stag Timber), Mike Beattie (for Peka Trust)
 Distribution: All

Safety Moment: Road Safety on SH5

Item	Action
Karakia by Michael Hancock	
Introductions The parties introduced themselves and their representations.	
Workshop Objectives and Study Approach - MS introduced these concepts and the overall study approach with reference to the PowerPoint slide pack (attached). He described the agenda for the day and how the process was to work. - MS described the “problem” focus of this workshop and the “options” focus of the subsequent workshop, with evaluative phases to follow.	
Outcome Statement - MS described RotoruaNZ’s key outcomes, shown on the slide. - Discussion around how the various interests correlated with the “Why” statement. MC confirmed its primary interest was principally correlated with the “How” statement. - Conversation about the wider and broader city-wide benefit of the study, this corridor as the new gateway to the city. All of the city is expected to benefit from the land use and corridor planning in this environment. - MS to broaden the “Why” statement to capture these broader objectives.	MS
Context - MS outlined the broad context. - MC described that part of the red shaded area is in fact CNI land. MS to update base. - The sites are zoned for development. - Red Stag also has a resource consent for other development - e.g. high ropes etc. - Peka Trust described their most current planning scheme, staging and areas. This involves activity planned on both road frontages. No current water and reference to Unison power lines across the site were referred. Stage 1, looking at 6 to 7ha development within the next 12 months. This will be as a leasehold development. Access is planned on SH5 via the existing access or in that vicinity. Some of the current heavy industry may move back into the site. - Red Stag Timber described its interests. Existing operational relationship with Rotorua Lakes Council for some aspects, amenities etc. Development includes planning for motel	MS

Item	Action
accommodation, light industrial activities (nursery etc). Currently at about 660,000m³ per annum, expanding to over 1M m³ per annum as well. Planning for this to emerge over the next 10 years or so. No imminent rush on development plans. The indicated masterplan remains current. Increased employment on-site is expected. - Discussed and described long-term trip potential forecasts for the sites for context. - MA described 20, 40, 50,000 potential long-term daily traffic demands and two and four lane traffic corridor structure. Also described the context of Te Ngae Road corridor for comparison. - MS described the local road safety context. HB and MC described the very dangerous nature of local road safety at the intersection SH5/SH30. Waka Kotahi has more recently become aware of the environment risk. RA described some developing considerations involving speed management and thresholds as potential and temporary early interventions although nothing committed at this stage/time. - RA to inquire on the timing and consideration of road safety with Adam Francis. - HB inquired and MA described that other longer-term planning and road funding outcomes will come following these workshops and likely something that RLC (Stavros) may advance. - Red Stag asked RA if there is anything they can assist with in terms of the local road safety environment. He described ANPR and VSID speed reporting signs are measures they are progressing within their site environment. RA to follow up and respond. WK would be targeting LOS C-D outcomes with multi-modal safety outcomes. - RLC indicated concerns about the road safety environment. Concerns in relation to Death and Serious Incident (DSI) incidents. Cycle crossing of the high-speed environment is recognised as unsafe. Te Ara Ahi cycle way vs use of the existing state highway environment. - MS described a sudden increase to 8 injury crashes on the state highway and intersection in the last year.	RA RA
Issues Identification for the Trusts - Matters workshopped on the whiteboard and recorded on the presentation document. - Key themes: - Access/efficiency - Enabling staged development - Safety - Development Constraints	
Issue Ranking: Peka Trust 1. Safety 2. Access/efficiency 3. Enabling staged development Red Stag Timber 1. Enabling staged development 2. Safety 3. Access/efficiency Waka Kotahi 1. Safety	

Item	Action
2. Access/efficiency 3. Enabling staged development Waka Kotahi Challenge – what is the most important thing for the development lands? 1. Access/efficiency 2. Enabling early development – moved to a sub issue of Access/efficiency 3. Safety Overall - all agreed 1. Access/efficiency (70%) – noting enabling early development included within this category. 2 Safety (30%)	
Michael closed with a karakia.	

The meeting adjourned at 2:30pm.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Ngā mihi nui,

STANTEC NEW ZEALAND

Attachment A: ILM Workshop Presentation Slide Package

SH5/SH30 ILM Workshop

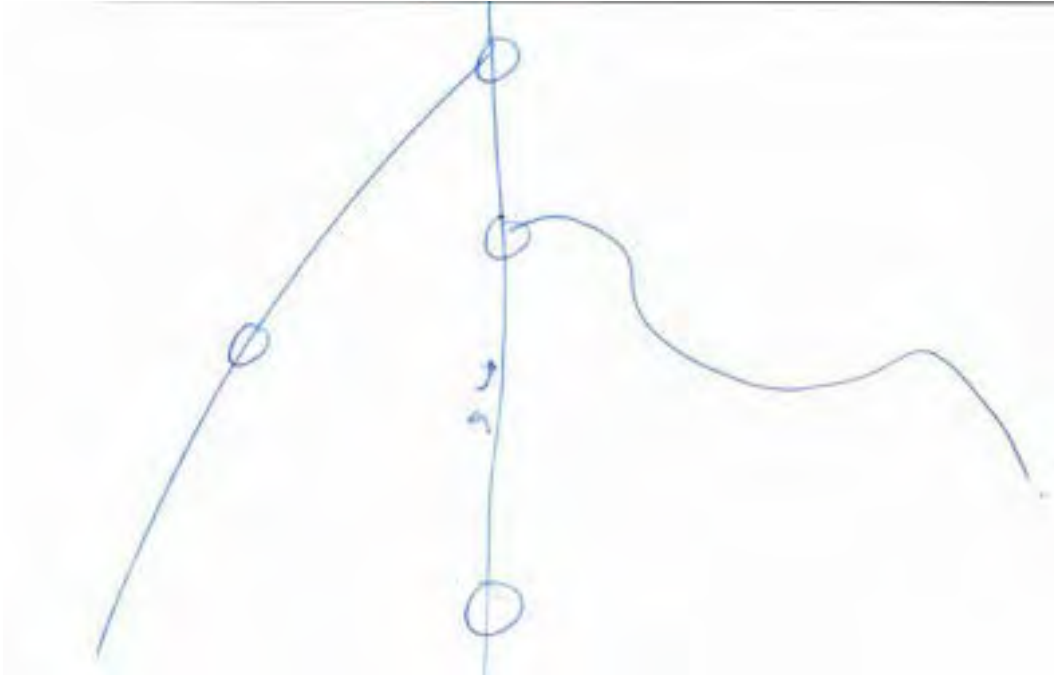
Project/File: 310204109
 Date/Time: 11am – 2pm 16 June 2022
 Location: i-Site Rotorua
 Next Meeting: TBC
 Attendees: Brigitte Nelson, Michael Hancock (Rotorua Economic Development-RED)
 Helen Beckett, Lau Lasike, Andrew Cusabs, Mike Beattie (Peka Trust)
 Mark Apeldoorn, Paul Tarrant (Stantec)
 Stavros Michael (Rotorua District Council)
 Kristoffer Hannsen, Frankie Evans (Waka Kotahi)
 Tim Richter, Mitch Collins (Red Stag Timber)
 Apologies: Marty Verry (Red Stag Timber), Matt Soper (Stantec), Rodney Albertyn (Waka Kotahi)
 Distribution: All

Item	Action
Facilitator: Mark Apeldoorn Karakia: Michael Hancock	-
Karakia and Introductions	
Review of Investment Logic Map	
General comments: • Speed limits consultation undertaken in 2017, but no current proposals. • Any speed limit change is likely to require its own business case. • Red Stag plan to expand production by 40% over 5 years' time and asked if the estimates trip generation reflect this proposal? Stantec confirmed that it does. • Safety and potential for risk avoidance to be captured as part of the MCA. • Road capacity has not been an issue that has impacted growth and development on the Red Stag site in the past. • Query around how wellbeing is being captured economically: - o Consideration of whether Maori land development enables other social outcomes. - o Waka Kotahi noted that additional intersections can have negative impact on emissions and other wellbeing factors.	
Constraints	
• Uncertainty about the light green shade land use zoning north of SH30 near SH5 - o RLC advised it was likely reserve, noting possible constraints associated with roading in this area to be considered. • Waka Kotahi happy to adopt AustRoads guidelines in terms of design standards and guidelines. Generally, every region has a District Plan that establishes the roading (access spacing) rules for that area. • No constraints have been identified as being significant enough to stop development.	

Item	Action
Long list	
General observation to correct was noted as being the blue road connects up to the yellow road by Red Stag. MA to have these corrected on the base plan set and going forward. The various options were then discussed in terms of the constraints and benefits that were evident in each. Do Nothing/ Do Minimum • Consider the need to evaluate the various criteria (access/safety/efficiency etc) in a table in terms of its effects for each of the Waka Kotahi/Red Stag/ Peka Trust/Council as affected parties. • Consider the different functions of corridors, i.e.: safety considerations may not be as significant an issue on SH30 corridor. There is no one standard template. • Do minimum should not allow an increase in DSI's. As such roundabouts may be required for the Do Minimum. • Do-Minimum should enable permitted land activities Option 1: Move SH30 Key comments included the following: • Not solving issues as moving the traffic to another part of the highway. • There is a lot of elevation on the BMX park to be overcome in linking with the intersection. • Risk regarding the soft soil composite at this location. • Waka Kotahi wants as few intersections as possible. Option 1A • Add slip lane SH30 to SH5 • Potential for access from SH30 • SH30 southern road is not on Peka Land – Family Trust • Does solve the intersection issues • Waka Kotahi: - o Prefer access at Waipa State Mill Road to existing SH30 road intersection - o Confluence of streams on pump track site - o Elevation challenge on Pump track site - o Prefer southern access to Peka block • Peka – could develop south first – not optimal - o Need staged access using existing Caltex access • WK - o Prefer one access location for sites - o Prefer SH30 as access location at SH5 intersection would not work - o Prefer staged start & close at later date if needed • Peka – issue crossing whenua land - o Water impact is an issue - o Wider Iwi consultation outcomes would need to be considered - o Could be case anywhere	

Item	Action
Option 1B: • Good separation on SH5 • Peka SH5 – does not support staged access to Peka - o 800m separation good on SH30 - o Discussion on old “Paper Road” alignment, no longer a Paper Road, not on any titles at present • Risk of rat-run between SH5 and SH30 • SH5 & SH30 intersection forms? Preference for roundabouts in order to align with a safe system approach. <u>OPTION 2: MOVE WAIPA STATE MILL ROAD</u> Key discussions included the following: • A lot more development, possible multiple crossings, elevation issue • Join the blue line on Waipa State Mill Road to the SH30/SH5 intersection, have a roundabout instead of an intersection • Potentially challenging to deliver. • Another access into Peka block is required. • Q: what is proposed in this area long-term in terms of ground shaping? - o In time there will be earthworks constraints. The Industrial sections have to be on flat land. Need to find the justification of the cost. Option 2A: • Impact on BMX Site • Red Stag - o Impact on link through the development site - o Elevation at SH30 a challenge - o Dissecting Development Land • Blue line bypass Red Stag site – linking back up to SH30 would work. - o Incline could be achieved • Peka site: - o Peka – Roundabout not a suitable access place to Peka Block. - o WK – Inadequate intersection SH5 - o Peka SH5 – support long term staged greater separation of intersections - o Caltex L-in L-out an option long term, but would be sunk cost in a roundabout there initially if later removed • Peka SH30 – anticipates good outcome - o Internal road more logical at the existing road formation south of the site on SH30, noting this is not Peka owned land. • SH5 supports good access to Peka (AC) • Consider CNI link to Red Stag – see later option with roundabout • Consider SH30 link through Peka site to the Caltex crossing place as an option with a roundabout. It does introduce another intersection mid-block on SH5 • Red Stag Timber – This arrangement changes the Red Stag key entry that they have spent significant sums establishing to date	

Item	Action
• Peka would look at a different land use zoning outcome if the cut-across link was proposed through the Helen Becket block • Request consideration of this as an option, per the following:  <u>Option 2B:</u> • Expensive construction option • Support for roundabout SH5/30 as shown • WK – good SH5 outcome - o Internal arrangements need to be as per Peka proposal - o Rat-run risk etc • Large earthworks and \$ in southern Peka block to form this • Sections need to be flat for Industrial sites on Peka block • Waipa State Mill Road needs to link to bypass loop internally, not cut across as shown in yellow • Show yellow as SH and blue as local roads • Peka: Caltex access needs to remain L-in L-out long term • Staged development capability is key <u>OPTION 3: REALIGN WAIPA STATE MILL ROAD TO THE SOUTH:</u> Key discussions included the following: • Does not solve the intersection problem, not ideal how the road goes across Red Stag land. • Trucks have to travel a long way up the roads to get access. • Possible to put a give way on SH5? • Potential second roundabout south of the existing roundabout. <u>Option 3A:</u>	

Item	Action
• SH5 / SH30 give-way not solved • Not good Red Stag access arrangement • Crosses Red Stag wetland area • Peka Trust: turns access into a more significant part of the development planning • Long travel for internal trucks to the south on Peka site • RDC – Does provide safe SH5 access for sites • CNI would need to be consulted in terms of land crossing on Red Stag side • Tennant access not attractive both sides • If a roundabout at south Peka block, this would be a difficult solution for Red Stag to connect to • Consider following option with a 2nd roundabout south on SH30  • Not sure if this is achievable cost-wise. You need to make sure the distance is not too far out of context from the SH5/30 intersection. • Good idea to keep residence and industry separate, some logic having to bridges and dual frontage access to the Peka block <u>Workshop developed OPTION 4</u>	

Item	Action
for access will be key where the “T” is changed, alternate right turn access needs to be coincidental) • We will look over the options and identify a short-list of two options.	
Karakia Close	

The meeting adjourned at 14:00pm.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Ngā mihi nui,

STANTEC NEW ZEALAND

Attachment A: ILM Workshop Presentation Slide Package

SH5/SH30 ILM Workshop

Project/File: 310204109
 Date/Time: 11am – 2pm 1 July 2022
 Location: i-Site Rotorua
 Next Meeting: N/A
 Attendees: Brigitte Nelson, Helen Beckett, Lau Lasike, Andrew Cusabs, Mike Beattie (Peka Trust), Matt Soper, Mark Apeldoorn, Paul Tarrant (Stantec), Stavros Michael (Rotorua District Council), Kristoffer Hannsen, Mitch Collins (Red Stag Timber)
 Apologies: Marty Verry, Tim Righter (Red Stag Timber), Karl Baker (Stantec), Rodney Albertyn (Waka Kotahi), Michael Hancock (Rotorua Economic Development-RED), Frankie Evans (Waka Kotahi)
 Distribution: All

Item	Action
Facilitators: Mark Apeldoorn Matt Soper Karakia: Lau Lasike	-
Karakia and Introductions	
Review of Options	
The following general comments and discussion was had: Do minimum: Peka - The size of these roundabouts, are they an obstruction to the middle of the road? Group - They are all going to be Hemo Gorge roundabout sizes or thereabouts. Rotorua District Council - They need to be a reasonable size to accommodate all types of traffic. The Criteria Efficiency – should be made clearer. Noted Peka - With all these give ways, how does that enable Heavy Goods Vehicles to move into the Subdivision development. Rotorua District Council – Safety needs to be considered when applying the do minimum. Waka Kotahi – We should be comparing these options to a do minimum. The do minimum is appropriate for this comparative purpose. Red Stag - Are we considered a stage development? MA advised yes and these had been included provisionally in the staging concepts circulated. Option 1: Move SH30 Waka Kotahi – This will be a technical challenge with some land acquisition implications. The environmental impacts are our least favourable option. Rotorua District Council - This option has significant land issues not an option. Peka – This option is not going to cut it for us. Red Stag – We think this is reinventing the wheel here. Red Stag – This is middle of the road not the best option.	

Item	Action
Red Stag – The river crossing would be a biggest problem – consider dropping this option. <u>Option 2: Move Waipa State Mill Road</u> Red Stag – How does it work for the BMX club? Red Stag – Improving the sightlines, trucks will not be masking traffic. Red Stag – This is not a bad option. Red Stag – This one could be carried forward. Peka – We have serious concerns regarding damage to the land where the BMX track is. Who owns this land? Peka – This has too many give ways signs and is not an efficient way to manage traffic. Waka Kotahi – We should compare option 2 and option 5a – the roundabout is in instead of 5a and we should take one of these options forward (2, 5a). Our preference would be to take 5a forward instead of 2. Red Stag – 5a would be better than 2, Rotorua District Council – 5a is preferably. <u>Workshop Group decided that option 2 was a strike out</u> <u>Option 3: Realign Waipa State Mill Road to the South</u> Peka – Our preference would be left in left out. <u>Option 3a: Realign Waipa State Mill Road to the South</u> Rotorua District Council – I like this option; it is a good option but discounted with the constraints. Rotorua District Council – What are Red Stag limitations? Red Stag – Construction of a bridge a roundabout and a redesign of our land sounds a lot more than 1 roundabout. There is no Business Case here. Peka – The give way would build up more traffic in time. Waka Kotahi – Left in left out would be preferably for give way but option 3a is preferred. Red Stag – Not keen on 3 or 3a. Red Stag – Both out from our perspective <u>Workshop Group decided that option 3 was a strike out.</u> <u>Workshop Group decided that option 3a to keep in.</u> <u>Option 4: Whiteboard Long List Workshop Option</u> Peka – The issue with us is we do not own the land where the roundabout is located on SH30. We will be limited by the intersection on SH30 and have no control how long it takes for a roundabout to be built on their property. Red Stag – 4, 5, 6 Options are the same from Red Stag point of view, these were our preferred options. Waka Kotahi- Options 4, 5, 6 we should try to take one these forward. Waka Kotahi - Our preference would be option 5. Rotorua District Council – Option 5 works for us.	

Item	Action
• <u>Option 5: Whiteboard Long List Workshop Option SH30 roundabout – to the north</u> Peka – Building a roundabout within the creek taking away land. Rotorua District Council – option 5 can be further refined. Peka – I have not seen this as a long-term solution. • Option 5a: Whiteboard Long List Workshop Option SH30 roundabout – to the north realign Waipa State Mill Road • Option 6: Further Development of Whiteboard Long List with Dual Roundabouts SH30 <u>Workshop Group decided that options 3a, 5a and 5 are to be considered for MCA scoring as follows.</u>	
MCA Scoring	
Key observations in relation to scoring were worked through on the spreadsheet. Key observations included the following, however a final record of the scoring is set out as per the spreadsheet: Option 3a: • Peka – A very minor aspect left in left out or give way • <u>Workshop group agrees 3a should be scored as 3 in Safety</u> • <u>Workshop group agrees 3a should be scored as 3 in Connectivity</u> • Technical difficulties - o Waka Kotahi – Option 3 and 5a are the most difficult - o Red Stag – 5a would be the most challenging. - o Red Stag – More relevant to Peka - o Peka – First priority for us is to create an intersection with industrial access enable us to continue to develop, we will need to provide land for this option • <u>Workshop group agrees 3a should be scored as 3 in Consent</u> - o Rat Running - o Waka Kotahi – There is not much difference between these options. Option 5 – Safety 2: • Waka Kotahi – Scoring should be less on this option • Rotorua District Council – Proximity of round Along SH5 -2 • Red Stag: We say it should be a 2 • Red Stag – 3 and 5a are probably the same scoring. Slightly less. • Peka – access into the Peka Development is the same 5 and 5a, preferred over 3a. • <u>Workshop group agrees option 5 should be scored as 3 in Connectivity</u> • <u>Workshop group agrees option 5 should be scored as 2 in Stage Development.</u> • Technical difficulties - o Red Stag – Would be the easiest for us to go with this option. - o Affordability - o Rotorua District Council - Option 5 is the less costly.	

Item	Action
- o Waka Kotahi – Option 5 should be less cost, but it provides a better staging costing. - o Waka Kotahi – Option 5 would be better. - o Consent – 0 • Environmental constraints - o Red Stag – This option would involve more breaking - o Rotorua District Council – Would be the less impact, Social impacts and Culture impacts - o Rotorua District Council - They are all the same as they all inject money in the economy. - o Waka Kotahi – This option creates jobs, capture impact on land. Option 5a – Safety: • Red Stag - All options should be 3s. • Red Stag – This would be better scoring for us. Bigger improvement. • Peka – Does not seen this as an advantage • Connectivity 3 • Waka Kotahi – We need to consider pedestrian access on all the options. • Waka Kotahi – How the way we look at it, we need to define what is the scoring of staging. <u>Noted:</u> Staging operations Staging infrastructure Staging development • Waka Kotahi – More of affordability - o Technical difficulties • Red Stag- This would be the hardest for us to access, 5 to 3a is a big jump scoring wise. • Red Stag- Is the most cost by far. • Rotorua District Council - Option 3a will create a rat run, • Waka Kotahi- Efficiency more emissions from breaking – 3a would be better the 5 would be the worst. • Effects on Te Ao Maori - o Red Stag: Water quality is the prime driver of effects	
Review Scoring / Preferences for Preferred Option	
Scoring was reviewed for the preferred options, with the following key observations: • Red Stag: Option 5a is an acceptable choice Peka: Option 5a is the preferred over 3a Red Stag: Option 5 does match better Waka Kotahi: Option 5 is much preferred Peka: we say option 5 <u>Workshop Group decided that option 5 is the most preferred and this aligned with the scoring outcomes</u> The opportunity for further refinement of options was discussed and considered, with the following key comments/observations:	

Item	Action
• Waka Kotahi – Change the SH30 from Give Way to Left-in Left-out • Red Stag – There is the possibility of merging the two roundabouts, while separate in location, into a single operating entity, could be considered in optioneering • Traffic signals was also identified as a possible alternative option to effective management of the two closely spaced intersections SH30.5 and SH5/Waipa State Mill Road. To be considered in latter developed design assessments.	
Next Steps	
The next steps were described as follows: • Stantec to complete and document the assessments from this workshop. • A draft summary report will be prepared and circulated for comment/feedback. • Based on feedback, a finalised report will be prepared for Rotorua Economic Development and circulated. • Rotorua Economic Development will then consider and assess how to progress the next stages. Comments and discussion on the next steps following that were noted by Stavros as follows: • Agree the solution and • Agree some funding mechanism Stavros indicated he would take these forward.	
Karakia Close	

The meeting adjourned at 15:30pm.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Ngā mihi nui,

STANTEC NEW ZEALAND

Attachment A: N/A

DESIGN WITH COMMUNITY IN MIND

Communities are fundamental. Whether around the corner or across the globe, they provide a foundation, a sense of place and of belonging. That's why at Stantec, we always design with community in mind.

We care about the communities we serve—because they're our communities too. This allows us to assess what's needed and connect our expertise, to appreciate nuances and envision what's never been considered, to bring together diverse perspectives so we can collaborate toward a shared success.

We're designers, engineers, scientists, and project managers, innovating together at the intersection of community, creativity, and client relationships. Balancing these priorities results in projects that advance the quality of life in communities across the globe.

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Papamoa

TAURANGA 3118

18 - MARCH 2024

SUBMISSION REGIONAL COUNCIL: TAURANGA CITY FOR TRANSPORT PLAN:
 I SHOULD INVEST IN CLEAN AFFORDABLE TRANSPORT THAT MAKES IT EASY TO GET
 AROUND FOR EVERYONE. OUR TOWNS AND CITIES CAN BE PLACES WHERE EVERYONE CAN
 GET AROUND USING AFFORDABLE, CLIMATE-FRIENDLY BUSES AND
 TRAINS, BY BIKE OR WALKING.

NEW ZEALAND WAS ONCE A COUNTRY WITH FREQUENT, AFFORDABLE BUS
 AND TRAIN SERVICES JOINED UP RIGHT ACROSS THE COUNTRY AND TO
 RURAL AREAS. WE CAN RECONNECT OUR COMMUNITIES AND SAFEGUARD
 OUR CLIMATE.

FOR MANY YEARS SUCCESSIVE GOVERNMENTS HAVE FAILED TO PLAN
 AHEAD AND MEET THE DEMANDS OF OUR GROWING COMMUNITIES
 TRANSFORM PUBLIC TRANSPORT NETWORKS, INCLUDING BUILDING LIGHT
 RAIL AND PROVIDING BUS LANES IN TAURANGA, INVEST IN RAPID RAIL
 FOR PASSENGERS GOING FROM AUCKLAND TO HAMILTON TO ROTORUA AND OVER
 TO TAURANGA THEN BACK TO AUCKLAND FOR TOURISTS FROM BOATS INTO AUCKLAND.
 INCREASE THE ACCESSIBILITY OF E-BIKES FOR PEOPLE ON LOW INCOMES BY
 ROLLING OUT COMMUNITY HIRE SCHEMES THROUGH COMMUNITY CENTRES
 AND EDUCATIONAL INSTITUTES TOGETHER WITH TARGETED SUBSIDIES

TO PROVIDE FREE FARES FOR STUDENTS AND APPRENTICES, COMMUNITY
 SERVICE CARD HOLDERS, EVERYONE UNDER 18, AND ALL TOTAL MOBILITY
 CARD HOLDERS.

CREATE SAFE WALKING AND BIKING ROUTES FOR EVERY SCHOOL
 THROUGH MORE PEDESTRIAN CROSSINGS AND LOWER SPEED LIMITS NEAR
 SCHOOLS. REQUIRE ROAD AND STREET MAINTENANCE PROJECTS TO
 CONSIDER IMPROVEMENTS TO ACTIVE AND PUBLIC TRANSPORT INFRA-
 STRUCTURE, SUCH AS CYCLEWAYS OFFROAD AND BUSWAYS.

Hilary R. Butows

SUBMISSION

TELEPHONE 0800 327 646 | WEBSITE WWW.FEDFARM.ORG.NZ



To: Bay of Plenty Regional Council
Via email: rltp2024@boprc.govt.nz

Date: 21 March 2024

Submission on: **Draft Regional Land Transport Plan consultation**

Address for service: **JESSE BRENNAN**
SENIOR POLICY ADVISOR (REGIONAL)
Federated Farmers of New Zealand
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1. INTRODUCTION

- 1.1 Bay of Plenty Federated Farmers (Federated Farmers, or FFNZ) appreciates this opportunity to submit on Bay of Plenty Regional Councils (**BOPRC** or **Council**) Regional Land Transport Plan (**RLTP**) for 2024-2034. Federated Farmers has over 640 active members located in the BOPRC area, who are also your rural ratepayers.
- 1.2 Federated Farmers acknowledge any submissions from individual members of our organisation.
- 1.3 Federated Farmers would like the opportunity to speak to Council about this submission.
- 1.4 Federated Farmers is conscious that there may be significant 'consultation fatigue' out in the community, following the annual plan consultation process last year and 18 months' worth of significant central government proposals.
- 1.5 Our members do not want their busy silence to be misconstrued as disinterest in the proposed changes. Given the challenging regulatory and economic environment we are currently in, FFNZ acknowledge this may result in a low response rate from the farming community to the consultation process.
- 1.6 This submission was developed in consultation with the members and policy staff of Federated Farmers. It is important that this submission is not viewed as a single submission, but as a collective one, that represents the opinions and views of our members.

2. GENERAL COMMENTS

- 2.1 The economic importance of the agricultural sector to New Zealand's economy is well recognised. Its direct and indirect contribution to New Zealand's economy is about 15%. Land-based primary sector exports comprise over 70% of New Zealand's total exports. Any legislation or regulation which affects farm businesses has the potential to also impact, positively or negatively, on district, regional and national economies, and social structure.
- 2.2 Effective and efficient transport systems are vital to the primary sector, to enable the delivery of goods and services to rural businesses and to deliver produce to processing facilities, markets and ports. The maintenance and development of these systems is vital to sustain the regional and national economies and to maintain social cohesion in rural areas.
- 2.3 The draft RLTP notes that for roading in the region¹:
- There are 744 km of state highways (managed by New Zealand Transport Association (**NZTA**)), compared to local roads (managed by councils) at 4,045 km.
 - Over 40% of motor vehicle journeys take place on roads and streets in urban areas - which make up less than 10% of the network by length.
 - Nearly a quarter of motor vehicle journeys take place on longer distance inter-regional connector routes (generally state highways) which make up just 5% of the road length.
 - By far the highest total length is for rural roads, but they carry only a very small percentage of motor vehicle journeys.
- 2.4 It is evident that a RLTP for the Bay of Plenty needs to balance both the needs of people (and urban areas), while recognising the value of the primary sector and the crucial role the transport network plays in this.
- 2.5 FFFNZ at a high level supports the proposed 30-year vision², and associated objectives³ and policies. Further comments in this respect are provided in the sections below.

3. STRATEGIC FRAMEWORK

- 3.1 For the vision and stated objectives and policies to be realised, Federated Farmers believes that greater attention must be given to the issue of rural connectedness. Land-based primary production is the powerhouse of our economy, both nationally and has a role in the Bay of Plenty region.

¹ Page 12 of the draft RLTP

² Page 13 of the draft RLTP

³ Page 16 of the draft RLTP

- 3.2 FFNZ in particular supports the policies as they relate to economic prosperity (strategic networks), and in particular investment for roads, rail and shipping; the function of existing and future inter-regional strategic transport corridors; and new development support for regional industry and businesses and functionality of strategic transport networks.

Reliance and security

- 3.3 FFNZ also supports the reliance and security objective, which considers the addressing impacts and effects of climate change. Transport is a significant contributor to greenhouse gas emissions. Federated Farmers is of the view that reducing transport emissions requires a balanced and integrated approach that is not at the expense of the rural community. It is important to recognise that the ability of rural communities to change behaviour is more limited than those in more densely populated areas or with different occupations. Given this, FFNZ believe that the RLTP needs to consider the impact of its climate change policies and priorities on the rural community.
- 3.4 Encouraging greater use of lower emissions freight modes, such as rail and coastal shipping, is supported and aligns with the draft Government Policy Statement on Land Transport. FFNZ note that this is not always practical for our members. Public transport and non-vehicular travel are not viable or practicable for most rural people or for most rural purposes. We encourage Council to recognise this and to not pursue blanket measures that fail to acknowledge these realities for rural people.
- 3.5 Reliance and security of the transport network is imperative for the rural community. For farmers access to essential services includes the ability to get animals and other goods on and off farm, along with lifeline services. Road closures adversely affect this essential component of farming which has implications for farmers and their families.
- 3.6 Federated Farmers supports the priority for investment in the maintenance of transport system. Properly maintained roads are critical for the timely and safe transportation of goods and the resilience of roads to natural hazards. Federated Farmers ask that investment in maintenance is prioritised for rural roads. We appreciate the recognition that cost of maintaining roads is a significant burden for some rural districts and a growing issue which needs national attention. Maintenance for the purpose of resilience to natural hazard will attract central government funding and we ask that this is allocated fairly.
- 3.7 BOPRC must ensure that transport systems remain cost-effective and that primary producers are not forced to shoulder costs that should be carried by society as a whole. If freight is to be increasingly carried by alternative modes, such as rail or coastal shipping, we must ensure that the alternative modes are highly efficient and attractive to users.

- 3.8 Considerable work and investment is required to maintain current levels of service and to build resilience into the land transport network. Some of the key projects are major and will be very expensive. This is potentially problematic, where district councils are struggling to curb rate increases and central government is striving to decrease its expenditure.
- 3.9 From the district council perspective, Federated Farmers has long advocated raising the Financial Assistance Rate (the percentage of costs for maintaining local roads funded by Waka Kotahi NZTA), recognising that there are national and local benefits from investing in the road network. This would ease the pressure on councils but place increased demands on central government.
- 3.10 Federated Farmers believes that maintaining an effective and safe land transport network underpins the social and economic wellbeing of the region and safeguards its substantial contribution to the economic wellbeing of New Zealand as a whole.

4. 10-YEAR REGIONAL TRANSPORT PRIORITIES

- 4.1 FFNZ understands that the 10-year transport priorities explain how investment in a range of projects will give effect to the objectives, targets, and policies in the RLTP framework.
- 4.2 FFNZ at large supports the detailed transport priorities and priority investments. We simply emphasise that while much of the RLTP (understandably) has a largely urban focus, importance should also be given to rural road networks, to ensure the efficient movement of goods and services to farms and other rural businesses, and the efficient movement of produce from farms to processing facilities, markets and ports.
- 4.3 It is also important to note that rural communities receive little benefit from public transport, such as buses and community transport. FFNZ acknowledge that while this has an important function, FFNZ supports user pays principles as they relate to local services such as these.

5. REGIONAL TRANSPORT SYSTEM

- 5.1 FFNZ notes that page 35 of the draft RLTP details that in Rotorua and the Eastern Bay of Plenty, the challenges of transport and accessibility relate to maintaining connections to a dispersed rural population with little viable transport choice and providing and maintaining infrastructure for smaller urban centres with growth and development plans but a relatively small ratepayer base.
- 5.2 While FFNZ appreciates this perspective, it is important to remember the primary production value that comes from these areas that requires sufficient infrastructure to ensure the movement of these goods. For our members and the wider primary sector, an integrated

freight system that optimises the efficient and effective movement of goods, and building resilience into the transport system by strengthening essential connections, improving access to alternative routes, and delivering robust maintenance plans are crucial to operating successful farming businesses.

- 5.3 It is encouraging to see in the RLTP a focus on rail and improving this service as a regional and inter-regional transport mode⁴. An example given is Port of Tauranga aiming to maximise rail usage to reduce road congestion with over 40% of imports and 50% of exports to and from the Port moved by rail. FFNZ supports the use of rail and the development of inland ports with the aim of maximising this service and moving some large vehicles off the roading network.

6. PROGRAMMING AND FUNDING

- 6.1 FFNZ supports the proposed investment programme, pending further understanding about how the cost burden as it relates to rate payers will be realised.

Kaupapa haumi tūnuku - Transport investment programme

The transport investment programme, across all activity classes³ is summarised in the following table.

Activity	Proposed Investment (\$m)	
	2024-27	2024-34
Road to Zero	32.6	92.6
Investment Management	15.0	34.6
Local Road Maintenance	419.8	1,445.7
Public Transport Services	137.9	650.3
Public Transport Infrastructure	102.6	252.6
Walking and Cycling Improvements	80.4	290.0
Local Road Improvements	290.1	878.7
State Highway Maintenance	264.0	885.4
State Highway Improvements	512.8	2,291.9
TOTAL	1,855.4	6,821.8

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7. OTHER POINTS FOR CONSIDERATION

- 7.1 FFNZ would like to take the opportunity to raise an issue evident for the rural community and wider rural services industry. There is an apparent lack of stock truck effluent disposal facilities throughout the region. These facilities serve a critical role for both road safety and environmental protection.

⁴ Page 40 of the draft RLTP

⁵ Page 19 of the draft RLTP

7.2 FFNZ understands that the New Zealand Transport Agency take a 'user pays' approach, and consider it fair to use local rates to fund the cost of facilities⁶. However, funding assistance is available should a facility be eligible.

7.3 FFNZ urge BOPRC to provide more stock effluent facilities in the Bay of Plenty region. FFNZ would like to see the provision and investment in stock truck effluent disposal facilities incorporated in the RLTP. FFNZ would be happy to help facilitate discussions with the rural community on where these could be best located across the region.

Action required:

- BOPRC to provide and invest in stock truck effluent disposal facilities in the region. Provision for this to be provided for in the RLTP.
- FFNZ is happy to help facilitate discussions with the rural community on where these could best be located in the region.

Federated Farmers thanks Bay of Plenty Regional Council for considering our submission.

About Federated Farmers

Federated Farmers is a not-for-profit primary sector policy and advocacy organisation that represents the majority of farming businesses in New Zealand. Federated Farmers has a long and proud history of representing the interests of New Zealand's farmers.

The Federation aims to add value to its members' farming businesses. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- Our members may operate their business in a fair and flexible commercial environment;
- Our members' families and their staff have access to services essential to the needs of the rural community; and
- Our members adopt responsible management and environmental practices.

This submission is representative of member views and reflect the fact that local government plans and spending policies impact on our member's daily lives as farmers and members of local communities.



⁶ [Stock effluent facilities | Waka Kotahi NZ Transport Agency \(nzta.govt.nz\)](https://www.nzta.govt.nz/stock-effluent-facilities/)

Sub No	Draft RLTP Page Nos	Draft RLTP Section	Submission
Introduction			
The Tumu Kaituna 14 Trust (TK14) have 240ha of land in the Papamoa East Te Tumu Growth Management Area and have been actively involved with the SmartGrowth Partners with regard to the urbanisation of Te Tumu for over 20 years since SmartGrowth started in 2000. Te Tumu was identified as a Growth Management Area in the original SmartGrowth Strategy that was published in 2004; since that time Te Tumu was confirmed as a Growth Management Area in the: 1. Bay of Plenty Regional Policy Statement – 2007. 2. Tauranga City Plan as a Future Urban Zone – 2009. 3. SmartGrowth Strategy 2013. 4. Urban Form and Transport Initiative 2020 (UFTI). 5. SmartGrowth Strategy 2023-73 and Future Development Strategy. 6. Numerous publications linked to or associated with the above publications. Over the last 20+ years substantive amounts of research, investigation and planning have been carried out for the urbanisation of Te Tumu by Tauranga City Council (TCC) with the support of the SmartGrowth Partnership. This work has confirmed that Te Tumu can be urbanised and provide much needed housing and employment land for the Bay of Plenty. Importantly the Te Tumu Urban Growth Area can provide 6,000+ dwellings, which will address the significant housing shortage in the sub-region and comply with the national housing settings in the NPS-UD. As noted is recent Tauranga City Council (TCC) 2024-2034 Long Term Plan (LTP) deliberations report; <i>“Te Tumu is a priority urban growth area for the sub-region. Tauranga City Council together with the three main landowners / land interests in the Te Tumu Urban Growth Area are progressing a Plan Change for the Te Tumu Urban Growth Area with the aim of it being notified by early 2026 at the latest.”</i> TK14, the Tumu Kaituna 14 Trust and the Carrus- Hickson Joint Venture are actively working with TCC to improve the Plan Change notification date and are confident it can be brought forward, in order to gain Government support for infrastructure funding to enable the delivery of 6,000 dwellings. The TK14 submission is made in this context. Key Submission Points A. TK14 supports Significant Improvement Activity #33 (p77): <i>Tauranga Eastern Corridor Growth – Te Tumu Internal Infrastructure</i>; with some changes – see below.			

Sub No	Draft RLTP Page Nos	Draft RLTP Section	Submission
Contact Details			
This submission is made for and behalf of Tumu Kaituna 14 Trust (TK14), contact details for this submission are: Tumu Kaituna 14 Trust C/- PO Box 13428, Tauranga 3141 Email: jeff.fletcher@bconn.co.nz			
Hearings			
TK14 wish to talk to their their submission together with the Ford Land Holdings & Carrus Corporation.			
Main Submissions			
1	p 42-43	Arataki: NZTA's 30 Year view of transport system	We support in part the following Arataki Direction in the draft RLTP: <i>Investment in infrastructure to support growth areas such as Tauriko, Ōmokoroa and Te Tumu, as well as intensification of existing urban areas where alternative modes are already better catered for.</i> <i>Significant investment in active travel and public transport to deliver mode shift for shorter and medium distance urban journeys.</i> <i>Proposed comprehensive active travel, public transport, and road safety package to support Future Development Strategies in Tauranga and Rotorua, based on intensive growth within urban areas, and selected urban extensions.</i> We submit that Te Tumu and its capacity to deliver 6,000+ dwellings should have a higher priority in the RLTP.
2	P 73-77	Table 5.12 Prioritised significant activities	We support in part Significant Improvement Activity Project #33 (p77) in Table 5.12 Prioritised significant activities in the draft RLTP: <i>Significant Improvement Activity #33 (p77) states (in part):</i> <i>Tauranga Eastern Corridor Growth – Te Tumu Internal Infrastructure Networks servicing growth areas along the eastern coastline need to be safer and make it easier for people to move within, and along, coastal suburbs. Roads, dedicated busway, bus stops, cycleways and footpaths to support urban development, new housing and employment in Te Tumu.</i> We submit that: • Project #33 is moved in the top 20 of the prioritised <i>Significant Improvement Activity</i> table list based on the capacity of Te Tumu to deliver 6,000+ dwellings. • The Phase(s) column has <i>SSBC</i> added, as the Single Stage Business Case for this project is largely completed. • The Primary RLTP Objective column has <i>Enabling Housing Supply</i> added in addition to <i>Inclusive Access</i> as this is a key outcome for Te Tumu. • The Activity Class column has <i>Public Transport Services</i> added in addition to <i>Local Road Improvements</i> to recognise that this is a key outcome of the Te Tumu Single Stage Business Case, which is currently being completed and has dedicated bus lanes in the northern collect road – The Boulevard.

Sub No	Draft RLTP Page Nos	Draft RLTP Section	Submission
Introduction			
Ford Land Holdings Pty Ltd (FLH) have 243ha of land in the Papamoa East Te Tumu Growth Management Area and have been actively involved with the SmartGrowth Partners with regard to the urbanisation of Te Tumu for over 20 years since SmartGrowth started in 2000. Te Tumu was identified as a Growth Management Area in the original SmartGrowth Strategy that was published in 2004; since that time Te Tumu was confirmed as a Growth Management Area in the: 1. Bay of Plenty Regional Policy Statement – 2007. 2. Tauranga City Plan as a Future Urban Zone – 2009. 3. SmartGrowth Strategy 2013. 4. Urban Form and Transport Initiative 2020 (UFTI). 5. SmartGrowth Strategy 2023-73 and Future Development Strategy. 6. Numerous publications linked to or associated with the above publications. Over the last 20+ years substantive amounts of research, investigation and planning have been carried out for the urbanisation of Te Tumu by Tauranga City Council (TCC) with the support of the SmartGrowth Partnership. This work has confirmed that Te Tumu can be urbanised and provide much needed housing and employment land for the Bay of Plenty. Importantly the Te Tumu Urban Growth Area can provide 6,000+ dwellings, which will address the significant housing shortage in the sub-region and comply with the national housing settings in the NPS-UD. As noted is recent Tauranga City Council (TCC) 2024-2034 Long Term Plan (LTP) deliberations report; <i>“Te Tumu is a priority urban growth area for the sub-region. Tauranga City Council together with the three main landowners / land interests in the Te Tumu Urban Growth Area are progressing a Plan Change for the Te Tumu Urban Growth Area with the aim of it being notified by early 2026 at the latest.”</i> FLH, the Tumu Kaituna 14 Trust and the Carrus- Hickson Joint Venture are actively working with TCC to improve the Plan Change notification date and are confident it can be brought forward, in order to gain Government support for infrastructure funding to enable the delivery of 6,000 dwellings. The FLH submission is made in this context. Key Submission Points A. FLH supports Significant Improvement Activity #33 (p77): <i>Tauranga Eastern Corridor Growth – Te Tumu Internal Infrastructure</i>; with some changes – see below. B. FLH requests that the Kaituna Link transport connection from the eastern end of Te Tumu to Rangiuru is included in the RLTP; the Kaituna Link as recognised in UFTI, will support increased residential densities in Te Tumu and will provide a key intra-regional connection between Papamoa East, the Eastern Bay of Plenty and Rotorua – see further details below.			

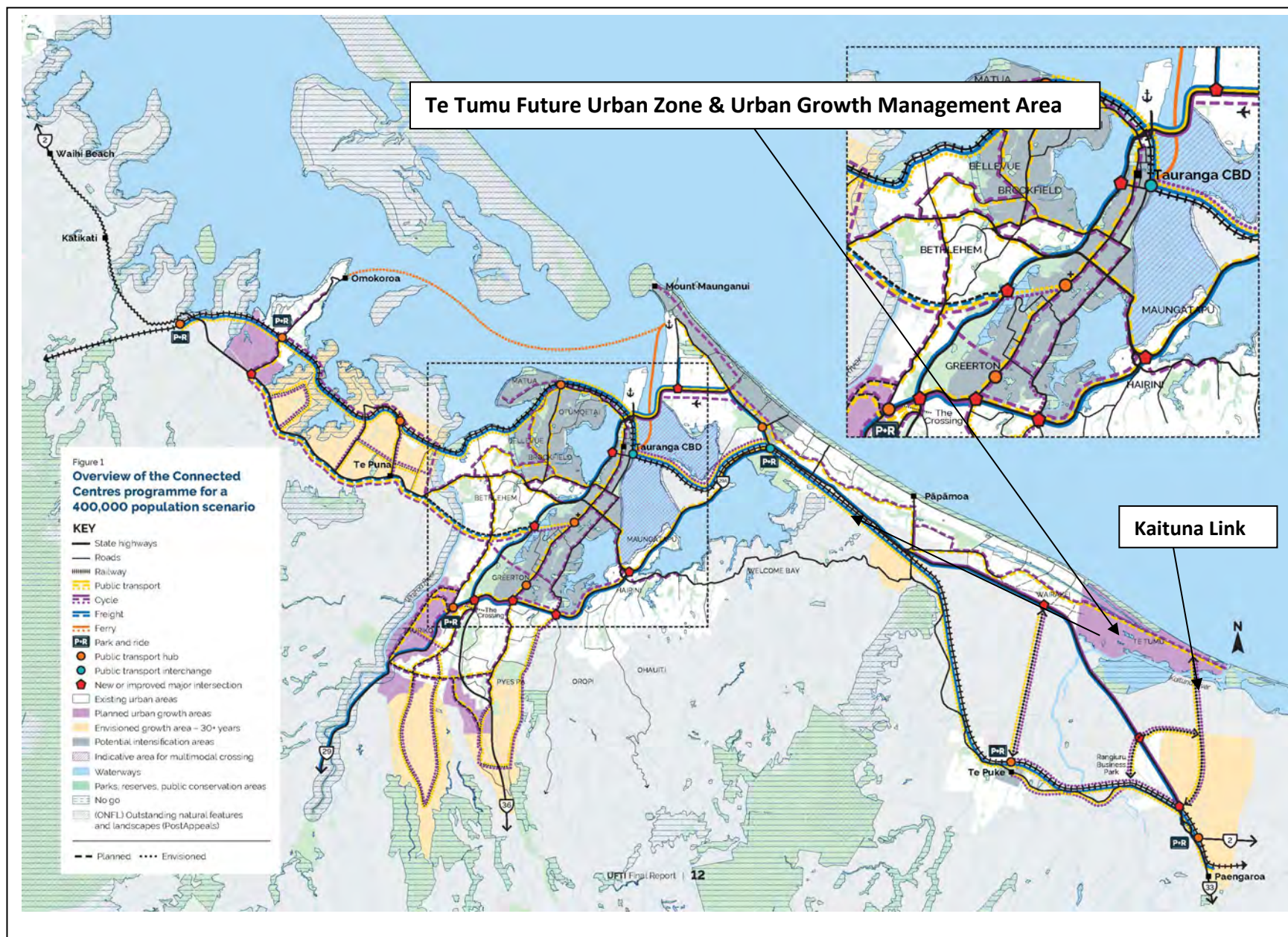
Ford Land Holdings Pty Ltd (FLH) Submissions on the Draft Bay of Plenty Regional Land Transport Plan (RLTP) 2024-34

Sub No	Draft RLTP Page Nos	Draft RLTP Section	Submission
Contact Details			
This submission is made for and behalf of Ford Land Holdings Pty Ltd (FLH), contact details for this submission are: Ford Land Holdings Pty Ltd C/- PO Box 13428 Tauranga 3141 Email: jeff.fletcher@bconn.co.nz			
Hearings			
FLH wish to talk to their their submission together with the Tumu Kaituna 14 Trust & Carrus Corporation.			
Main Submissions			
1	p 42-43	Arataki: NZTA's 30 Year view of transport system	We support in part the following Arataki Direction in the draft RLTP: <i>Investment in infrastructure to support growth areas such as Tauriko, Ōmokoroa and Te Tumu, as well as intensification of existing urban areas where alternative modes are already better catered for.</i> <i>Significant investment in active travel and public transport to deliver mode shift for shorter and medium distance urban journeys.</i> <i>Proposed comprehensive active travel, public transport, and road safety package to support Future Development Strategies in Tauranga and Rotorua, based on intensive growth within urban areas, and selected urban extensions.</i> We submit that Te Tumu and its capacity to deliver 6,000+ dwellings should have a higher priority in the RLTP.
2	P 73-77	Table 5.12 Prioritised significant activities	We support in part Significant Improvement Activity Project #33 (p77) in Table 5.12 Prioritised significant activities in the draft RLTP: <i>Significant Improvement Activity #33 (p77) states (in part):</i> <i>Tauranga Eastern Corridor Growth – Te Tumu Internal Infrastructure</i> <i>Networks servicing growth areas along the eastern coastline need to be safer and make it easier for people to move within, and along, coastal suburbs. Roads, dedicated busway, bus stops, cycleways and footpaths to support urban development, new housing and employment in Te Tumu.</i> We submit that: - Project #33 is moved in the top 20 of the prioritised <i>Significant Improvement Activity</i> table list based on the capacity of Te Tumu to deliver 6,000+ dwellings. - The Phase(s) column has <i>SSBC</i> added, as the Single Stage Business Case for this project is largely completed. - The Primary RLTP Objective column has <i>Enabling Housing Supply</i> added in addition to <i>Inclusive Access</i> as this is a key outcome for Te Tumu. - The Activity Class column has <i>Public Transport Services</i> added in addition to <i>Local Road Improvements</i> to recognise that this is a key outcome of the Te Tumu Single Stage Business Case, which is currently being completed and has dedicated bus lanes in the northern collect road – The Boulevard.

Ford Land Holdings Pty Ltd (FLH) Submissions on the Draft Bay of Plenty Regional Land Transport Plan (RLTP) 2024-34

Sub No	Draft RLTP Page Nos	Draft RLTP Section	Submission
Detailed Submissions			
7	P 73-77	Table 5.12 <i>Prioritised significant activities</i>	<u>Kaituna Link (KL)</u> We seek that The Kaituna Link investigations, planning and designation be included in the RLTP within Table 5.12. The Kaituna Link is the proposed connection from the eastern end of the Te Tumu Urban Growth Area across the Kaituna River to the Rangiuru Business Park (see Attachment 1). The Kaituna Link as recognised in UFTI, will support increased residential densities in Te Tumu and will provide a key intra-regional connection between Papamoa East, the Eastern Bay of Plenty and Rotorua. The Kaituna Link will provide: • Important system resilience by providing emergency access from Te Tumu and Papamoa East to Rangiuru the Tauranga Eastern Link and the Eastern Bay of Plenty. • Land use and transportation integration between Te Tumu and the surrounding existing and future Eastern Corridor land use areas and activities. • Connectivity between Te Tumu and the Rangiuru Business Park, as well as with the surrounding existing and proposed urban areas and land use activities. These areas will provide important employment opportunities and support economic activity in the region. • Provide for Civil Defence access and evacuation from Te Tumu, supporting the resilience of the transportation network and the Te Tumu Urban Growth Area. • Enable Te Tumu to achieve and exceed the residential density outcomes sought through the SmartGrowth Strategy and UFTI. • Provide for important walking, cycling and public transportation network links to and from Te Tumu to the surrounding existing and future Eastern Corridor land use areas and activities, including the regional amenities provided by the new and existing wetlands and associated boating facilities developed by the Regional Council; as well as to the existing and proposed walking, cycling and public transportation networks. Based on the attributes above we submit that the Kaituna Link aligns with the Arataki direction (Table 2.4) that is centred on implementing UFTI, as follows: <i>Implement the transport components of the Urban Form + Transport Initiative (UFTI) – this includes protecting key strategic corridors and developing high-quality public transport, walking, and cycling infrastructure to connected centres.</i> <i>Targeting of commuting and school travel for mode shift, through active travel and public transport network improvements, road safety initiatives, and a comprehensive travel demand management and behaviour change programme (including parking controls).</i>

Urban Form and Transport Initiative Connected Centres Programme Map



22 March 2024

RLTP2024-0080

Bay of Plenty Regional Land Transport Plan Submissions
Bay of Plenty Regional Council
PO Box 364
Whakatāne 3158

Name: Mayor James Denyer
Organisation: Western Bay of Plenty District Council
Postal Address: Private Bag 12803, TAURANGA 3143
Daytime telephone: 0800 926 732
Email address: katy.mcginity@westernbay.govt.nz

Attention: Chair of the Draft RLTP Hearing Subcommittee

Dear Councillor Thurston

Feedback on the Draft Bay of Plenty Regional Land Transport Plan 2024

Thank you for the opportunity to provide feedback on the Draft Bay of Plenty Regional Land Transport Plan 2024 (RLTP).

The Western Bay of Plenty District Council (WBOPDC) supports the collaboration with our neighbouring councils and taking a regional approach to transport planning.

WBOPDC would like to acknowledge and thank the Regional Advisory Group and staff's efforts in developing the draft RLTP and consultation document.

Background

WBOPDC is a territorial local authority covering approximately 195,000 hectares. The population of the district is currently around 58,000. Towns in the district include Te Puke, Ōmokoroa, Katikati, Waihi Beach, Maketu and Pukehina. We are a fast-growing district, and our population is expected to exceed 70,000 by 2041, an increase of 21% in only 17 years.

The district has approximately 920km of sealed roads, 157km of unsealed roads and 126 roads intersecting with the state highway network. We provide a significant amount of roading infrastructure and have experienced first hand the impact of recent weather events on our network. Over the last two years, emergency works alone have cost upwards of \$20 million, well above the annual average of less than \$1 million. Much of the recovery works are still ongoing and will require significant local share and national emergency works contributions.

Submission points

The below sets out in more detail our individual submission points from staff and elected members.

Prioritised regionally significant activities

WBOPDC supports the inclusion and prioritisation of unfunded state highway projects in the RLTP. For the Western Bay of Plenty District, this includes Takitimu North Link Stage 2. We support TNL Stage 2 being ranked as the second highest regionally significant activity and seek that this ranking is retained as the plan is finalised. Both Takitimu North Link Stage 1 and 2 are essential projects to the sub-region and have been planned and expected for some time. We are pleased to see progress of Stage 1 and look forward to the delivery of both projects.

WBOPDC also supports the planned Tauranga SH29/29A Tauriko West and safety improvements for this important western corridor between Auckland, Waikato, and the Bay of Plenty with its nationally important seaport. We also seek amendment in the document to correct the use of the Northern and Western Growth corridors in relation to projects on SH2 and SH29.

Support of local roading projects

In addition to the above we also signal support of the following projects and their inclusion in the plan.

#	Significant Improvement Activity	Comment
2	Takitimu North Link Stage 2 (NZUP/RONS)	As above, support inclusion in plan but request for all information to be completed in the prioritisation table.
9	Ōmokoroa Transport Improvements	Support inclusion in plan
11	Rangioru Business Park Multi Modal Transport Improvements	Support inclusion in plan
17	Katikati Bypass Business Case	Support inclusion in plan but request for all information to be completed in the prioritisation table.
23	Lund Road resilience project	Support inclusion in plan but request for all information to be completed in the prioritisation table.
25	Rangioru Business Park interchange	Support inclusion in plan
27	Takitimu North Link Stage 1 Revocation	Support inclusion in plan and value ongoing relationship with NZTA working together on business case
39	Te Puke to Rangioru Business Park shared path	Support inclusion in plan but request for all information to be completed in the prioritisation table.

56	Katikati Urban	Support inclusion in plan but request for all information to be completed in the prioritisation table.
64	Athenree Crossing	Support inclusion in plan but request for all information to be completed in the prioritisation table.

Local road and state highway maintenance allocations

WBOPDC would like to see further promotion and support of increased local roads and state highway maintenance and renewals allocations.

Funding

We note that the National Land Transport Fund appropriations no longer fully fund transport demands in New Zealand but relies on support from Crown allocations for new and improved roading infrastructure.

WBOPDC supports all users of the roading network paying the cost of supplying and maintaining the necessary infrastructure and supports the Committee's concerns for the future funding of the Region's transportation infrastructure to meet the demands of the ongoing growth.

Alignment with Government Policy Statement for Land Transport (GPS)

We note that this plan does not fully align with the strategic priorities of the new draft GPS. While we acknowledge that the GPS consultation opened after the release of this plan, we seek greater clarity on how these can better align.

We understand that significant revisions to the plan have been signalled if the new government makes changes to strategic priorities and funding for activity classes. We ask that we are consulted on any changes that may impact projects in the Western Bay of Plenty District currently listed in the plan.

We are more than happy to discuss any matters for clarification or to expand further.

Yours sincerely,



James Denyer
Mayor
Western Bay of Plenty District Council



22/03/2024

Tēnā koe,

Please accept the following feedback as the Ministry of Education's submission on the *Bay of Plenty Regional Land Transport Plan 2024-2034*. As School Transport assistance is provided by the Te Pou Hanganga, Matihiko group of the Ministry, the Secretary for Education, Iona Holsted, has asked me to provide the following feedback on her behalf.

Background

While caregivers are ultimately responsible for getting students to and from school, the Ministry may offer assistance to students in cases where distance, mobility or other issues create barriers to accessing an appropriate learning environment.

Ministry-funded school transport assistance is provided through the administration of an appropriation from Vote Education. The purposes for which this appropriation may be used are detailed in section 559 of the Education and Training Act, 2020 which states:

Section 559 School Transport

The Secretary for Education may assist in the provision of school transport by doing any of the following:

- a) paying schools to provide school transport to their students;
- b) arranging transport providers to provide school transport;
- c) contributing to the cost of parents providing school transport.

To meet our obligations under the Public Finance Act, we are required to work within our school transport assistance policy settings, including our eligibility criteria. These settings are designed to help us make effective and efficient use of limited resources and help us maintain the integrity of local schooling networks across New Zealand. As stewards of public money, we have a responsibility to ensure existing resources are used cost effectively and efficiently.

The Ministry applies a range of criteria to determine eligibility for Ministry-funded school transport assistance consistently across New Zealand. These criteria ensure the careful application of this limited resource, and the sustainability of local schooling networks. To be eligible for school transport assistance a student must meet all three of the following criteria:

1. They are attending their closest state or state-integrated school they can enrol at.
2. They live more than a certain distance from the school:
 - o 3.2km for Years 1 – 8
 - o 4.2km for Years 9 – 13
3. There is no suitable public transport available.

In assessing suitable public transport options, the Ministry gives consideration to the following guidelines:

- Suitable public transport must travel within:
 - o 2.4km of the roadside gate of the student's home, and
 - o 2.4km of the closest appropriate school.
- The student:
 - o won't have to be picked up before 7 am
 - o can get to school before it starts
 - o can be picked up no later than one hour after school finishes
 - o won't have to change buses more than once on a journey

Demarcation between Public Transport Authorities (such as regional councils) and Ministry-funded services

The Ministry has a specific focus on reducing barriers to educational access and offers transport assistance as an enabling service in support of this objective. The Ministry's school transport services traverse the whole country but largely consist of low-volume services in rural and peri-urban areas where there are no suitable Public Transport (PT) options. Despite significant differences in their funding models, legislative mandate and geographical distribution, Ministry-funded services can overlap with PT operations delivered by public transport authorities.

One of the marked differences between the Ministry's school transport services and PT networks is that the Ministry's school transport services is restricted to only students. Whereas PT network can be served by mixed usage services (i.e. services able to carry both students and commuters), as well as opting to run dedicated school services which to help to manage capacity at peak times.

While we engage through formal and informal communication channels to try to avoid duplication or gaps in services in regions, there are no formal, national guidelines governing the demarcation of PT and Ministry-funded School Transport services. Historically, the Ministry has assumed that PT planners will observe Waka Kotahi's 2013 guidelines for Public Transport (PT) planning, which states the Ministry is a 'provider of last resort':

Section 9.2 Consultation with Key Stakeholders

Ministry of Education: in respect of school transport services, the Ministry of Education is a provider of 'last resort' – where a suitable public transport (SPT) service exists, the Ministry of Education is legally unable to provide a duplicate service.

The Ministry maintains ongoing dialogue with Waka Kotahi and the Ministry of Transport, and regularly advocates for greater co-operation between public transport authorities and the Ministry's School Transport group to maximise efficiency of the wider PT network and minimise gaps and disruption for the network's users.

We believe that there is a significant opportunity for meaningful continued collaboration between Bay of Plenty Regional Council (BoPRC) and the Ministry to work co-operatively to develop, clarify and refine operational policies that govern the provision of transport services that serve students.

We have provided a table of specific feedback to the Mid-year review of the RLTP below, which we believe will enhance our joint strategic and collaborative approach and allow both agencies to ensure that services remain responsive to the needs of the Bay of Plenty region.

I hope this information is helpful.

Nāku noa, nā



James Meffan

Group Manager, School Transport

Te Pou Hanganga, Matihiko | Infrastructure & Digital

RLTP Statement	Ministry of Education Comments
General Comment	The Ministry recommends that the Ministry is considered a stakeholder and is informed if new public transport services are put in where students are serviced. The Ministry will engage with the council when Ministry-funded networks are reviewed. The Ministry is generally supportive of the objectives listed in the RLTP, with additional commentary provided below:
Objective 3: Communities have access to an inclusive, equitable and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.	The Ministry supports this objective, particularly prioritising public transport and the implementation of the Bay of Plenty Regional Public Transport Plan.
Objective 4: The transport system enables people and goods to move efficiently and reliably to, from and throughout the region.	The Ministry supports this objective, particularly 4.3, to encourage modal shift to public transport. The Ministry notes a transition of ineligible students from Ministry-funded School Transport Network onto public services would increase public transport uptake and change behaviours over time.
Objective 6: The transport system enables connectivity between places where people live, work, learn and play.	The Ministry recommends that the Ministry is considered a stakeholder for collaboration, especially where public transport networks service, or can service students with better access to schools while delivering efficient public transport services.

22 March 2024

Doc No: 20228387

Bay of Plenty Regional Council
PO Box 364
Whakatāne 3158, NZ

Dear Sir/Madam

Submission from Rotorua Lakes Council to Bay of Plenty Regional Council Toi Moana on the Proposed Regional Land Transport Plan

The Rotorua Lakes Council appreciates the opportunity to provide feedback on the proposed Regional Land Transport Plan (RLTP). As stewards of our community's well-being and prosperity, we recognise the critical importance of a comprehensive and equitable land transport network that serves the needs of all residents across the Bay of Plenty region. Rotorua's population and household growth necessitate a transport system that meets diverse community needs while minimising environmental impact and reducing carbon emissions. Therefore, the RLTP is significant to Rotorua as RLC owns and manages considerable land transport assets.

Overall, Rotorua Lakes Council supports the RLTP's objectives, policies, and measures to address the region's transport issues and priority investment areas. RLC is supportive of all efforts to enable more people to live within existing urban areas and address key land transport challenges outlined in the RLTP. We commend the inclusion of the SH30A/Amohau corridor revitalisation project (\$37 million) and the proposed improvements to the Malfoy/Old TaupoSH5 intersection in the RLTP. These initiatives are integral to supporting Rotorua's inner-city revitalisation efforts and facilitating housing growth in western areas, crucial for the region's economic vitality and livability. In addition, RLC supports continued implementation of Stage 2 of the CIP SH30 Eastern Corridor Project and the inclusion of new projects for Rotorua identified in the RLTP. Finally, RLC supports Rotorua local road improvements, walking and cycling improvements, and public transport infrastructure. These projects are critical to the revitalisation of our city centre and enabling greater potential for residential intensification in Rotorua's central area.

RLC urges the Bay of Plenty Regional Council to consider RLC's Future Development Strategy (FDS), when finalising the RLTP, which guides long-term strategic planning to achieve a well-functioning urban environment and meet expected housing and business demand. We also wish to highlight, there are some regionally significant additional projects that need to be included in order for Rotorua to effectively address its own unique set of challenges. These include improvements to intersections, corridor upgrades, and inner-city revitalisation initiatives.

Key Focus Areas:

1. Tauranga Centricity and call for Balanced Resource Allocation:

- RLC is concerned over the proposed funding allocation and wishes to highlight the disparities in project funding allocation between Tauranga and Rotorua and calls for a more equitable distribution. While we acknowledge the significant growth and development in Tauranga; we urge for a balanced approach that allocates resources and attention equitably across the region. We emphasise the importance of equitable distribution of resources and attention. The RLTP should reflect the diverse needs of all communities, including Rotorua and its surrounding areas, to ensure balanced development and connectivity.

2. Concerns Regarding SH5/SH30 Waipa Intersection:

- We express concern over the omission of the SH5/SH30 Waipa intersection from the RLTP. With anticipated developments in the Red Stag and Peka Block areas, this intersection poses challenges that must be addressed proactively to ensure safe and efficient transport flow, minimise congestion, and support economic activities in the region.

3. Improvements to Corridor Between Hemo Roundabout and Sala Street:

- The corridor between the Hemo Roundabout and Sala Street requires urgent attention, especially with the potential progress of the SH30A revocation. Enhanced infrastructure in this area is crucial for redirecting heavy traffic away from the city center, reducing congestion, improving safety, and facilitating smoother traffic flow for residents and visitors alike.

4. Completion of SH5 Four-Laning:

- We express disappointment over the lack of commitment to completing the four-laning of SH5 from Fairy Springs to the Ngongotaha roundabout. This project is essential for enhancing safety, reducing travel times, and accommodating increasing traffic volumes along this critical transport artery, supporting economic activities and improving overall connectivity in the region.

5. Proposed new intersection on State Highway 30 at the Rotorua Airport:

- We express the urgent need for investment in a solution at the airport/Eastgate intersection to unlock commercial and industrial land and provide safe access to and from these important locations. We would like to highlight the importance of a solution for economic development and improved transport access to support growth in commercial and industrial activities. A number of developments are planned within the vicinity of this area in the short to medium term that will result in increased traffic flows. This includes:
 - Two new logistics/freight business activities within the Eastgate Business Park.
 - The development of a new business park of the vacant land at the Rotorua Regional Airport (detailed feasibility is currently being progressed for this). The New business land has been identified south of Eastgate Business Park and at the Rotorua Airport in the short to medium term.
- In addition, the Rotorua Future Development Strategy identifies that Rotorua needs 36 hectares of new industrial land. New business land has been identified immediately both to the north and South of Eastgate Business Park. The area provides an ideal location for the colocation of light industrial activity and is well located with respect to key freight routes (State Highway 30 and then State Highway 33) through to the Port of Tauranga.
- While RLC has allocated funding within the draft Long-term plan for an interim solution, we urge our partners to keep this development front of mind and work on a long-term solution that will satisfy all partners.

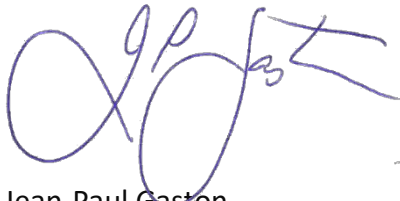
Alignment with RLTP Objectives:

We urge the Bay of Plenty Regional Council to ensure that the RLTP's objectives align with the stated intention of promoting affordable housing growth and enhancing transport route resilience. Projects addressing the SH5/SH30 Waipa intersection and completing the SH5 four-laning are fundamental to achieving these objectives, fostering sustainable development and improving quality of life for residents across the region.

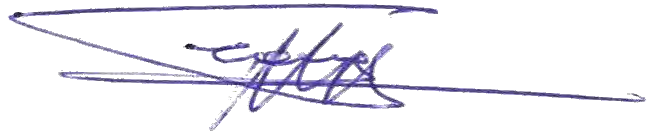
In conclusion, we emphasise the importance of addressing the outlined concerns in the RLTP to foster equitable development and sustainable growth across the Bay of Plenty region. The Rotorua Lakes Council remains committed to advocating for projects that align with the region's long-term vision and objectives, ensuring the well-being and prosperity of our communities.

Thank you for considering our input.

Sincerely,

A handwritten signature in blue ink, appearing to be 'JP Gaston'.

Jean-Paul Gaston
Group Manager
Community & District Development

A handwritten signature in blue ink, appearing to be 'Stavros Michael'.

Stavros Michael
Group Manager
Infrastructure and Environment

APPENDIX A: RLC TECHNICAL SUBMISSION

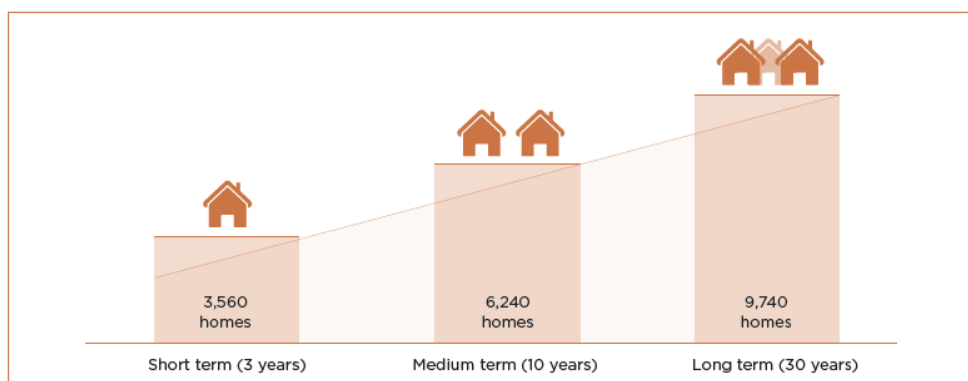
Technical Submission from Rotorua Lakes Council to Bay of Plenty Regional Council Toi Moana on the Proposed Regional Land Transport Plan

A. Introduction

1. The Rotorua Lakes Council (RLC or Council) appreciates the opportunity to provide feedback on the proposed Regional Land Transport Plan (RLTP) that sets out Bay of Plenty Region's (the region's) land transport objectives, policies, and measures for at least 10 financial years, as required under section 16 of the Land Transport Management Act 2003.
2. The RLTP is considered significant to Rotorua as RLC owns and manages considerable land transport assets including over 1,000km of roads (sealed and unsealed), 80 road bridges, 383km of footpaths, 52km of shared paths, 5,056 streetlights, over 54km of culverts, 517km of kerb and channel and 10,963 signs, to mention a few.
3. RLC appreciates that the direction set by an RLTP is an essential part of the strategic context for any land transport investment proposal. RLC supports that the extensive regional land transport system has arguably enabled strong economic growth across the region of the past 20 years, supporting manufacturing, construction, freight and primary industries, which remain key contributors to the Rotorua economy in terms of both Gross Domestic Product (GDP) and employment. It is also well understood that a growing population demands that transport provides good access to jobs, education, services and leisure/ recreation opportunities.
4. RLC notes that the RLTP explains how Bay of Plenty Regional Council (BOPRC) proposes to address the region's transport issues and further attempts to identify the region's priority investment areas. RLC is in general support of the RLTP particularly in relation to the unique transport challenges facing the region and the objectives, targets and associated policies (initiatives) outlined, to address the challenges. Although we are in support of the priority projects identified for Rotorua, there are some additional projects that need to be included in order for Rotorua to effectively address its unique set of challenges that will be elaborated on in this submission.
5. This submission will first set Rotorua's growth context and RLC's response particularly with respect to urban growth and transport. The next part of the submission is structured in relation to the questions posed in the RLTP Puka Whakauru submission form.

B. Rotorua's Growth Context

6. Rotorua has been experiencing population and associated household growth, which is expected to continue into the long-term¹. Rotorua's Housing and Business Development Capacity Assessment (HBA) 2021 estimated that an additional 9,740 new homes are required by 2050 for Rotorua to meet housing demand and additional margins required by the National Policy Statement on Urban Development (NPS-UD) 2020. This housing target is referred to Rotorua's long-term housing bottom-line (see Graph 1 below). Rotorua has also been experiencing demographic changes with an aging population and future predominance of couple only or one-person households. For this reason and others, Rotorua District is also characterised by lower than average household incomes, a trend which is expected to continue into the long term (30 years). The increasing need is therefore not only for more homes in Rotorua but smaller and more affordable homes.



Graph 1: Rotorua's Housing Bottom Lines

7. The economy in Rotorua is projected to grow in a range of sectors, each with their own unique land requirements. Agriculture, forestry, manufacturing and tourism are significant contributors to the Rotorua's overall GDP and are likely to remain so into the future. Other key growth sectors include; construction, health care, social assistance, professional, scientific, technical services, retail trade, public administration and safety. As outlined in the FDS between 36 and 50 hectares is required for industrial activities in the long term (increases to 50 hectares when allowing for the potential relocation of industry from Ngāpuna, Ngongotahā and Fairy Springs).
8. Therefore, in line with the RLTP vision Rotorua needs a transport system that meets the diverse needs of our communities particularly in relation to providing good access to housing and enabling the efficient functioning of the economy to ensure growth is sustainable. It is also noted that in achieving this is important that we should not only minimise our impact on natural environment but also augment this by doing our part in actively reducing carbon emissions by encouraging active transport.

C. Rotorua's Growth Response

¹ In line with the NPS-UD, time horizons for growth are defined as follows: a) Short-term means between 0 and 3 years; Medium-term means between 3 and 10 years; and Long-term means between 10 and 30 years

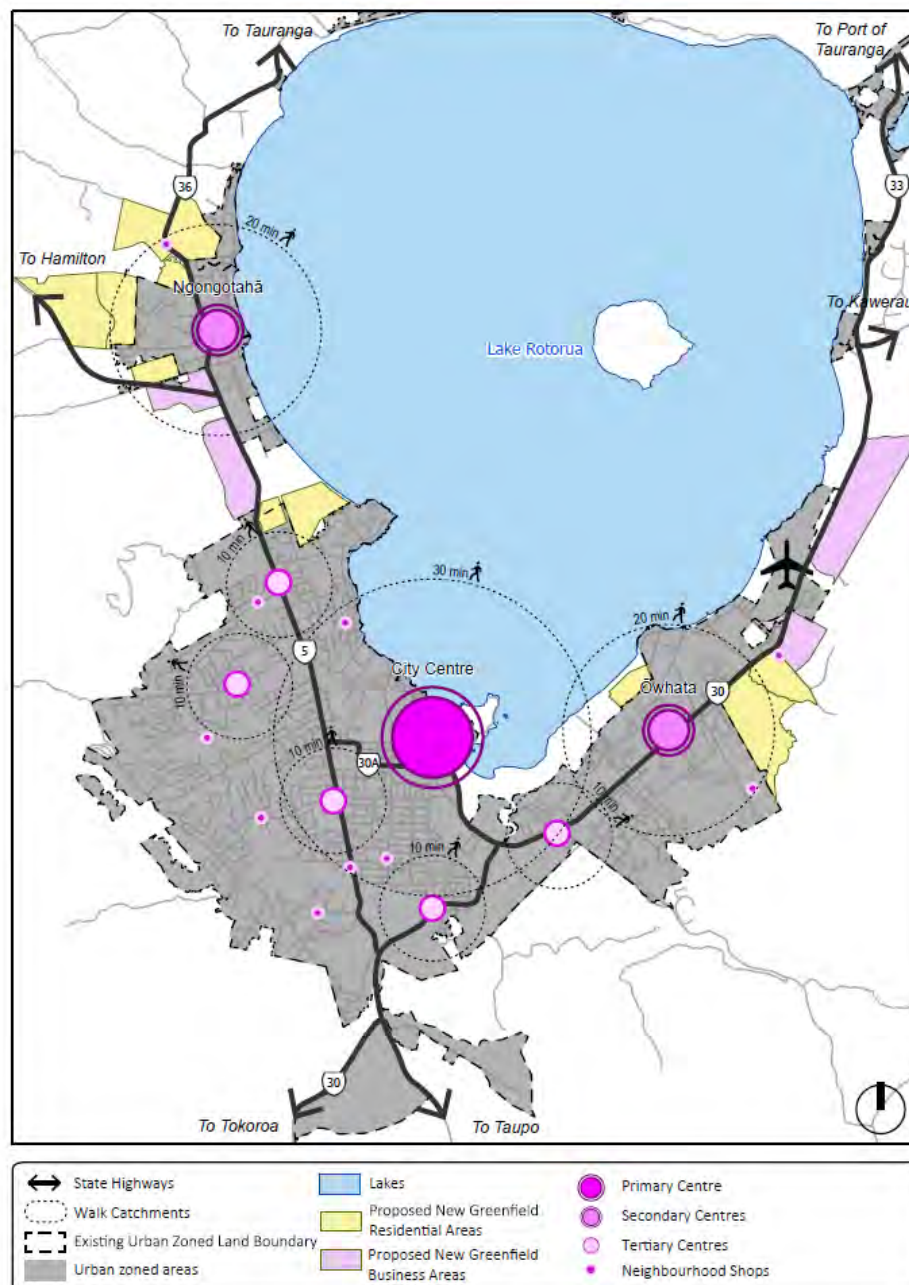
9. On 22 November 2023, Rotorua's first Future Development Strategy 2023-2053 (FDS) was adopted by both RLC and BOPRC Councils. The FDS that was developed by both Councils in partnership² as required by the NPS-UD. This strategy now guides RLC's long term strategic planning by setting out how Rotorua will achieve a well-functioning urban environment and providing sufficient development capacity to meet expected housing and business demand.
10. The FDS replaces the 2018 Rotorua Spatial Plan and as outlined in the NPS-UD now forms the basis for integrated, strategic and long term planning for RLC in partnership with BOPRC. The value of the FDS is that it sets the high-level vision for accommodating urban growth over the long term, and identifies strategic priorities to inform growth and development-related decisions. The strategy in turn informs the Council's investment decisions and implementation over the short, medium and long term to help Rotorua achieve its 30-year growth outcomes.
11. In terms of capacity, the FDS's overall/ long-term outcome provides sufficient development opportunity to be able to accommodate a higher growth of about 12,350 additional dwelling demand in and around Rotorua. This is a greater than the housing bottom line of 9,740 additional dwellings over the next 30 years. This is due to the uncertainty on how the market will respond to the existing geotechnical constraints, intensification opportunities, and uncertainty around the densities achieved through new greenfield development. The FDS also identifies approximately 195 hectares of additional land that may be suitable for a range of business uses.
12. A key priority of the FDS is "smart investment" in safe and reliable infrastructure (which critically includes transport) to enable and support growth, where and when it is needed. This important FDS priority will need to be implemented through the Council's plans and strategies which include the Long Term Plan (LTP), 30 Year Infrastructure Strategy and the RLTP and monitored through the RLC-BOPRC FDS joint Action Plan.

D. Rotorua's High-level Response to Urban Growth and Transport

13. In line with the NPS-UD 2020, the FDS promotes the concept of a compact city, where people can easily access jobs, services, education and quality open spaces. This means stepping up efforts to enable more people to live within the existing urban area, where there is already good access, and where there is an opportunity to further enhance the quality of the built environment and natural spaces. To make this a success, a coordinated and concentrated effort will be required to plan and fund supporting infrastructure including transport.
14. The Rotorua city centre and network of local centres provide strong social, economic and cultural focal points for the community. They will become more important in the future as Rotorua intensifies and more people create more demand for goods, services and social connection. This is a key part of achieving a compact city. Within the urban area, the primary focus particularly in the short and medium term will be on enhancing the quality and function of the city centre. New growth areas for both residential and business (industrial and tourism) have been identified in close proximity to key transport corridors (see Map 1 and Annexure).

² The NPS-UD states that 'if more than one tier 1 or tier 2 local authority has jurisdiction over a tier 1 or tier 2 urban environment, those local authorities are jointly responsible for preparing an FDS as required by this subpart

15. Rotorua is in the heart of the North Island and its transport system plays a key role in connecting the central and upper North Island. Rotorua has key routes that connect primary industry with the Port of Tauranga, is a tourist destination, and provides tourism links to Taupo, Waikato and Auckland. The RLTP highlights that aviation in the region plays a crucial role in economic development, population growth, and tourism and goes on to note that Rotorua, Airport serves as a popular gateway for tourists, with 155,459 passengers in 2022.



Map 1: Rotorua's Compact City Approach to Growth

E. Response to the Submission Questions on Ngā wero/ Challenges

16. RLC agrees with challenges outlined and the RLTP and have no additional challenges to add

F. Response to the Submission Questions on Ngā whāinga/ Objectives

17. RLC is in general agreement of the objectives and policies outlined in the RLTP as they resonate with our response to growth through the Future Development Strategy

G. Ngā whakaarotau ā-rohe / Regional Priorities

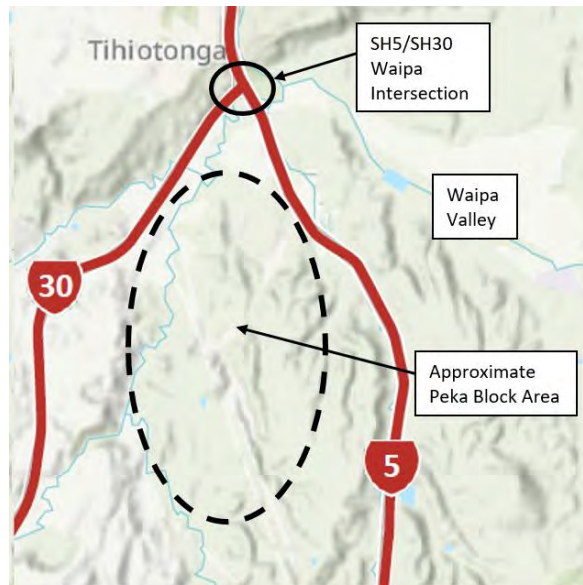
G.1 How much do you agree or disagree with the proposed list of priority projects? (question on submission form)

18. RLC supports the continued implementation of Stage 2 of the CIP SH30 Eastern Corridor Project that involves the upgrade of SH30/Te Ngae Road from Iles Road to Rotorua Airport (funding has been already committed through the National Land Transport Fund).
- RLC supports the inclusion of the following projects for Rotorua featured in the RLTP:
 - Urbanisation of SH30A corridor, including Amohau Street and consequential local road changes- **\$36.6 million**
 - Malfroy Road/ Old Taupō Road intersection capacity upgrade and safety improvements – single-stage business case - **\$150,000**
 - Rotorua low cost, low risk: local road improvements, walking and cycling improvements, public transport infrastructure - **\$9.42 million**
19. These projects are critical to the revitalisation of our city centre and enabling greater potential for residential intensification in Rotorua’s central area. These transport related investments in the most accessible part of our District are in line with our FDS will further support the policy changes we have made through PC9 to achieve greater density in central area. High densities will make further investment in active and public transport in particular, more viable.
20. RLC however does not support its low share of overall projects and funding outlined in RLTP. When considering the consultation document RLC notes that Tauranga has 92% of the committed funding, whereas Rotorua only has 3.5%. Further to this, 86% of the projects relate to Tauranga and the Western Bay of Plenty, whereas Rotorua has only been allocated 3-4% of the projects.

G.2 Are there any other specific projects/ activities not included that should be prioritized?
(question on submission form)

G.2.1 SH5/SH30 intersection Improvement

21. The first project relates to the investment in a proposed conversion of the current SH5/SH30 intersection to a roundabout or other appropriate safe system. The two major developments that relate to the project is the Peka Trust and Red Stag Timber land holdings developments. These developments will access the road network via SH5 and/or SH30.



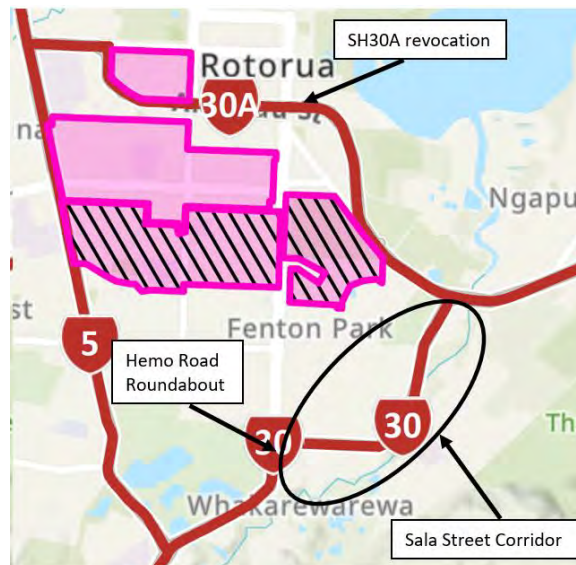
Map 2: SH5/SH30 Intersection

22. In relation to the Peka Trust land, development the Peka Trust owns approximately 40 ha of land to the north and west across to the SH30 corridor frontage. The development is planned to comprise industrial, warehousing, manufacturing and contractors yard type activities, which are provided for within the current District Plan Industrial 2 zoning. With no other heavy industrial sites available in Rotorua, this land is critical for Rotorua's local economy.
23. The Red Stag Timber Development that falls within the 'Innovation 2 – Waipa Business Park zoning' of the District Plan is proposed to ultimately by comprised of logging, recreational, accommodation, retail/hospitality, spa, film industry, workshop/office and storage activities.
24. These developments will place increased demand on SH5 and the Red Stag Timber access points will impact reliability and increase delays to road users accessing the development if the road environment is retained in its current form. These cumulative effects of worsening traffic congestion and increased severance, which impact negatively on economic viability of both the Peka Trust and Red Stag Timber Developments. The 100kph speeds, poor sightlines, closely spaced intersections, and high traffic volumes means that travel along (and access onto) SH30 and SH5 is unsafe. Future development will further increase the likeliness of death and/or serious injury crashes occurring. It is therefore critical that investment is made in a workable solution for the SH5/SH30 intersection.
25. This project is most in line with the following RLTP objectives:
- Objective 1: Deaths and serious injuries are minimised on the region's transport system.

- Objective 4: The transport system enables people and goods to move efficiently and reliably to, from and throughout the region

G.2.2 Improvements to the Sala Street Corridor

26. The second project relates to the proposed improvements to corridor between the Hemo Road Roundabout and the Sala Street intersection with SH30A/ Te Ngae Road. The corridor needs to be upgraded to accommodate additional traffic, particularly in the context of the revocation of SH30A.

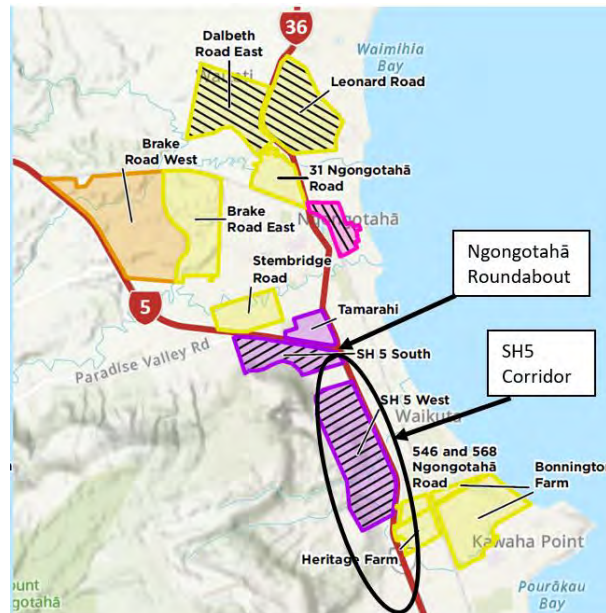


Map 3: Sala Street Corridor (See Annexure for Key)

27. SH30A bisects the central area and transverses the city centre. The pink areas on the map show locations that have been recently zoned for high-density residential living. A reduction of traffic on SH30A will improve safety, minimise traffic incidents, reduce congestion and create an environment that is more conducive to public and active transport modes. It is anticipated that improvements to the Sala Street Corridor (SH 30) will better attract and facilitate the state highway regional freight and commuter traffic passing through Rotorua. The bypassing of the central area will be a better outcome particularly because this location will experience higher levels of residential intensification with commercial activity over time.
28. This project is most in line with the following RLTP objectives:
- Objective 1: Deaths and serious injuries are minimised on the region's transport system.
 - Objective 2: The environmental effects, including emissions, arising from the use of the transport system are minimised.
 - Objective 3: Communities have access to an inclusive, equitable and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.
 - Objective 4: The transport system enables people and goods to move efficiently and reliably to, from and throughout the region

G.2.3 SH5 Corridor Four-Laning

29. The third project relates to the four-laning of SH5 from Fairy Springs to the Ngongotahā roundabout. The completion of this project is essential for enhancing safety, reducing travel times, and accommodating increasing traffic volumes along this critical transport artery. The four laning will also help this corridor better support economic/ tourism activities and improve overall connectivity in the sub-region.

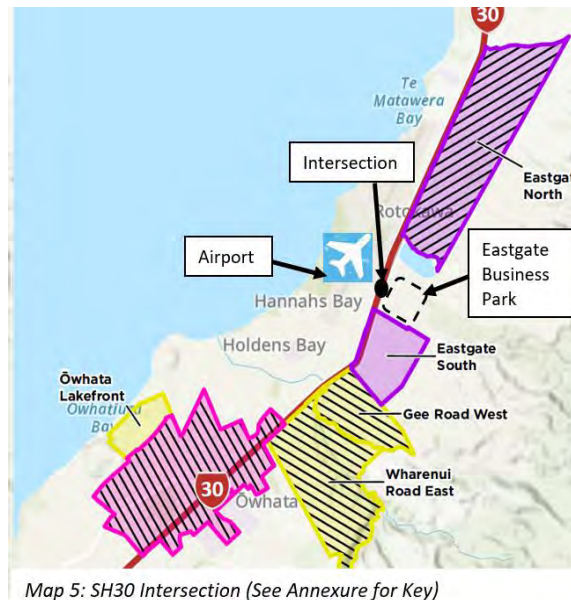


Map 4: SH5 Corridor (See Annexure for Key)

30. The FDS has identified land for future tourism development (hatched purple area on the western side of SH5). The strategy also identified future residential land at the southern end of the SH5 Corridor near Fairy Springs and anticipates that Ngongotahā could accommodate an additional 3,100 houses over the next 30 years, in the locations that are shaded yellow and orange.
31. This project is most in line with the following RLTP objectives:
- Objective 1: Deaths and serious injuries are minimised on the region's transport system.
 - Objective 2: The environmental effects, including emissions, arising from the use of the transport system are minimised.
 - Objective 4: The transport system enables people and goods to move efficiently and reliably to, from and throughout the region

G.2.4 State Highway 30 Intersection

32. The fourth project relates to the development of a new intersection on SH30 at the Rotorua Airport and the Eastgate Business Park. The RLTP recognises that aviation in the region plays a crucial role in economic development, population growth, and tourism, with commercial airports in Rotorua. The intersection will address future potential congestion and safety concerns relating to an increase in traffic flows and provide better access to economic activities associated with airport and business park.



33. In addition, a number of developments are planned within the vicinity of this area in the short to medium term that will result in increased traffic flows. These developments include:
- Two new logistics/freight business activities within the Eastgate Business Park.
 - The potential development of a new business park on the vacant land at the Rotorua Regional Airport (the detailed feasibility is currently being progressed for this).
34. The FDS has also identified potential new land south of Eastgate Business Park for industrial activities in the short to medium term (purple area) and north of the business park for industrial activities in the long term. This land is well suited for the colocation of light industrial/ business park activities aside from being proximate to the airport it is adjacent to the key freight route along SH30 and SH33 through to the Port of Tauranga. The connection to the Port will strengthen even further as the Rangioru Business Park develops near Paengaroa. This area is considered critical to meeting the demand for industrial land and unlocking important job creation opportunities.
35. This project is most in line with the following RLTP objectives:
- Objective 1: Deaths and serious injuries are minimised on the region's transport system.
 - Objective 2: The environmental effects, including emissions, arising from the use of the transport system are minimised.
 - Objective 4: The transport system enables people and goods to move efficiently and reliably to, from and throughout the region
 - Objective 6: The transport system enables connectivity between places where people live, work, learn and play.

G.2.5 Inner City Revitalisation and Improved Accessibility

1. The revitalisation of the inner city has been identified as a key priority for RLC and funding for inner city revitalisation projects have been prioritised from year 3 in the LTP (subject to community feedback). The Inner City Spatial Framework (2022) identifies Tutānekai Street as the main spine along which primary retail and commercial activities are located and highlights opportunities for inner city living and increasing densities within the core inner city.
2. Revitalisation of the inner city is however contingent on improving the walkability of the inner city including enhancing pedestrian crossings. Pedestrian crossings play a crucial role in creating a pedestrian-friendly urban environment that is safe, accessible, and attractive, making inner cities more enjoyable places to walk through, visit and shop in. Furthermore, pedestrian crossings make it easier for people with mobility issues, such as those using wheelchairs or walkers, to navigate the city streets. This improves overall accessibility and inclusivity of the urban environment. Finally, safe and convenient crossing points, can encourage mode shift so people can walk instead of drive, which can help reduce traffic congestion and emissions.
3. Improving walkability and pedestrian crossings within the inner city can thus lead to a range of benefits, including economic revitalization, improved health and well-being, environmental sustainability, enhanced community engagement, increased safety, better accessibility, and improved urban design and placemaking.
4. The following crossings have been identified as key crossings to unlock the potential of the inner city:
 - Whakaue and Tutānekai Street
 - Arawa and Tutānekai Street
 - Amoha and Tutānekai Street
 - Haupapa and Tutānekai Street
 - Eruera and Tutānekai Street
5. This project is most in line with the following RLTP objectives:
 - Objective 2: The environmental effects, including emissions, arising from the use of the transport system are minimised.
 - Objective 3: Communities have access to an inclusive, equitable and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.
 - Objective 6: The transport system enables connectivity between places where people live, work, learn and play.

A. Kōrero mai/ Comments

- a. Do you have any other comments/ feedback on the draft Regional Land Transport Plan?
6. No, all feedback has already been provided in the preceding sections

B. Conclusion (Summary of key points)

7. The RLTP is considered significant to Rotorua as RLC owns and manages considerable land transport assets. RLC appreciates the opportunity to provide feedback on the RLTP that sets out the region's land transport objectives, policies, and measures for at least 10 financial years.
8. RLC notes that the RLTP explains how BOPRC with partners proposes to address the region's transport issues and further attempts to identify the region's priority investment areas. RLC is in general support of the RLTP particularly in relation to the unique transport challenges facing the region and the objectives, targets and associated policies (initiatives) outlined, to address the challenges. Although we are in support of the priority projects identified for Rotorua, there are some additional projects that need to be included in order for Rotorua to effectively address its own unique set of challenges.
9. Rotorua has been experiencing population and associated household growth, which is expected to continue into the long-term. Rotorua needs to provide for an additional 9,740 new homes and for between 36 and 50 hectares of land for industrial activities in the long-term. Therefore, in line with the RLTP vision Rotorua needs a transport system that meets the diverse needs of our communities particularly in relation to providing good access to housing and enabling the efficient functioning of the economy to ensure growth is sustainable.
10. On 22 November 2023, Rotorua's first FDS was adopted by both RLC and BOPRC Councils. The FDS that was developed by both Councils in partnership, guides RLC's long term strategic planning by setting out how Rotorua will achieve a well-functioning urban environment and providing sufficient development capacity to meet expected housing and business demand. A key priority of the FDS is "smart investment" in safe and reliable infrastructure (which critically includes land transport) to enable and support growth, where and when it is needed.
11. RLC agrees with the transport challenges, objectives and policies/ initiatives provided in the RLTP.
12. In terms of projects, RLC supports the continued implementation of Stage 2 of the CIP SH30 Eastern Corridor Project that involves the upgrade of SH30/Te Ngae Road from Iles Road to Rotorua Airport (existing project with funding committed)
13. RLC supports the inclusion of the following new projects for Rotorua:
 - Urbanisation of SH30A corridor, including Amohau Street and consequential local road changes- **\$36.6 million**
 - Malfroy Road/ Old Taupō Road intersection capacity upgrade and safety improvements – single-stage business case - **\$150,000**
 - Rotorua low cost, low risk: local road improvements, walking and cycling improvements, public transport infrastructure - **\$9.42 million**

These projects are critical to the revitalisation of our city centre and enabling greater potential for residential intensification in Rotorua's central area.

14. RLC however does not support its low share of the overall projects and funding outlined in RLTP. When considering the consultation document RLC notes that Tauranga has 92% of the committed funding, whereas Rotorua only has 3.5%. Further to this, 86% of the projects relate to Tauranga and the Western Bay of Plenty, whereas Rotorua has only been allocated 3-4% of the projects.
15. Key projects that we would like included and prioritised in RLTP, as regionally significant activities are:

i. SH5/SH30 intersection Improvement

The project relates to the investment in a proposed conversion of the current SH5/SH30 intersection to a roundabout or other appropriate solution. This project will support economic development in region as it will address traffic issues associated with two key development sites the Peka Trust Industrial development and the Red Stag Timber land holdings development.

ii. Improvements to the Sala Street Corridor

This project relates to the proposed improvements to corridor between the Hemo Road Roundabout and the Sala Street intersection with SH30A/ Te Ngae Road. The corridor needs to be upgraded to accommodate additional traffic, particularly in the context of the revocation of SH30A. It is anticipated that improvements to the Sala Street Corridor (SH 30) will better attract and facilitate the state highway regional freight and commuter traffic passing through Rotorua. The bypassing of the central area will be a better outcome particularly because this central location will experience higher levels of residential intensification with commercial activity over time.

iii. SH5 Corridor Four-Laning

This project relates to the four-laning of SH5 from Fairy Springs to the Ngongotaha roundabout. The completion of this project is essential for enhancing safety, reducing travel times, and accommodating increasing traffic volumes along this critical transport artery. The four laning will also help this corridor better support economic/ tourism activities and improve overall connectivity in the sub-region. The FDS has identified land for future tourism development along the western side of the corridor and future residential land- near Fairy Springs and Ngongotahā.

iv. State Highway 30 Intersection

The fourth project relates to the development of a new intersection on SH30 at the Rotorua Airport and the Eastgate Business Park. The RLTP recognises that aviation in the region plays a crucial role in economic development, population growth, and tourism, with commercial airports in Rotorua. The intersection will address future potential congestion and safety concerns relating to an increase in traffic flows and provide better access to economic activities associated with airport and business park. The FDS has also identified potential new land south of Eastgate Business Park for industrial activities in the short to medium-term (purple area) and north of the business park for industrial activities in the long-term. This land is well suited for the colocation of light industrial/ business park type activities aside from being proximate to the airport it is adjacent to the key freight route along SH30 and SH33 through to the Port of Tauranga.

v. *Inner City Revitalisation and Improved Accessibility*

The revitalisation of the inner city has been identified as a key priority for RLC and funding for inner city revitalisation projects have been prioritised from year 3 in the LTP. Revitalisation of the inner city is however contingent on improving the walkability of the inner city including enhancing pedestrian crossings. Improving walkability and pedestrian crossings within the inner city can thus lead to a range of benefits, including economic revitalization, improved health and well-being, environmental sustainability, enhanced community engagement, increased safety, better accessibility, and improved urban design and placemaking. The following crossings have been identified as key crossings to unlock the potential of the inner city:

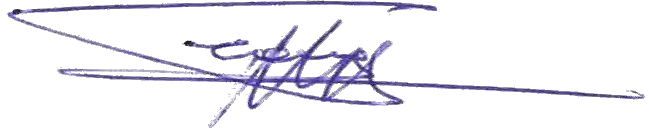
- Whakaue and Tutānekai Street
- Arawa and Tutānekai Street
- Amoha and Tutānekai Street
- Haupapa and Tutānekai Street
- Eruera and Tutānekai Street

48. Thank you for considering our input.

Sincerely,



Jean-Paul Gaston
Group Manager
Community & District Development



Stavros Michael
Group Manager
Infrastructure and Environment

22 March 2024

Bay of Plenty Regional Council
PO Box 364
Whakatane 3158

Kinetic NZ Response to draft Bay of Plenty Draft Regional Land Transport Plan 2024-2034 (RLTP)

Kinetic supplies urban bus services in Tauranga, Auckland, Hamilton, Wellington and Christchurch, and through our subsidiary Go Bus, urban, school and charter services in the Waikato, Bay of Plenty, Gisborne, Hawke's Bay, Manawatu, Wairarapa, Marlborough, Canterbury, Otago and Southland. We also operate Johnston's Coachlines, our five star touring brand, and Sky Bus, providing airside transport services at Auckland International Airport.

In the Bay of Plenty, Kinetic is the operator of Tauranga urban bus services, and through Go Bus, we run school buses in and surrounding Rotorua, Te Puke and Whakatane. In our Bay of Plenty regional operations we have circa 250 buses, operating from six depots, employing 300+ people.

In total, in New Zealand, Kinetic operates some 3,000 vehicles, employees 5,300 people and operates these from 50 depots stretching between North Auckland and Invercargill. Kinetic also operates public bus and rail contracts across Australia, the UK, Europe & Asia.

Our response

The following points relate to the Transport priorities listed from Page 68.

Supporting sustainable regional growth through planning and investing in transport infrastructure and services that lift economic prosperity and enable housing

An important transport priority is supporting sustainable regional growth through planning and investing in transport infrastructure and services. We wish to promote the importance of investment in comprehensive on-road priority infrastructure to enable punctual and reliable urban bus services. This investment is critical if mode share is to increase.

Transitioning towards a more sustainable transport system to minimise environmental impacts

We note the priority on **car parking supply management** and charging in Tauranga and Rotorua, to support mode shift to manage demand and promote mode choice.

Unsurprisingly we fully support this priority, but with caution as car parking demand management needs to also include private car parks. A public car parking only approach will further move demand away from city and town centers to suburban shopping malls that offer free parking. Decentralisation of employment and shopping makes it more difficult to provide effective and efficient public transportation.

The plan outlines the **priority to convert the region's bus fleet to zero emission vehicles**. Kinetic now has over 200 electric buses operating in New Zealand, including five in Tauranga. By the end of 2025 we will have nearly 300. With eight depots across the country now electrified, Kinetic offers a low-risk high-value pathway to rapidly introduce zero emission buses into the Bay of Plenty and we are ready to discuss options at any time.

We note with a little concern a priority to progress proposals for **introduction of inter-regional passenger rail** services. Whilst we understand the need for these connection/s, we would encourage the council to widen the scope of the project not to be mode specific, and to consider inter-regional bus and coach services as well. We perceive that a quality coach style service, running frequently, will more likely achieve a better cost benefit than a heavy rail option, and we therefore request the two options be evaluated against each other.

Thank you for the time taken in considering our submission. These are the few comments we need to make to what is otherwise a comprehensive plan. Congratulations to all those involved.

Kinetic is a proud supplier of bus services to Bay of Plenty Regional Council. We have a long history of providing bus services to the region, and are committed to being deeply invested in the success of the services we operate for you.

Kind regards

Kinetic Holdings NZ Ltd.



Russell Turnbull

Director – Business Development

P: +64 21 797 314. E. russell.turnbull@wearekinetic.co.nz

22 March 2024

Attention: RLTP Submissions

Bay of Plenty Regional Council

By email: rltp2024@boprc.govt.nz

SUBMISSION ON THE BAY OF PLENTY REGIONAL COUNCIL

DRAFT REGIONAL LAND TRANSPORT PLAN 2024-2054

KiwiRail Holdings Limited (KiwiRail) is the State Owned Enterprise responsible for the management and operation of the national railway network. This includes managing railway infrastructure and land, as well as rail freight and long-distance passenger services within New Zealand.

KiwiRail is a non-voting member of the Bay of Plenty Regional Transport Committee (RTC) and has been involved in the development of the Regional Land Transport Plan (RLTP).

KiwiRail serves freight customers on the multi-modal Golden Triangle between Auckland, Waikato, and Tauranga. Rail in your region is clearly of strategic importance. We appreciate the focus on rail as a key component of the Bay of Plenty strategic transport network, and its identification as a potential solution to several issues raised.

KiwiRail will take into account your RLTP and the Government Policy Statement on Land Transport 2024 (GPS 2024), as the next three-year programme of activity and ten-year forecast is developed through the Rail Network Investment Programme (RNIP).

To assist in understanding the context of our comments we have provided them under the heading for the section of the RLTP to which they correspond.

Introduction

You note your RLTP was released prior to the new Government releasing its draft GPS 2024 and acknowledge the need to update the RLTP to reflect the new government priorities. Our initial review of the draft GPS 2024 suggests that you have a sound base document but some change in emphasis would be required. We are keen to engage with this process through our role on the RTC.

Strategic context

The introduction to the Bay of Plenty clearly identifies the strategic rail corridor through the region and rails national and interregional role in connecting cities, Port of Tauranga (the country's largest export hub), logistic and industrial hubs.

It also identifies major regional challenges with the following relevant to rail, or where rail may be part of the solution:

- the backlog of transport asset maintenance and renewals, which are necessary to keep routes running at optimum efficiency and safety, continues to grow



- High levels of greenhouse gas emissions from land transport modes as a result of high motor vehicle dependency
- Vulnerability to both severe weather events and longer-term climate change-related events

The strategic context of the RLTP describes and summarises the rail network, the role of rail and the policy context (NZ Rail Plan) well.

Strategic framework

We support the 30-year vision for the region and note that rail can contribute to the delivery of most of the RLTP objectives.

Policies

We are generally supportive of the RLTP policies and endorse where KiwiRail has been identified as having a role in their delivery.

We acknowledge our role in reducing risk and improving safety across and along rail corridors (Policy 1.4) and agree that implementation of this policy involves both KiwiRail and RCAs working to address rail level crossing safety.

KiwiRail has a role across many of the policies of *Objective 4: The transport system enables people and goods to move efficiently and reliably to, from and throughout the region.*

We strongly support those policies (4.2, 4.4 and 4.6) that look to protect the function of existing strategic transport corridors (including the East Coast Main Trunk) and ensure planning minimises the impact of reverse sensitivity and access effects on those corridors.

We welcome continued engagement on opportunities to address barriers to the uptake of rail and to facilitate mode shift.

With regard to *Objective 5: Resilience issues in the transport system have been proactively identified and actioned so that the region can respond to, adapt, and rapidly recover from unplanned events and hazards*, KiwiRail should be included in the delivery of policy 5.1 as this is a focus of KiwiRail's RNIP.

Programming and funding

Prioritised regionally significant activities

We recognise the intention of Bay of Plenty Regional Council to investigate the feasibility of a passenger rail connection between Hamilton and Tauranga, as a potential expansion of services beyond the Hamilton to Auckland Te Huia service. KiwiRail supports public transport solutions which offer value for money and consider councils – as representatives of their communities – should establish whether there is demand for a service. KiwiRail can assist by offering factual information about operational and network costs to inform this analysis but is not funded to lead this activity directly.

Inter-regionally significant activities

While it is important to support activities to address constraints on the East Coast Main Trunk Rail Network we note there are also significant constraints to the Auckland – Tauranga freight journey in Auckland. We recommend the RLTP also supports projects that address rail network constraints in Auckland (such as the

Rail Network Rebuild, Wiri to Quay Park etc) especially given the future aspirations for inter-regional passenger rail services.

Thank you for the opportunity to provide input into the RLTP and we look forward to continuing to work with you to refine the document.

Yours sincerely

A handwritten signature in black ink, appearing to read "Angus Hodgson".

Angus Hodgson

Group Manager Government Engagement



21 March 2024

Bay of Plenty Regional Council
PO Box 364
Whakatane 3158

Dear Sir/Madam

SUBMISSION ON THE DRAFT BAY OF PLENTY REGIONAL LAND TRANSPORT PLAN 2024-2034
OPOTIKI MARINA AND INDUSTRIAL PARK LIMITED

This submission to the Draft Bay of Plenty Regional Land Transport Plan (RLTP) and the attached supporting information has been prepared on behalf of Opotiki Marina and Industrial Park Limited (OMIP).

Submitter Details	Opotiki Marina and Industrial Park Limited
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OMIP wishes to be heard in support of its submission.

Signature of submitter representative:

A handwritten signature in black ink, appearing to read 'Jifly', followed by a horizontal line.

Dated: 21/03/2024

INTRODUCTION

Opotiki Marina and Industrial Park Limited (OMIP) is the owner of a 38-hectare area of rural land located on the outskirts of Opotiki. The land adjoins the western side of the Opotiki Harbour and has vehicle access from State Highway 2. The site has been identified as the preferred location for the establishment of a marina and marine industry precinct to support the offshore marine farm as well as other maritime industries and related commercial activities facilitated by the Opotiki Harbour Development (OHD).

The site has been earmarked for this form of development through the creation of a specific Harbour Industrial Zone in the Opotiki District Plan with a structure plan that provides for the establishment of harbour facilities and related land use activities in this area with state highway access. A copy of this structure plan is included as **Appendix 2**.

The OMIP development is a critical component of the OHD and unlocks many of the significant economic, social and cultural benefits of the project.

In 2023 Independent Hearings Commissioners granted resource consents for the project. These consents are subject to appeal and OMIP is currently in mediation with the appeal parties. If the appeal is unable to be resolved through mediation an Environment Court hearing is scheduled for later in 2024.

The activities that are anticipated to establish within the OMIP site will increase traffic accessing the site via State Highway 2. Consultation with Waka Kotahi has identified the need to upgrade the intersection of the OMIP access road with State Highway 2 to provide for the increased traffic volumes, particularly trucks. The exact design of the upgrade has yet to be confirmed but the construction of a roundabout is the preferred solution. These improvements are not funded through current government funding provided through the Opotiki Investment package.

BACKGROUND

The Opotiki Harbour was an operational river port for many years and was an integral component of the district's transport infrastructure up until the second half of the 20th century. From the 1960s onwards more reliance was placed on the district roading infrastructure to transport products from Opotiki around New Zealand. Consequently, the use of harbour declined. Further, over time sediment has accumulated in the Waioeka River entrance resulting in it becoming shallower. The entrance in its current form is only suitable for small vessels to navigate under limited tidal and weather conditions.

The OHD was conceived by Opotiki District Council to re-establish the harbour by improving navigability and safety for a range of vessels, particularly those associated with the operational marine farm located offshore from Opotiki. Re-establishing the harbour is a long-held community aspiration and provides a platform for sustainable economic growth. The construction of the new harbour entrance is nearing completion, with the harbour entrance walls completed and the entrance diverted between the walls.

The OMIP marina will complement the harbour development by providing safe berthing for vessels associated with the aquaculture industry. The industrial precinct will provide facilities to support the servicing of the marine farm as well as other marine-related industries established because of the improved harbour access.

The OHD and OMIP project are co-dependant with the OHD relying on landside marine activities to provide the employment and economic benefits enabled by the government and regional investment in the OHD. The marina is an essential component for the significant projected future expansion of the aquaculture industry in Opotiki and the associated economic growth, job creation, and enhancement for the wellbeing of the eastern Bay of Plenty community.

As noted above, the Opotiki Investment does not include the SH2 access arrangements for the OMIP site.

OPOTIKI MARINA AND INDUSTRIAL PARK

The OMIP development involves the establishment of a basin providing marina berths, a commercial wharf, vessel haul out area, and recreational boat ramp. The basin is likely to be constructed in stages. The marine industry precinct will provide loading and unloading facilities for servicing the offshore marine farm, vessel maintenance, servicing and storage, marine industry support services and sales, marina office and related activities.

Activities at the OMIP site will generate heavy vehicle traffic transporting mussels and other products from the marine farm to the processing factory in Opotiki as well as traffic associated with other activities within the marine precinct, including use of the recreational boat ramp and marina.

A conceptual plan of the OMIP site is included as **Appendix 3**.

PROPOSED ROADING IMPROVEMENTS

The OMIP development gains access from SH2 around 1.2km north of the Woodlands Road intersection at the western approach to the Opotiki urban area.

The entrance to the OMIP site is located on the outside of a bend in the road within a 100km/h section of road. To safely accommodate the additional traffic, particularly heavy vehicles and vehicles towing boats, Waka Kotahi has advised that a roundabout is the preferred intersection design in this location. This will require the acquisition of additional land currently in private ownership.

Traffic volumes generated by activities at the OMIP site are not expected to increase substantially until the harbour entrance improvements and basin construction is completed and aquaculture harvesting, and servicing operations commence at the site. This is expected to be in 2026.

The access arrangements will serve a range of functions within the current and future context beyond providing access to the OMIP development. The most likely roundabout form of the intersection will:

- Create a gateway between the urban and rural areas that will encourage safer speeds for vehicles entering the Opotiki urban area;
- Significantly improve the safety of the existing arrangement, noting that there are safety works currently taking place on this section of SH2; and
- Cater for increasing traffic demands on SH2 associated with the on-going economic development of Opotiki, across all industries, and associated employment and population growth.

The design of the intersection has not been completed at this stage, although an indicative plan is included as **Appendix 4** for illustrative purposes. This intersection layout includes a realignment of SH2 to improve the safety of the roundabout approach and provides access to the adjoining land to the south to cater for potential future development. Based on this design an additional 2,300m² of land would be required for the intersection. Existing overhead electricity transmission lines would also need to be relocated.

A total cost for the access arrangements has yet to be determined but is likely to be in the order of \$2.5 - \$3 million.

ALIGNMENT WITH DRAFT RLTP

Unlike, the previous RLTP, the 2024 Draft RLTP does not specifically prioritise support for regional growth or identify the key economic development projects underway in the eastern Bay of Plenty and the significant contribution they will make to the economic prosperity of the sub-region. As noted previously, the OMIP and the associated roading improvements will contribute to a sustainable, resilient, and safe transport system and is critical to realising the projected regional economic growth enabled through significant investment in the OHD.

OMIP supports the inclusion of general economic prosperity objectives in the RLTP. The roading improvements associated with the OMIP project are aligned with the following objectives in the RLTP:

Objective 1 – *Deaths and serious injuries are minimised on the region's transport system.*

Objective 4 – *The transport system enables people and goods to move efficiently and reliably to, from and throughout the region.*

Objective 6 – *The transport system enables connectivity between places where people live, work, learn and play.*

OMIP supports the inclusion of these objectives in the RLTP. The success of the Opotiki Harbour Development will rely on a safe and efficient access to the industrial precinct, and in particular the transport link between the OMIP site and the aquaculture processing facility in Opotiki.

Roading improvements in this location will also support the achievement of safety objectives along this section of highway, which is already identified as an area requiring safety improvements.

Economic prosperity Objective 4 is supported by policies which are aligned with the outcomes sought for the OMIP project, in particular Policy 4.1: *“Co-ordinate planning and prioritise investment for roads, rail and shipping to ensure that freight and commercial vehicle movements in the region and the upper North Island are managed in an integrated manner.”*

REQUESTED CHANGES TO DRAFT RLTP

The roading improvements required to enable the OMIP development are not included within current government funding allocations. It is likely that the intersection improvements will need to be funded through a mix of funding sources, including private developer funding and Waka Kotahi investment.

Page 85 of the Draft RLTP states that *“RLTPs effectively bridge the gap between local and regional investment and the NLTP. Before a project can be considered for funding through the NLTP and NLTF, it must first be included in an adopted RLTP and have the local share identified in the council's Long-Term Plan (LTP).”*

The project aligns with the strategic priorities set out in the Government Policy Statement on Land Transport (GPS) 2021, which include a focus on improving the safety of the transport system and improving freight connections for primary producers to facilitate economic development. The 2024 Draft GPS was released for public consultation in March 2024 and identifies the investment in the land transport system to support economic growth and productivity as the Government's top priority in the GPS.

The prioritised list of regionally significant activities included in the Draft RLTP does not specifically include the roading upgrades necessary to provide safe access for the Opotiki Harbour Industrial Zone. Item 16 in the list refers to the development of a Single Stage Business Case for intersection improvements at the western approach to Opotiki (Woodlands Road intersection) to enable housing supply in the Hukutaia Growth Area and improve safety, access and resilience for the community.

This submission requests support to widen the scope of the business case to consider the western SH2 approach to Opotiki more broadly with the inclusion of the access improvements at the Harbour Industrial Zone access road intersection with State Highway 2 in addition to the Woodlands Road intersection.

The need to provide for housing growth in Opotiki is recognised as a critical component of the economic development initiatives in the Opotiki area and the provision of safe, functional transport connections is an important consideration. This housing growth is a result of the economic development which is very much built

around industrial activities, specifically the aquaculture industry. Whilst intersection improvements to accommodate residential growth is one consequence of the economic development so too is the increase in industrial traffic, and the ability of that industrial traffic to access the state highway network safely and efficiently is equally as important. It would therefore be logical to include these broader factors in any business case considering roading improvements in the area.

SIGNIFICANT IMPROVEMENT ACTIVITY	DESCRIPTION
Opotiki Urban Growth and Resilient Access Improvements	Intersection improvements at the SH2 and Woodlands Rd intersection to enable housing supply in the Hukutaia Growth area, improving safety, access and resilience for the community.

The table attached as **Appendix 1** identifies specific submission points in relation to the Draft RLTP.

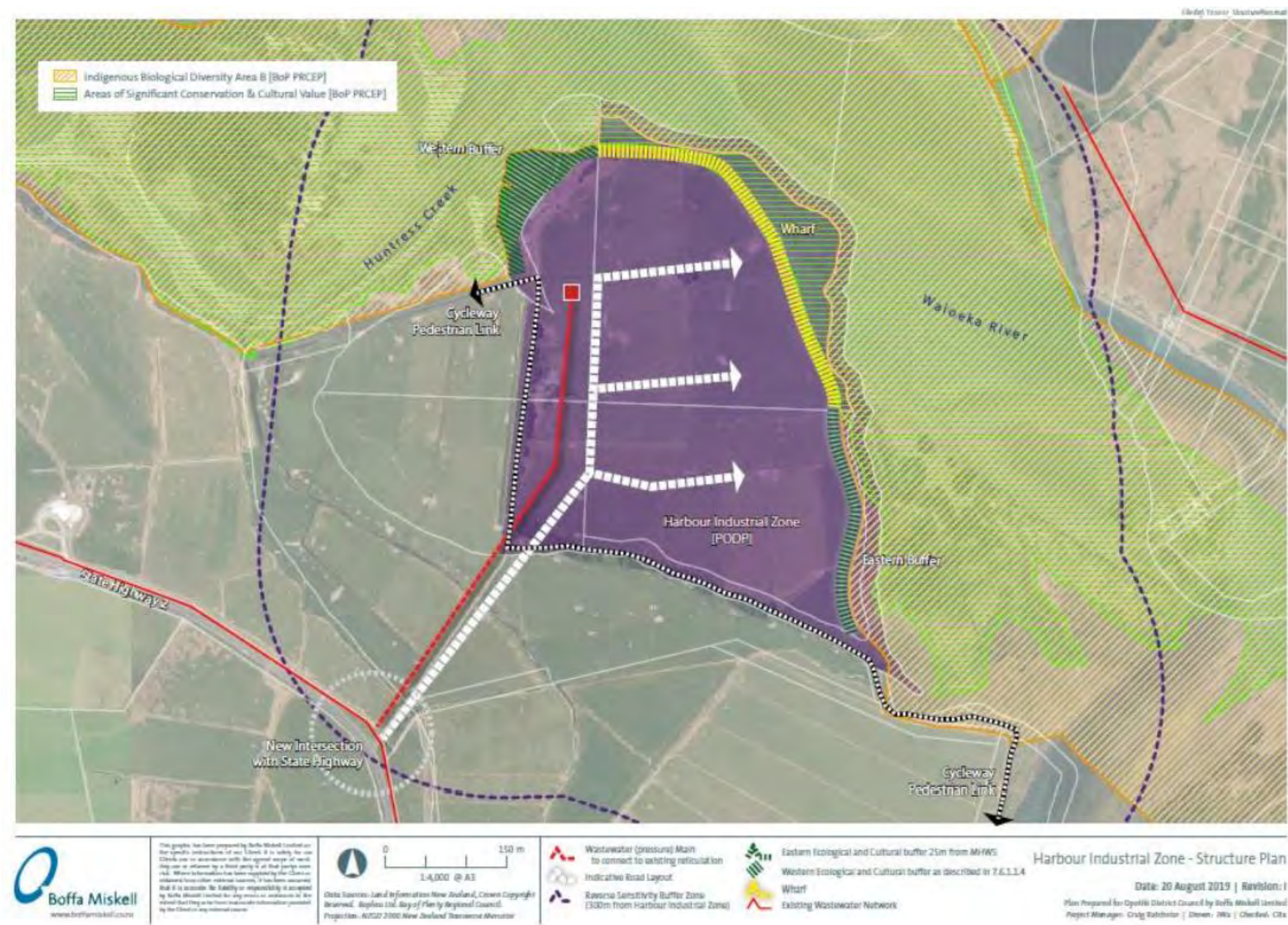
SUMMARY

OMIP supports the vision and objectives of the Draft RLTP and the identification of the. In recognition of the OHD and OMIP as important economic development projects in the eastern Bay of Plenty and the range of benefits resulting from improvements to the access arrangements, OMIP seeks the addition of the Opotiki marine precinct SH2 access arrangements to the business case for intersection improvements along SH2 at the western approach to Opotiki.

APPENDIX 1: OMIP SUBMISSION POINTS ON DRAFT RLTP 2024

TABLE 1: DRAFT RLTP SUBMISSION POINTS			
PROVISION	SUPPORT / OPPOSE	SUBMISSION REASONS	RELIEF SOUGHT
30-year vision (Page 13)	Support	The provision of a transport system which meets the needs of our diverse communities, our environment and our economy is necessary to ensure to the success of the OHD and OMIP developments in Opotiki and ensuring the increased employment, economic growth and associated benefits of these projects are realised for the Opotiki community and wider eastern Bay of Plenty.	Retain the current wording of the regional transport 30-year vision.
Objectives <i>Objective 4 –The transport system enables people and goods to move efficiently and reliably to, from and throughout the region.</i> <i>Objective 6 - The transport system enables connectivity between places where people live, work, learn and play.</i> (Page 58)	Support	The efficient movement of people and goods throughout the region and connectivity between places where people live, work, learn and play as key objectives in the Draft RLTP is supported. OMIP supports the recognition of the importance of supporting economic prosperity.	Retain Objective 4 and Objective 6.
Prioritised list of regionally significant activities Item 16 (Page 75)	Support with amendment	The Draft RLTP includes funding of a business case for intersection improvements at the SH2 and Woodlands Road intersection at the western approach to Opotiki. This submission requests that the scope of the business case be widened to include consideration of other intersection improvements needed at the approach to Opotiki, specifically the access point to the Harbour Industrial Zone and OMIP development. In addition to facilitating safe and efficient access to the OMIP site, improvements to the intersection would also address existing safety issues along this section of the highway and provide additional benefits by providing a gateway to Opotiki and opportunities for further land use changes in the area. This submission requests that the wider safety benefits of the intersection improvements be included within the business case proposed for SH2 intersection improvements at the western approach to Opotiki.	Amend the project description as follows (shown as tracked changes) Intersection improvements at the <u>western approach to Opotiki, including:</u> <u>a.</u> SH2 and Woodlands Rd intersection to enable housing supply in the Hukutaia Growth Area, improving Safety, access, and resilience for the community; <u>and</u> <u>b.</u> <u>SH2 and Harbour Industrial Zone access intersection to support economic prosperity and safety.</u>

APPENDIX 2: HARBOUR INDUSTRIAL ZONE STRUCTURE PLAN - OPOTIKI DISTRICT PLAN



APPENDIX 3: CONCEPT PLAN



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to hazards / risks normally associated with the types of work detailed on this drawing, attention is drawn to the following hazards:

It is assumed that all work will be carried out by a competent contractor working to an approved site specific health and safety plan in accordance with the Health and Safety at Work Act 2015.

Notes:

REV

DESCRIPTION

BY

DATE

STATUS

CONCEPT

CLIENT:

OPOTIKI MARINE & INDUSTRIAL PARK LTD
1895, SH2, OPOTIKI

PROJECT:

MARINA DEVELOPMENT

DRAWING TITLE:

CONCEPT LAYOUT
REVISION 5

SCALE AT A3:

DATE:

DRAWN:

CHECKED:

PROJECT NO:

DRAWING NO:

REVISION:

1:2000

JULY 2021

DGN

DGN

2021-004

GA100

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APPENDIX 4: INDICATIVE INTERSECTION DESIGN





Submission on the Bay of Plenty Regional Council, Regional Land Transport Plan 2024-2034

Bay of Plenty Regional Council
P.O. Box 364
Whakatāne, 3158, NZ

Thank you for the opportunity to submit on the proposed Regional Land Transport Plan.

Background

The Peka Trust owns a property extending more than 600 hectares at the southern gateway to Rotorua, immediately south of the junction of State Highways 5 and 30. The northernmost portion of this land, approximately 145 hectares, is zoned for heavy industry under the Rotorua Lakes Council's District Plan.

The Peka Trust has set in place the process to develop the Peka Industrial Park on this land, in line with its zoning.

The situation in Rotorua is favorably disposed to industrial development from two perspectives – there is very limited supply of industrial land available in this market, and there is pressure from both the local and the wider industrial sectors to find a home in this area.

Rotorua Lakes Council has been very supportive of this development, recognising its significance to the future prosperity of the city and the region.

Transport Issue

One of the most significant challenges to the development of this land was the ability for increasing numbers of heavy vehicles to safely access the two state highways bounding the property. To resolve this challenge the Trust participated in a series of workshops instigated by Council, facilitated by Stantec, and involving Waka Kotahi and an adjoining industrial landowner, Red Stag Investments. A preferred access arrangement was identified through this process, one that permitted the staged development of land from both landholdings.

This work is summarised in the attached document, "Final V Peka Block and Red Stag Timber – Traffic Study".

Where this arrangement impacts access to the Peka development it has been incorporated into the Peka Masterplan.



Regional Land Transport Project

The first stage of the Peka Industrial Park has been granted earthworks consent and work is advancing. This stage will be completed for occupation in June 2025.

In line with the access arrangement, this first stage will access State Highway 5 through an upgraded existing entrance. However, the traffic generation from future stages of development will overwhelm this entrance.

Industrial development in this area cannot proceed beyond the first stage until a new entrance is constructed.

A concept plan for this new entrance, one conforming with the preferred access arrangement, has been prepared by traffic engineers Harrison Grierson. This has been shared with Rotorua Lakes Council and submitted for consultation with Waka Kotahi.

The cost assessment of this new entrance is \$25million.

Regional Significance

This new entrance is a substantial transport project of regional significance.

The development of industrial land is recognised in the Council's Long-Term Plan as a key project to unlocking further opportunities within Rotorua. Aligning with this Plan, Rotorua's Economic Development Strategy focuses on the unlocking of greenfield industrial land to support business relocation and expansion.

There has been strong interest in taking up sites in the Industrial Park, and negotiations are progressing with a number of prospective tenants. These include a mix of local industrial businesses looking to relocate and expand, and new industrial enterprises to the region, seeking to establish a base near forestry or farming resources.

Other regionally significant projects being considered for parts of the Peka block include a new power supply into this area, power generation on site, major biofuel manufacturing facilities and part of Council's water reclamation project.

Submission

The Trust submits that this state highway access project, providing safe access for heavy vehicles on to the state highway network, is a transport project of regional significance that should be included in Bay of Plenty Regional Council, Regional Land Transport Plan 2024-2034

Submitted on Behalf of the Peka Trust by
Michael Beattie, Peka Development Manager

Peka Block and Red Stag Timber Access Optioneering Assessment

Prepared for RotoruaNZ Ltd

2 October 2022

We design with community in mind

Revision schedule

Rev	Date	Status	Prepared	Checked	Reviewed	Approved
1	27 July 22	Draft	Alicia Mustapha	Mark Apeldoorn	Karl Baker	Mark Apeldoorn
2	15 Sept 22	V2	Matt Soper	Alicia Mustapha	Mark Apeldoorn	Mark Apeldoorn
3	02 Oct 22	Final	Matt Soper	Alicia Mustapha	Mark Apeldoorn	Mark Apeldoorn



Quality Statement

Project manager	Project technical lead
Mark Apeldoorn	Matt Soper

PREPARED BY

Matt Soper



02 / 10 / 2022

CHECKED BY

Alicia Mustapha



02 / 10 / 2022

REVIEWED BY

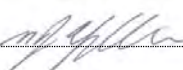
Mark Apeldoorn



02 / 10 / 2022

APPROVED FOR ISSUE BY

Mark Apeldoorn



02 / 10 / 2022

This document was prepared by Stantec New Zealand ("Stantec") for the account of Rotorua NZ (the "Client"). The conclusions in the Report titled *Peka Block and Red Stag Timber Access Optioneering Assessment* are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the document was published and do not consider any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

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Executive Summary

Overview

The purpose of this study is to understand the emerging transport access and road safety issues associated with planned new development within the vicinity of SH30/SH5 intersection (south of Rotorua). Large-scale property development is planned by the Peka Trust and Red Stag Timber in areas that are zoned for future growth. The projects will bring support local employment opportunities and economic welfare.

Commissioned by RotoruaNZ, Stantec has facilitated a structured transport planning process, consistent with transport business case principles. The outcome of this study is a recommended access arrangement between the state highways and adjacent major landholdings that can support staged land release for the development proposals. The recommendation is supported by all key parties – including Rotorua Lakes Council (RLC), Waka Kotahi, Peka Trust and Red Stag Timber.

The process included:

- Developing the strategic case (rationale for making changes) by identifying key problems and desired investment benefits through an Investment Logic Mapping (ILM) exercise.
- Identifying a range of options for addressing agreed investment objectives.
- Assessing options using a multi-criteria assessment (MCA) approach to determine a preferred option.

This report has been updated based on feedback from the initial draft version (27 July 2022).



Project area

Key Stakeholders

The process was underpinned by collaborative engagement with key stakeholders including:

- **RotoruaNZ Ltd** - Council Controlled Organisation owned by Rotorua Lakes Council.
- **Rotorua Lakes Council** – Local Road Controlling Authority.
- **Waka Kotahi** – Road Controlling Authority for state highways.
- **Peka Trust** – landowner Trust for the Peka Block adjacent to State Highways 5 and 30.
- **Red Stag Timber** – landowner and developer for the Red Stag Timber Mill site adjacent to State Highway 5 and key partner to the Mountain Bike Park Facilities area.

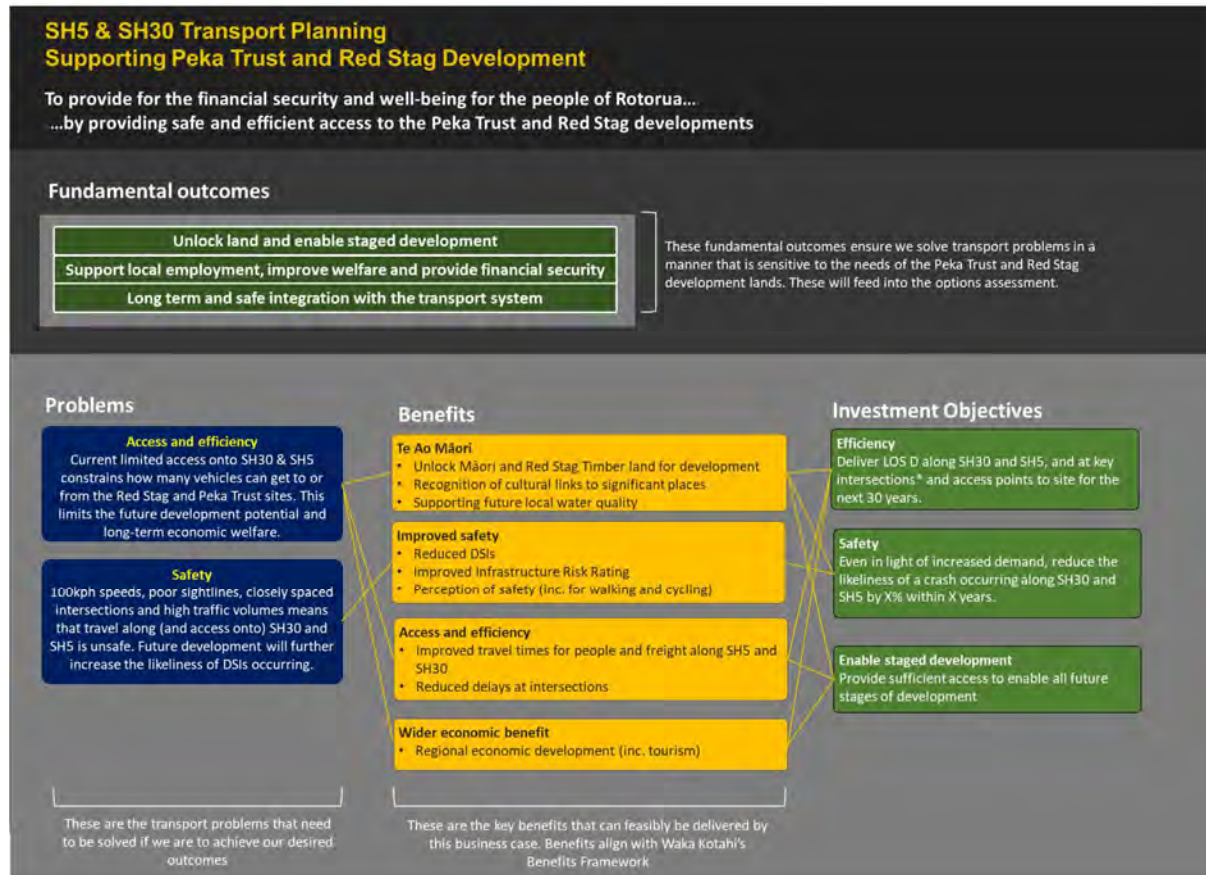
Transport Problems

The key transport problems relate to:

- Increasing road **safety risks** associated with increased transport activity in the area; and
- Limitations on land development associated with **inadequate existing state highway access points**.

The ILM identified three investment objectives related to improving safety outcomes, ensuring safe and efficient access to planned development sites and enabling a staged delivery of the land developments.

The ILM is provided below.



Investment Logic Map

Options

A long list of eight options were identified as relevant approaches to achieving these Investment Objectives.

These involved various types of infrastructure interventions including various road realignments, intersection types and access point locations. An initial coarse assessment narrowed the long list to a short list of three options that were subject to a more detailed multi-criteria assessment against a 'Do Minimum' option.

The assessment found that all three short-listed options could contribute positively to achieving the investment objectives. The options varied more substantially when assessed for cost and deliverability and extent of environmental impact.

Preferred Option

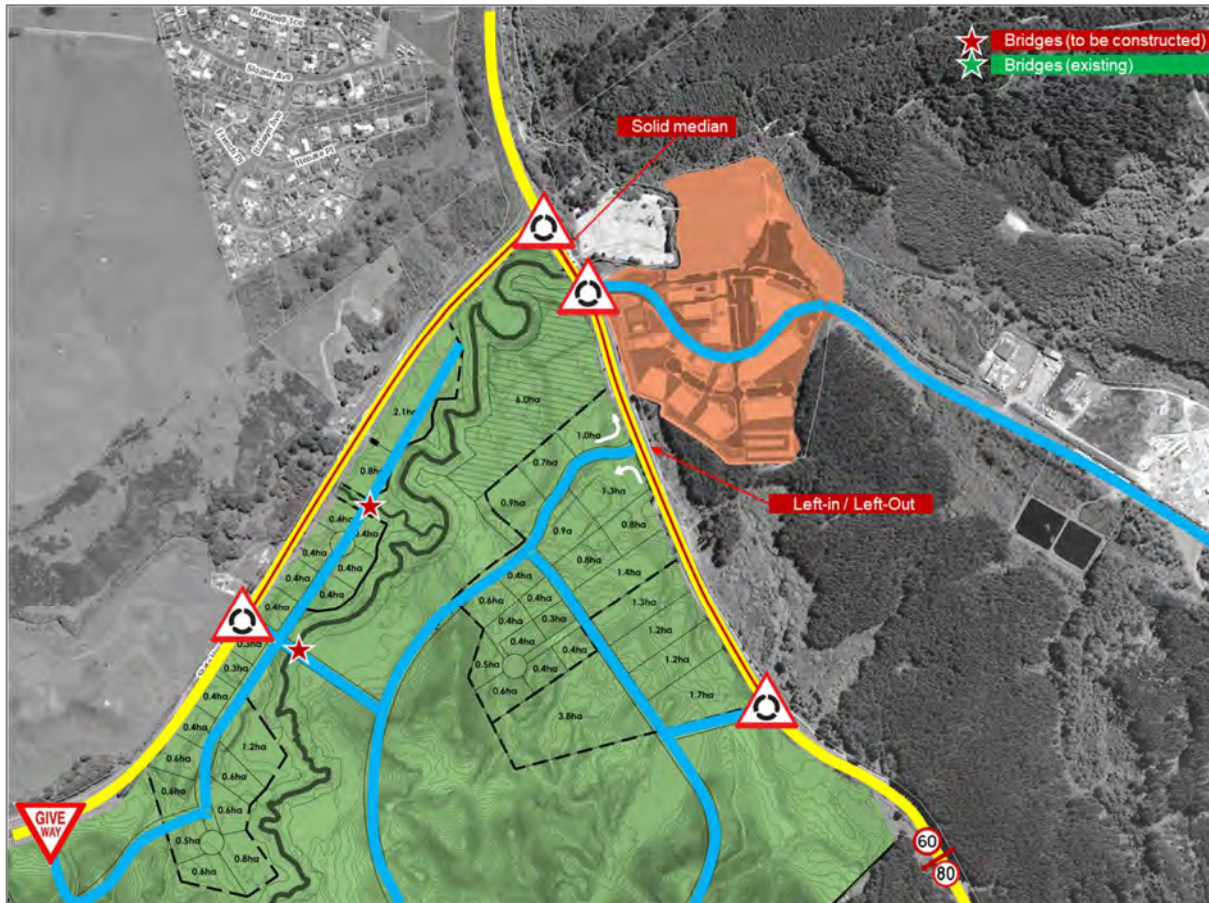
The assessment determined a preferred strategic access arrangement in the form of Option 5. This involves a package of infrastructure and speed management interventions to support a safe and efficient road network that supports staged development, and ultimately economic growth.

Key features of this option, which has the potential to be staged, include:

- Converting the current SH5/SH30 intersection to a dual-lane roundabout.

- Converting the SH5/Waipā State Mill Road intersection to a dual-lane roundabout.
- Four laning along SH5 between the Hemo Gorge Roundabout and Waipā State Mill Road.
- Roundabouts (or other appropriately determined safe intersection form) at Peka Trust SH5 southern access and Peka Trust SH30 central access.
- Left in left out intersection at Peka Trust SH5 northern access.
- A priority-controlled intersection at the southern (non-Peka Trust land) SH30 southern access.
- Solid median between the Hemo Gorge Roundabout and Waipā State Mill Road.
- Speed limit reductions along SH30 and SH5.

The generalised form of the preferred option (Option 5) is shown below.



Indicative Preferred Option (Option 5)

The Hemo Gorge (SH5/SH30) roundabout would also need to be upgraded to provide dual-lanes.

This would be a significant upgrade given that pedestrian/cyclist connections are already grade-separated with constrained space.

Next Steps

- RotoruaNZ to engage with Rotorua Lakes Council on next steps for planning and implementation of the preferred option and including consideration for staged funding of transport infrastructure alongside other infrastructure needs to service the Peka Trust and Red Stag Timber landholdings.
- Rotorua Lakes Council to assess and determine an appropriate funding mechanism and associated business case and/or funding pathway/model.

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Abbreviations

Abbreviation	Full Name
ADT	Average Daily Traffic
CAS	Crash Analysis System
DSI	Death and Serious Injury
EAST	Early Assessment Sifting Tool
GFA	Gross Floor Area
HGV	Heavy Goods Vehicles
ILM	Investment Logic Map
LOS	Level of Service
MCA	Multi Criteria Assessment
RLC	Rotorua Lake Council
RNZ	RotoruaNZ
SH	State Highway
SME	Specialist Matter Expert
TMS	Traffic Monitoring System
Waka Kotahi	Waka Kotahi NZ Transport Agency

1 Introduction

1.1 Overview

RotoruaNZ has engaged Stantec to assess, describe and develop a preferred transport access option for the Peka Trust and Red Stag Timber properties adjacent to SH5 and SH30, Rotorua.

The purpose of this study is to undertake a structured transport planning process, consistent with transport business case principles and including collaborative engagement with key stakeholders, to determine:

- Drivers for change, key problems, potential benefits and investment objectives
- A range of options for addressing investment objectives
- A framework for multi-criteria assessment of options
- A preferred high-level approach to transport planning that supports:
 - A planned long-term strategic corridor and access arrangement; and
 - A staged corridor access arrangement that could support staged land release for the land-use proposals.

This report documents the identification and assessment of options and determination of a preferred long-term strategic access management option for these landholdings in a way that is consistent with the transport business case principles and methodology. Whilst this is not a comprehensive business case, the approach used is consistent with business case principles.

A collaborative stakeholder engagement process has been used to determine a strategic corridor and access arrangement that will best support collective interests.

1.2 Background

Peka Trust and Red Stag Timber are major landholders in the area adjoining SH5 and generally south of the SH5 / SH30 intersection situated in the Rotorua Lakes Council (RLC or the “Council”) area. Both landholders have plans to stage development of their blocks. The potential transport demands associated with these developments rely on the long-term strategic performance and capacity of these state highway corridors.

An integrated, safe and well-planned approach to for the State Highway’s interim and long-term functioning is of primary interest to Waka Kotahi.

Rotorua Lakes Council (RLC), in its capacity as the Road Controlling Authority (RCA) for the wider area has a strategic interest in the local roads (such as Waipa State Mill Road) and connecting transport corridors (current and future) together with the strategic infrastructure it will inherit as the RCA. RLC is also exploring a range of other infrastructure service provision mechanisms, some of which may rely on the road corridor network for them to be delivered.

1.2.1 Proposals

Peka Trust is investigating development potential on approximately 40ha of land to the east of SH5, located between SH5 and SH30 and with access to both road frontages. The development is to include industrial, warehousing, transport-related and manufacturing land uses that are generally consistent with the current zoning of the land.

Red Stag Timber has undertaken master planning of its site to the east of SH5 and are investigating redevelopment that could include accommodation, recreation, retail, film industry, light industrial and office uses generally aligned with the zoning for the land.

1.2.2 Project Area

The project area is in the vicinity of the intersection of two state highways - SH5 and SH30.

SH5 is a strategic connection in the central North Island linking Tirau in the north through to Rotorua, Taupo and southeast to Napier. It is approximately 262km in length traversing through both rural and urban areas. It mostly consists of a two-lane single carriageway; however, some of the urban arterial sections of the corridor such as that passing through the western part of Rotorua are four laned.



SH30 is an east-west connection between Te Kuiti to the west and Whakatane on the east coast of the North Island. It is approximately 219km long. Like SH5, SH30 is mostly a two-lane single carriageway. Within the project area SH30 terminates at SH5 at a priority-controlled T-intersection just south of Rotorua.

The Peka Trust and Red Stag landholdings have frontages on either or both SH5 and SH30.

The project area is broadly shown in Figure 1-1.



Figure 1-1: Indicative development areas¹

1.2.3 Previous Investigations

Table 1-1 summarises previous investigations that are relevant to this project.

Table 1-1: Relevant and recent investigations

Study	Summary
Peka Block Traffic Access and Staging Concepts study	Commissioned by Rotorua Economic Development, this assessment concluded: • Staged access to development is expected to be achievable. • Roundabouts are likely to deliver improved road safety outcomes for access. • A local corridor speed reduction would be necessary to support safe access. • Pedestrian and cyclist arrangements would need to be grade separated.
Road safety change assessment	A road safety change assessment in relation to the Peka Trust land Stage 1 access arrangements, prepared to respond to an information request from Waka Kotahi. This assessment concluded: <i>“the improved intersection outcomes described are expected to deliver significant safety improvements in the form of a 64% reduction in death and serious injury risk. The proposal therefore is expected to contribute strongly to the Waka Kotahi’s “Road to Zero” outcomes with respect to road safety.”</i>
National speed review program	The speed limits on sections of the SH30 and SH5 corridors through urban Rotorua were identified for inclusion in the national speed review program. Waka Kotahi and Rotorua Lakes Council both propose the following speed limit changes: • SH5 – from 100km/hr to 80km/hr between 260m south of the SH5/SH30 Old Taupō Road/Hemo Road roundabout to 400m south of Waipa State Mill Road. • SH30 - 260m south of the SH5/SH30 Old Taupō Road/Hemo Road roundabout to 185m southwest of SH5/SH30 intersection

¹ Source: Google Earth

2 Stakeholder Engagement

2.1 Key Stakeholders

The key stakeholder interests identified in relation to this study include:

- RotoruaNZ Ltd (previously Rotorua Economic Development Ltd) - Council Controlled Organisation owned by Rotorua Lakes Council.
- Rotorua Lakes Council – Local Road Controlling Authority and Infrastructure.
- Waka Kotahi – Road Controlling Authority for the State Highways.
- Peka Trust – landowner Trust for the Peka Block; and
- Red Stag Timber – landowner and developer for the Red Stag Timber Mill and key partner to the Mountain Bike Park Facilities area.

2.2 Workshops and Meetings

Early engagement was a priority for the project team to ensure that key stakeholders were represented, heard and able to influence the solution, with a sense of ownership for the preferred option.

Specific engagement activities included the following three workshops:

Workshop No.1: ILM

An Investment Logic Mapping (ILM) workshop exercise was held bringing together the key stakeholders to ensure an early agreement on problems, outcomes and benefits before any options were identified. Two meetings were held:

- Peka Trust (10th May 2022).
- Full group (12th May 2022).

Workshop No.2: Long List (16th June 2022)

The workshop developed a long list of options to be taken forward to subsequent evaluation. The prior ILM assessment was reviewed, key constraints identified, access options developed, and a set of evaluation criteria agreed to inform the MCA evaluations.

Workshop No.3: Multi-Criteria Assessment (1st July 2022)

This involved reviewing a preliminary assessment of options and confirming assessment findings through:

- A coarse sieve / fatal flaw process applied to the long-list of options.
- A more detailed MCA process on a short list of options to determine the preferred solution.



3 Context

3.1 Strategic Policy Context

3.1.1 Long Term Plan 2021-2031

The long-term plan aims to improve growth and development in Rotorua, with a funding commitment of \$3.7 million per annum and \$26 million in total.

Developed in partnership with iwi, businesses and industry sector leaders, the draft Economic Development Strategy (EDS) is a blueprint for economic recovery and longer-term growth in Rotorua. The strategy is intended to support the short-term needs for economic recovery in a world disrupted by the COVID-19 pandemic with a long-term economic development vision outlined below:

- A place that provides the space to connect with friends and family; and has a natural environment to inspire and sustain wellbeing. Success will mean attracting and retaining, talent, students, visitors and investors who contribute to the vibrancy of our bilingual city, engage in regenerative tourism, and sustain year-round productive jobs.
- The future of forestry Rotorua led initiatives to underpin our status as the Centre of Excellence in forestry and wood processing. Rotorua's "Wood First" policy recognises the economic, environmental, cultural and social significance of wood and has resulted in the increased use of timber solutions and a "Wood First" concept embraced at a national level.
- Ready for business, Rotorua is open and ready to support businesses to grow and thrive by providing desirable commercial, industrial, and housing solutions. To complement our existing industries, we nurture and attract technology-based and creative industries offering local people the chance to move into higher skilled and higher wages activity. Talent, entrepreneurs and business innovators relocated to Rotorua to live an 'exceptional' lifestyle and create new jobs and vibrancy for our city.

Growth

Using information from Infometrics (based on Stats NZ data) Council has assumed a projection of approximately 4,000 new residential dwellings over the next ten-year period. The most recent population estimates for the period 2017 to 2020 are shown in the following Table.

Table 3-1: Residential Population Estimates for Rotorua Lake Council

Year to June	Population	Change	% Change
2017	73,700	1,400	1.90%
2018	74,800	1,100	1.50%
2019	75,800	1,000	1.30%
2020	77,300	1,500	2.00%

Commitment to Road Safety

The Long Term Plan aims to improve road safety in Rotorua, with a funding commitment of \$1.3 million per annum. The excerpt below (from the long-term plan) shows the current performance related to road safety and the targets the Council want to achieve over the next 10 years.

Table 3-2: RLC Long Term Plan – Performance Targets

Level of service	How will it be measured? (Measures)	Performance Targets					
		Current performance 2019/20	Data source	2021/22	2022/23	2023/24	2024 to 2031
Safety	The change from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number.	4 fewer fatalities and 12 more serious injuries crashes during the financial year	Accident Database	≤ -1	≤ -1	≤ -1	≤ -1

3.1.2 District Plan

The Rotorua Lakes Council District Plan indicates that the land within the project area owned by Peka Trust is zoned Heavy Industrial (ID2), while the land owned by Red Stag Timber is zoned Business Innovation (BI2) and includes a local zoning 'Waipa Business Park'.

The relevant District Plan zoning maps that have informed the assessment of options are included in **Appendix A**. These include:

- Land use zoning
- Marae map for the area
- Urban biking map
- Urban bus route information
- Road hierarchy
- Entranceway control area maps, not applicable to the subject site frontages
- Soft ground: predominant in the stream and river valley areas on both sites
- Fault lines: predominant across the northern part of both sites and across the SH5/SH30 intersection
- Landslide risk: Some identifiable areas, but generally outside the primary development areas indicated

3.2 Traffic

3.2.1 State Highway Volumes

The current traffic volumes along SH5 and SH30 were extracted from Waka Kotahi's Traffic Monitoring System (TMS) website. The data shows:

- SH5, south of SH30: 7,880 ADT (Dec 2021), 12% heavy vehicles
- SH5 north of SH30: 14,582 ADT (Dec 2021), 19% heavy vehicles
- SH30 west of SH5: 4,053 ADT (Dec 2021), 15% heavy vehicles

Table 3-3 summarises the historic traffic volumes on the state highways.

The data shows that traffic on SH5 (south of SH30) has increased by 13% per annum, between 2020 and 2021. On SH30, north of the SH5/SH30 intersection, traffic volumes have increased by 9% per annum. On SH30, further south, close to the Gun Club Access Road intersection, traffic has increased by 13% per annum during the same period. The recovery in traffic post the Covid-19 pandemic may explain the relatively high growth between 2020 and 2021, when otherwise annual growth is typically around 3-4%.

Table 3-3: SH5 & SH30 Traffic Volumes (December 2021)²

Road Description	2020 AADT (veh/d)	2021 AADT (veh/d)	Peak Hour (veh/h)	% HGV
SH5, South of SH30 ³	6,972	7,880	888	12%
SH5, North of SH30 (Hemo Road) ⁴	13,281	14,582	1,458	19%
SH30 ⁵	3,581	4,053	405	15%

3.2.2 Intersection counts

Turning movement counts, which captured both light and heavy traffic, were undertaken at the following intersections in July 2022.

- SH30 / SH5; and
- SH5 / Waipa State Mill Road.

² Waka Kotahi NZ Transport Agency data resources

³ ID:00500057 WAIPA - Telemetry Site 41 - South of SH30

⁴ ID:00500055 795m South of Taupo Rd

⁵ ID:03000141 155m before Gun Club Rd



The purpose of the surveys was to provide an input into traffic models which allowed for an understanding of current intersection delays, and how additional development traffic may impact future performance. Note that surveys were undertaken between 07:00 – 19:00 on a Thursday, Friday and Saturday (school term).

Figure 3-1 and Figure 3-2 provide the typical Thursday traffic volumes for the AM (0800-0900) and PM (1600-1700) peaks respectively.

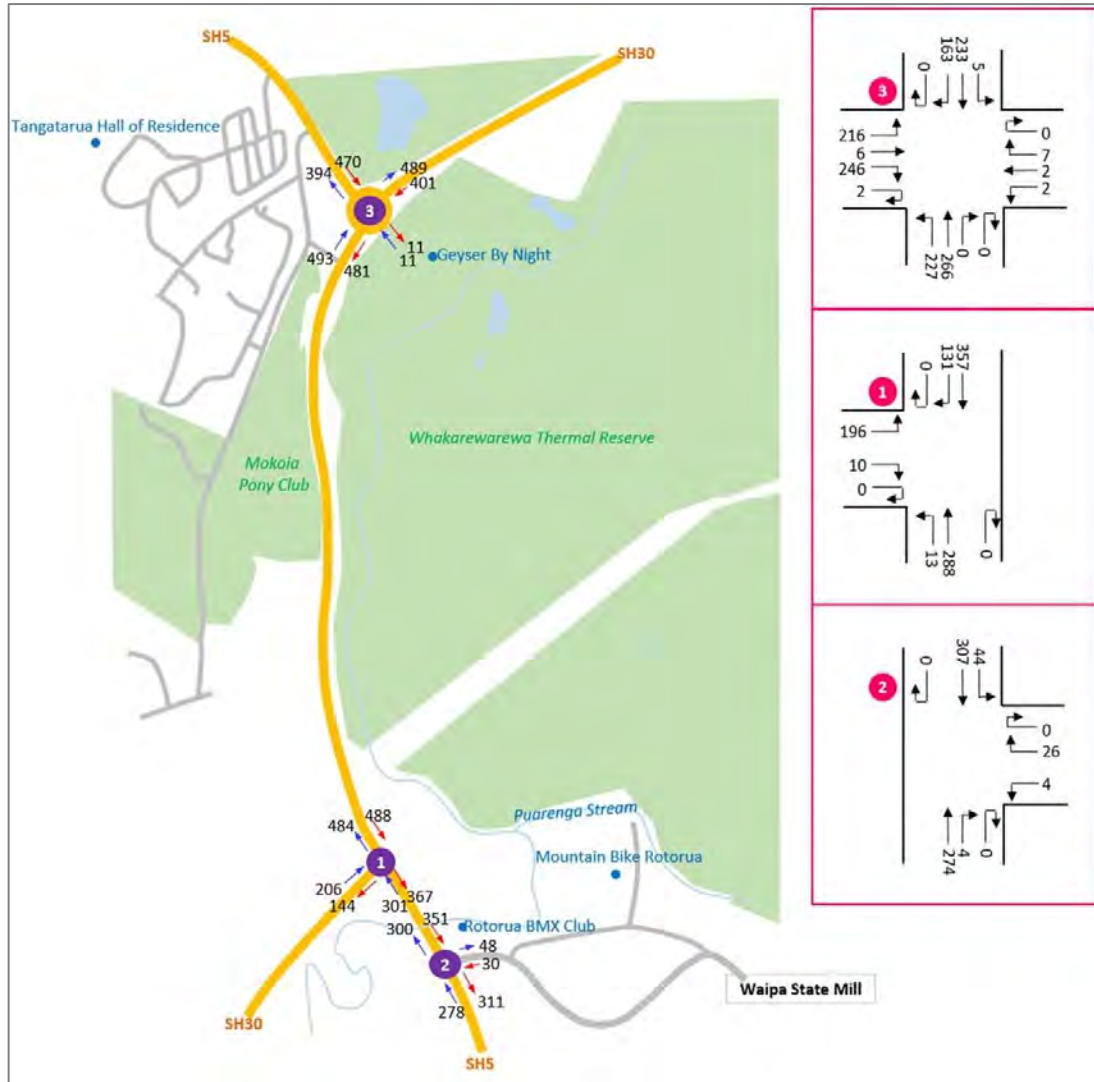


Figure 3-1: Traffic flow diagram – AM peak (0800-0900)

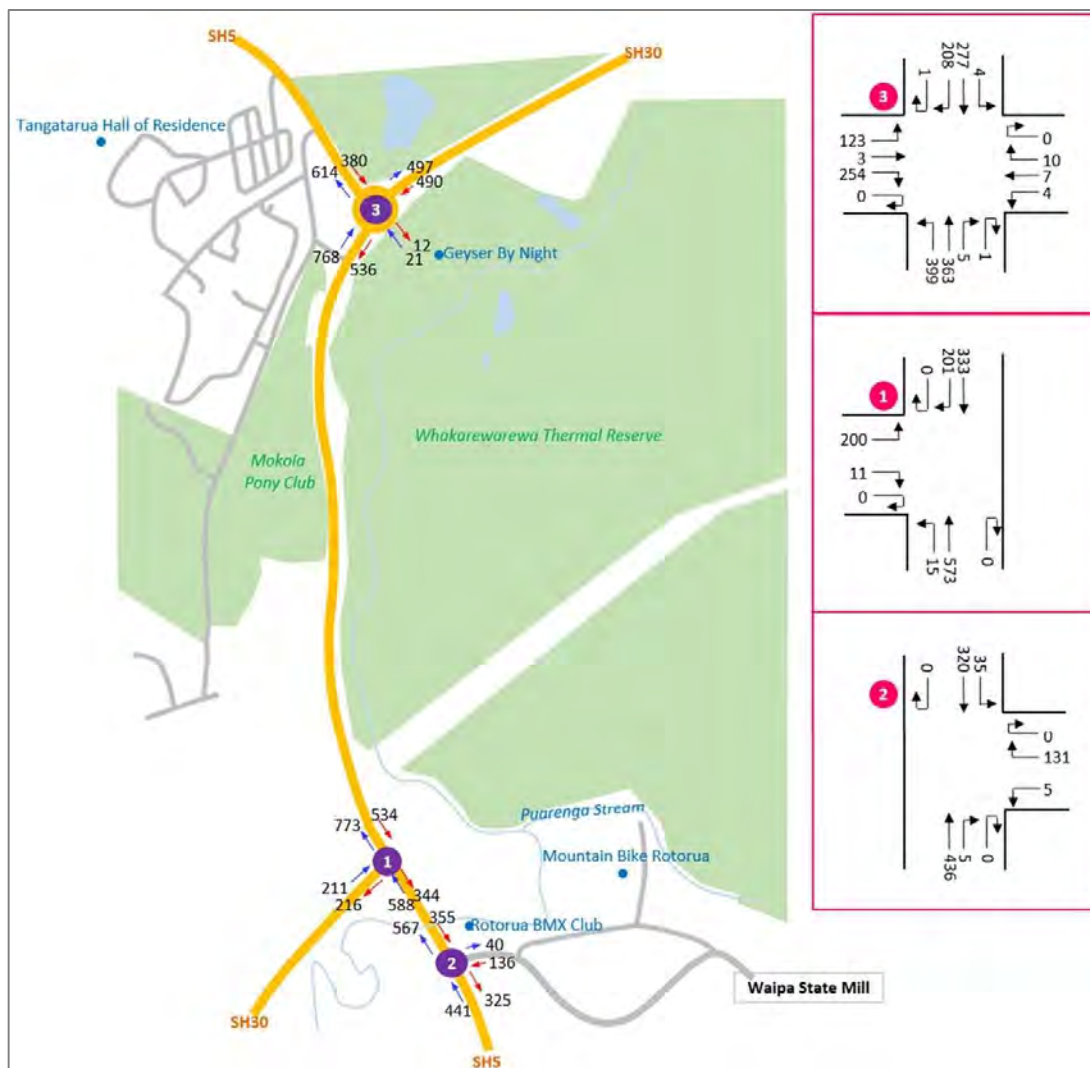


Figure 3-2: Traffic flow diagram – PM peak (1600-1700)

3.3 Proposed Developments

Two major developments are planned within the project area - on the Peka Trust and Red Stag Timber landholdings. These developments will access the road network via SH5 and/or SH30.

3.3.1 Peka Trust

A history of the site and indicative subdivision arrangement (as provided by Peka Trust) is included in Appendix B and C. Note that these are only preliminary and high-level concepts, which are subject to change once further master planning is undertaken.

Notwithstanding, the current provisional information indicates:

- The proposed development area measures approximately 39.8ha. Additionally, Peka Trust owns land to the north and west across to the SH30 corridor frontage.
- The development is planned to comprise of industrial, warehousing, manufacturing and contractors yard type activities which are provided for within the current District Plan Industrial 2 zoning.
- The proposed development is intended to be undertaken in stages.
 - Stage 1 is expected to leverage the current access location, with some improvement on SH5 and then subsequent development relying on a new intersection to the south on SH5.
 - Subsequent access points along SH30 will be necessary to support staged development on land fronting that corridor as a result of the gully separating land on each state highway frontage.

3.3.2 Red Stag Timber

The Red Stag Timber indicative master planning is shown at Appendix D and some further local knowledge, property and geographic information is shown in Appendix D1.

The imagery is provisional and represents some early background and evaluative work undertaken by Red Stag Timber and is subject to change. The concept plans show the following:

- Development could comprise of logging, recreational, accommodation, retail/hospitality, spa, film industry, workshop/office and storage activity types which are provided for within the current District Plan Business Innovation 2 – Waipa Business Park zoning.
- The proposed development is planned around the existing Waipa State Mill Road with a connection at the SH5/Waipa State Mill Road intersection.

3.3.3 Trip Generation

The trip generation from both sites is presented in Table 3-4. The calculations have been based on:

- Waka Kotahi's Research Report 453 Trips and parking related to land use⁶.
- A review of the Eastgate Business Park development (near Rotorua Airport), and consideration of likely proportion of plot size to building GFA (as a reference for the Peka Block industrial land use).
- Development land use provided by both the Peka Trust and Red Stag Timber.

Once fully completed, the developments are expected to attract the following peak hour trips (combined inbound/outbound):

Peka Trust (inc. Caltex)

- AM (0800-0900) = 911
- PM (1600-1700) = 1,121

Red Stag Timber

- AM (0800-0900) = 174
- PM (1600-1700) = 363

Table 3-4: Future trip generation – Peka Trust

Peka Trust															
Stage	Net Developable Site Area (ha)	Proportion of Site Area for Activity Type	Activity Type	Indicative Site Coverage	Indicative Developable Area (m2)	GFA	Peak Hour	AM Trip Rate (per 100m²)	PM Trip Rate (per 100m²)	AM Trips	PM Trips	AM		PM	
												Inbound	Outbound	Inbound	Outbound
Current (Caltex)										60	63	34	26	29	34
Stage 1	22.74	70%	Warehousing	50%	79,576	27,110	1	0.7	0.9	202	251	162	40	40	211
		25%	Manufacture	50%	28,420	9,682	2.7	2.0	2.5	195	242	156	39	39	203
		5%	Contractor	50%	5,684	1,936	6.2	4.6	5.7	89	111	72	18	18	93
Stage 1 Total	22.74				113,680					486	604	389	97	97	507
Stage 2	17.07	70%	Warehousing	50%	59,729	20,349	1	0.7	0.9	152	188	121	30	30	158
		25%	Manufacture	50%	21,332	7,267	2.7	2.0	2.5	146	182	117	29	29	153
		5%	Contractor	50%	4,266	1,453	6.2	4.6	5.7	67	83	54	13	13	70
Stage 2 Total	17.07				85,328	27,798				365	453	292	73	73	381
Existing + Stage 1 & 2	39.80				199,008					911	1,121	715	196	196	923

Table 3-5: Future trip generation Red Stag

Red Stag															
Stage Description	Net Developable Site Area (ha)	Proportion of Site Area for Activity Type	Activity Type	Indicative Site Coverage	Indicative Developable Area (m2)	GFA	Peak Hour	AM Trip Rate (per 100m²)	PM Trip Rate (per 100m²)	AM Trips	PM Trips	AM		PM	
												Inbound	Outbound	Inbound	Outbound
All			Hotel	100%	6,370	3,185	1.2	0.6	1.2	18	38	14	4	18	20
			Motel	100%	2,250	1,125	1.4	0.7	1.4	8	16	6	2	8	8
			Backpackers	100%	3,270	1,635	0.6	0.3	0.6	5	10	4	1	5	5
			Retail/Hospitality	100%	400	200	0.5	0.2	0.5	0	1	0	0	0	1
			Convenience / Fast food	100%	200	100	52.2	25.1	52.2	25	52	19	6	25	27
			Film Studios - Commercial	100%	4,600	2,300	2.5	1.2	2.5	28	58	21	6	27	30
			Film Support - Commercial	100%	4,600	2,300	2.5	1.2	2.5	28	58	21	6	27	30
			Medium Industry / Offices	100%	5,550	2,775	2.5	1.2	2.5	33	69	26	8	33	36
			Light Industry / Offices	100%	3,620	1,810	2.5	1.2	2.5	22	45	17	5	22	24
			Storage Sheds	100%	3,200	1,600	1	0.5	1	8	16	6	2	8	8
Total					34,060	17,030				174	363	135	39	173	190

⁶ <https://www.nzta.govt.nz/assets/resources/research/reports/453/docs/453.pdf>

4 Investment Logic Map

A facilitated investment logic mapping (ILM) workshop was held on 12th May 2021. The workshop was attended by the key stakeholders including the Peka Trust, Red Stag Timber, Waka Kotahi, RotoruaNZ Ltd, and RLC. The minutes of the ILM workshop are provided in **Appendix E**.

4.1 Outcomes

The outcome statements are intended to set high level objectives sought from the investment and were discussed during the workshop. These fundamental outcomes ensure transport problems are solved in a manner that reflects the core access needs of the Peka Trust and Red Stag Timber development lands and will feed into the options assessment. The agreed outcome statements are:

1. Unlock land and enable staged development.
2. Support local employment, improve welfare and provide financial security.
3. Long term and safe integration with the transport system.

4.2 Problem Statements

Two key problems were identified through the ILM process, namely:

- **Access and efficiency** (75% weighting), and
- **Safety** (25% weighting).

The following sections of the report provide a high-level overview of the evidence supporting each of these two problem statements.

4.3 Benefits

The benefits to be achieved by addressing the problems were identified by the stakeholders in the ILM workshop. These benefits, which align with Waka Kotahi's Benefits Framework, capture:

Benefit 1: Te Ao Māori • Unlock Māori and Red Stag Timber land for development. • Recognition of cultural links to significant places. • Supporting future local water quality.	Benefit 2: Improved safety • Reduced DSIs • Improved Infrastructure Risk Rating • Perception of safety (inc. for walking and cycling)
Benefit 3: Access and efficiency • Improved travel time reliability for people and freight along SH5 and SH30. • Reduced delays at intersections.	Benefit 4: Wider economic benefit • Regional economic development (inc. tourism).

4.4 Investment Objectives

The investment objectives identified for this project are as follows:

1. **Safety** - in light of increased demand, reduce the likelihood of a crash occurring along SH30 and SH5 by 40% within 20 years.
2. **Efficiency and Access** - deliver LOS D along SH30 and SH5 and at key intersections and access points to site for the next 30 years.
3. **Enable staged development** - provide sufficient access to enable all future stages of development.



4.5 Investment Logic Map

The Investment Logic Map which provides the line-of-sight between the problems, benefits and Investment Objectives is shown in Figure 4-1.



Figure 4-1: Investment Logic Map

5 Problem 1: Access and Efficiency

Current limited access onto SH30 and SH5 constrains how many vehicles can get to or from the Red Stag and Peka Trust sites. This limits the future development potential and long-term economic welfare

Table 5-1 shows the cause, effect, and consequence for Problem 1.

Table 5-1: Problem Statement 1 – Cause, Effect and Consequence

Theme	Cause	Effect	Consequence
Access / Efficiency	• Trips generated by the Peka Block and Red Stag developments • Limited capacity on SH5 and SH30 • Competing demand for through movement and access • Limited number of accesses to the two sites • No alternative access points	• Worsening efficiency on the state highway • Increased delays • Constrains how many people can get to/from the site	• Limited ability to support future growth • Increase road user costs • Impact to regional movement of goods and people • Discourages / delays investment • Constrain economic investment

5.1 Causes

5.1.1 Increased Traffic Demands

Waipa Mill Road (Red Stag Timber & Mountain Bike Park)

On a typical weekday (e.g.: Thursday) there are about 800 vehicle movements in or out of Waipa State Mill Road between the hours of 07:00 and 19:00 - i.e.: 1,600 combined trips. Most trips are destined for the Red Stag Timber site or the mountain bike park, with some continuing to travel further down Waipa State Mill Road.

Traffic volumes in/out during the morning are relatively low, and relatively constant (less than 150 combined in/out trips per hour). The peak time is around 1600-1700 (around 200 combined trips), with much of that activity associated with the mountain bike park. The efficiency of the SH5 / Waipa Mill Road is therefore not heavily influenced by activity at the Red Stag Timber site during the AM peak.

In the future, the development of the Red Stag Timber activity will generate an extra 174 trips during the AM peak (0800-0900), and another 363 trips during the PM peak (1600-1700).

Peka Trust

As noted previously, once fully completed the Peka Trust (inc. the existing Caltex) is expected to generate a total of 911 trips during the AM peak and 1,121 during the PM peak. The flow on inbound vs outbound trips is expected to be relatively tidal – i.e.: around 80% of trips are inbound during the AM peak, and 80% are outbound (leaving the development) during the PM peak.

Weekday vs Weekend Volumes

An automatic tube count was placed at the entrance and exit to the Mountain Bike Park for a week in July 2022. The purpose was to understand the scale of activity, and the difference between weekday and weekend flows. This is important, as much of the proposed Red Stag development relates to land uses that do not generate high weekend flows (e.g.: business / film studio). Therefore, in terms of demands, there is relatively low 'cross-over' between peak activity for the Red Stag development and the Mountain Bike Park (even if it were to expand in the future).

Figure 5-1 provides the data for the entry and exit to the Mountain Bike Park. It shows that weekend volumes (daily traffic) are typically three times higher than weekday flows (aside from Friday's which are slightly busier).

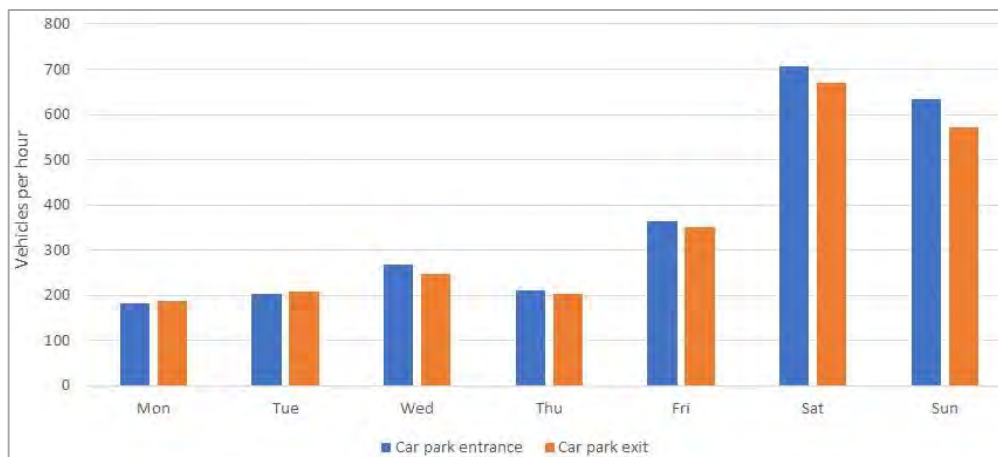


Figure 5-1: Mountain bike park – weekday vs weekend activity

The traffic counts also identified that flow along the state highways on a Saturday is roughly 10% lower than on a typical weekday (Monday-Thursday)⁷.

5.1.2 Limited Access to the Peka Trust Block

There are currently only two access points, in the form of driveways, to the developments that currently occupy the Peka Trust Block. These are at the Caltex (SH5) and Balance Agri-Nutrients access (SH30).

Neither of these intersections are designed to accommodate high volumes of turning traffic.



Figure 5-2: Caltex access (SH5)⁸



Figure 5-3: Balance Agri-Nutrients access (SH30)⁹

⁷ Based on a count taken between the Hemo Roundabout and SH30/SH5 intersection

⁸ Google streetview image

⁹ Google streetview image

5.2 Consequences

5.2.1 Long Delays Accessing the State Highway

To provide a baseline, the performance of the local road network has been assessed using SIDRA for the AM and PM peak periods. This network covers three key intersections - Hemo Road / Old Taupo Road, SH30 / SH5 and Waipa State Mill Road / SH5. The 'baseline' results are provided within Table 5-2.

Table 5-2: Existing network performance - 2022

Intersection	Level of Service			
	Intersection		Worst movement	
	AM peak	PM peak	AM peak	PM peak
Hemo Road / SH5 / SH30	A	A	B	B
SH30 / SH5	A	A	D	E
Waipa State Mill Road / SH5	A	A	C	C

From a capacity/efficiency perspective, all the intersections are operating with good levels of performance (generally LOS A) – with manageable delays and queues.

However, the issue is not related to the current levels of delay at the intersections, but the potential implications of additional traffic that will be generated (and which occurs through underlying growth) in response to the new development. Table 5-3 provides the intersection results for year 2032 (when full development is assumed) if no upgrade to network is made. Note that a background growth rate of 3% p.a. has been assumed and a manual distribution of development flows has been undertaken.

Table 5-3: 'Do Minimum' network performance - 2032

Intersection	Level of Service			
	Intersection		Worst movement	
	AM peak	PM peak	AM peak	PM peak
Hemo Road / SH5 / SH30	F	F	F	F
SH30 / SH5	F	F	F	F
Waipa State Mill Road / SH5	F	F	F	F

The results show that, unless changes are made, from a capacity perspective all the major intersections will fail and significant delays and queuing will be seen along SH30 (from the Hemo Roundabout), SH5 (back from the SH30/SH5 intersection) and Waipa State Mill Road.

Simply – the current form of intersections and network capacity is insufficient to support the full development of either the Red Stag Timber or Peka Trust sites.

5.2.2 Wider Economic Effects

Other than safety, the wider implications of high delays are:

- Limited ability to support future growth;
- Increase road user costs;
- Impact to regional movement of goods and people;
- Discourages / delays investment; and
- Constrain economic investment.

6 Problem 2: Safety

100kph speeds, poor sightlines, closely spaced intersections and high traffic volumes means that travel along (and access onto) SH30 and SH5 is unsafe. Future development will further increase the likelihood of death and/or serious injury crashes occurring.

Table 6-1 shows the cause, effect, and consequence for Problem 2.

Table 6-1: Problem Statement 2 – Cause, Effect and Consequence

Theme	Cause	Effect	Consequence
Safety	• High speeds on SH5 and SH30 • Poor sightlines due to topography • Conflict between through/turning vehicles at give-way intersections • Conflict with different types of users • Lots of accelerating traffic, merging/weaving traffic between Waipa State Mill and SH30 • Small distance between intersections (SH5/30, SH5/Waipa State Mill Road and Caltex/SH5)	• Adding more demand/turning traffic increases the safety risk	• More DSIs

6.1 Causes

6.1.1 Lack of Controlled Safe Access Points onto SH5

The safety issues associated with accessing the Red Stag Timber site are well recognised by Waka Kotahi. This is one of the key drivers for progressing this project. Currently road users exiting the Red Stag Timber site heading north need to cross three lanes of traffic at a give-way controlled intersection. The high traffic speeds and growing traffic demand on SH5 will increasingly result in drivers accepting smaller critical gaps when turning, adversely impacting the safety risk at this intersection.

Given the planned increase in demand for turning movements at the SH5/Waipa State Mill Road T-intersections, there will be an ongoing (and likely growing) safety risk associated with turning movements.

6.1.2 Intersection and Access Point Geometry

The geometry on the SH5 southbound approach conceals in part the presence of Waipa State Mill Road. This means that vehicles approaching the SH5/Waipa State Mill Road intersection along SH5 from the north have limited time to react to vehicles turning at this intersection leading to rear-ending and turning vehicles being struck by high-speed vehicles.

Additionally, the available sight distance from the SH30 approach to SH5 at the SH5/SH30 is obstructed by tall, thick vegetation which is unsuitable for the current Give-Way control. Vehicles approaching this intersection are not forced to stop. Limited lines of sight, the high-speed traffic and growing traffic demand results in a risk of death or serious injury at this intersection, which does not align with Waka Kotahi's *Road to Zero* safety strategy.

6.1.3 Distance Between Intersections and Access Points onto SH5

The Waka Kotahi Planning Policy Manual describes that a State Highway with a 100km/h speed limit and a traffic demand over 10,000 vehicles per day should desirably have intersections and access spaced at least 500m apart. Currently, the SH5/SH30 and SH5/ Waipa State Mill Road intersections are spaced 200m. In addition, the SH5/ Waipa State Mill Road and SH5/Caltex accesses are also spaced at 200m apart. These short spacing distances have the potential to contribute to an increased safety risk within this high-speed and complex weaving and turning environment.

These safety concerns have the potential to be exacerbated both by an underlying growth trend on the highways and also with the potential for increased development traffic.



6.2 Consequences

6.2.1 More Crashes and DSIs

A search of the Waka Kotahi Crash Analysis System (CAS) was undertaken for the five-year period, between 2017 and 2021, for the road network within the vicinity of the development sites. The search area is shown in the following Figure 6-1.

The search revealed 26 crashes over the five-year period which included 10 non-injury crashes, 14 minor injury crashes and 2 serious injury crashes. Drilling further that data showed that rear-end / obstruction was the highest cause of crashes (42%), followed by bend – lost control / head-on (31%), and crossing / turning (15%). It is also noted that in 2017 two fatal injury crashes occurred south of the search area along SH5, both fatal injury crashes were a result of head-on collisions.

One of the 26 crashes involved a cyclist on SH30. An eastbound vehicle on SH30 rear-ended two cyclists in dry conditions. The cyclists were part of a group. According to witnesses the cyclists were intentionally struck by a vehicle honking and approaching at speed.

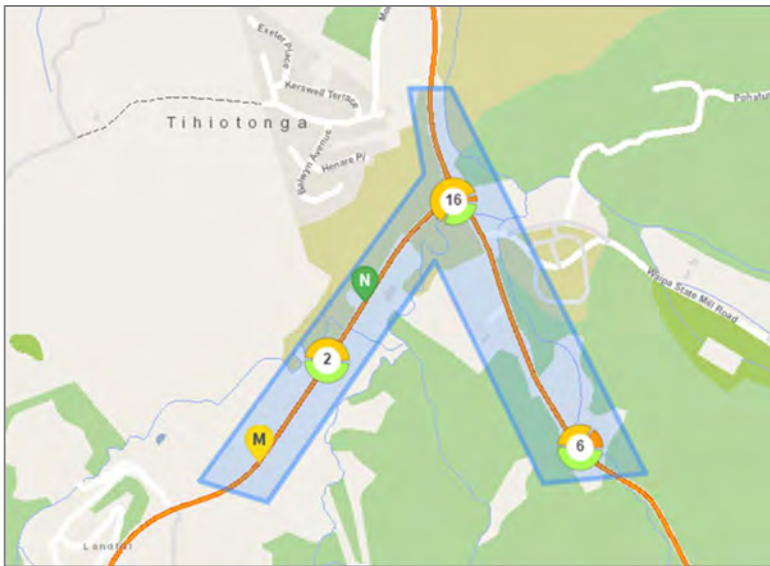


Figure 6-1: 2017-2021 crashes from CAS

Approximately 47% of all crashes in the project area occur at the SH5/SH30 intersection, CAS data showed that 12 of the 17 crashes relate to vehicles turning. These vehicles were either hit while turning or rear-ended while waiting to turn. The search also revealed three crashes on the approach to or at the SH5/Waipā State Mill Road intersection, two of these crashes were rear-end and the other was a T-bone collision where a right turning vehicle out of Waipā State Mill Road misjudged the gap and was hit by a car travelling south on SH5.

Concerning trend over recent years

Of all the 26 crashes over the five-year period, 12 crashes occurred in 2021, clearly indicating an increasing safety concern within the project area. Crashes related to turning manoeuvres within the project area accounted for 80% of all 2021 crashes in line with the profile above.

A search for crashes occurring in 2022 revealed four crashes within the project area, two non-injury and two serious injury crashes. 'Running-off road' was the cause of the two serious injury crashes, one each on SH5 and SH30. These crashes, coupled with the two fatal injury crashes in 2017 demonstrate a wider safety concern, suggesting that the road network has not been designed using a safe systems approach.

6.2.2 Worsening Collective and Personal Risk

KiwiRAP provides information about the safety risk on the state highways using two indicators:

- Collective Risk is a measure of the total number of fatal and serious injury crashes per kilometre over a section of road. Collective Risk can also be described as the crash density. Collective Risk is typically highest on higher volume roads.

- Personal Risk is a measure of the danger to each individual using the state highway being assessed. Unlike Collective Risk, Personal Risk considers the traffic volumes on each section of state highway.

Figure 6-2 shows that the collective risk on SH5 is measured as Medium High meaning the DSIs on this road are generally between 1.1 and 1.6 over a five-year period. For the five-year period between 2017-2021 SH5 had an average of 0.8 DSIs, reducing the collective risk to Medium.

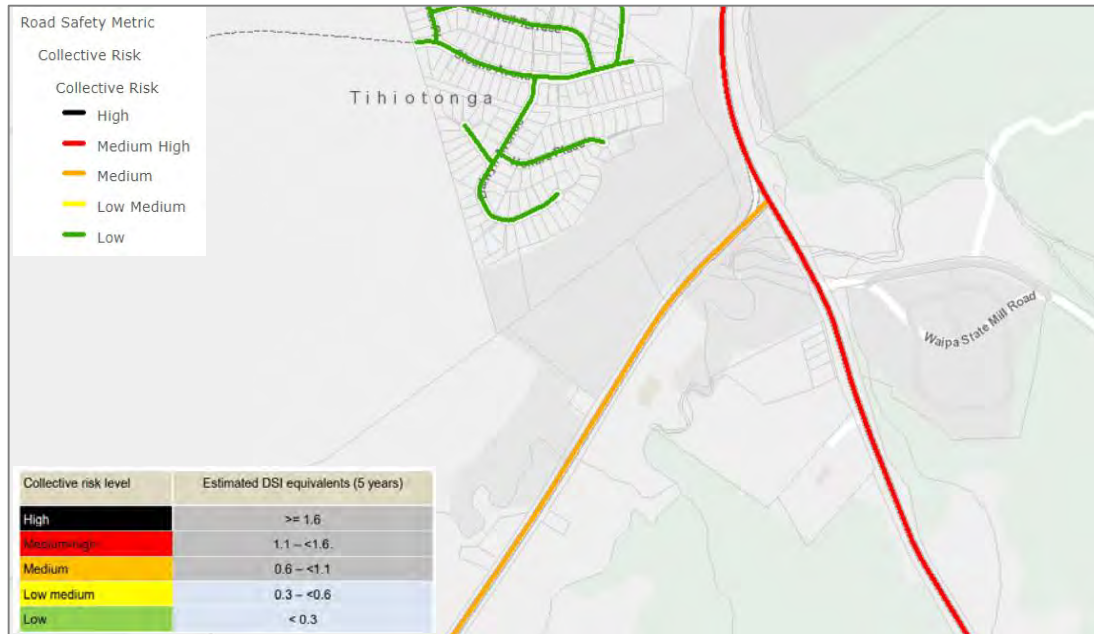


Figure 6-2: SH5 and SH30 Collective Risk¹⁰

SH30 has a lower safety risk, Medium meaning the DSIs on this road are between 0.6 and 1.1 over a five-year period. For the five-year period between 2017-2021 within the search area SH30 had zero DSIs, reducing the collective risk to Low.

The personal risk on the SH5 south approach and SH30 is Medium, whilst the SH5 north approach is Low-Medium.

¹⁰ Source: KiwiRAP

7 Optioneering

This section summarises the identified options and assessment processes used to identify the preferred way forward. The identification and assessment of options was informed by evidence, professional judgement and engagement with stakeholders through the workshops.

7.1 Overall Assessment Methodology

The process for assessing the options was:

- Identify a long-list of options covering a range of strategic alternatives that address the problems and the objectives established by the ILM, including definition of a Do Minimum. This included further development of sub-options prepared through engagement with stakeholders.
- Undertake a coarse sieve, fatal flaw assessment through a stakeholder workshop to narrow the long list and confirm a short list of options for further assessment.
- Develop a multi-criteria assessment (MCA) framework, consistent with the investment objectives established by the ILM and drawing on Waka Kotahi business case guidance, against which options can be evaluated.
- Workshop involving key stakeholders to complete the assessment.

7.2 Long List

This section provides a summary of the identification and assessment of the long list. Nine options including the Do Minimum were developed and assessed at this stage of the project. Figure 7-1 shows the naming convention used to identify the different intersections and access points within the project area.

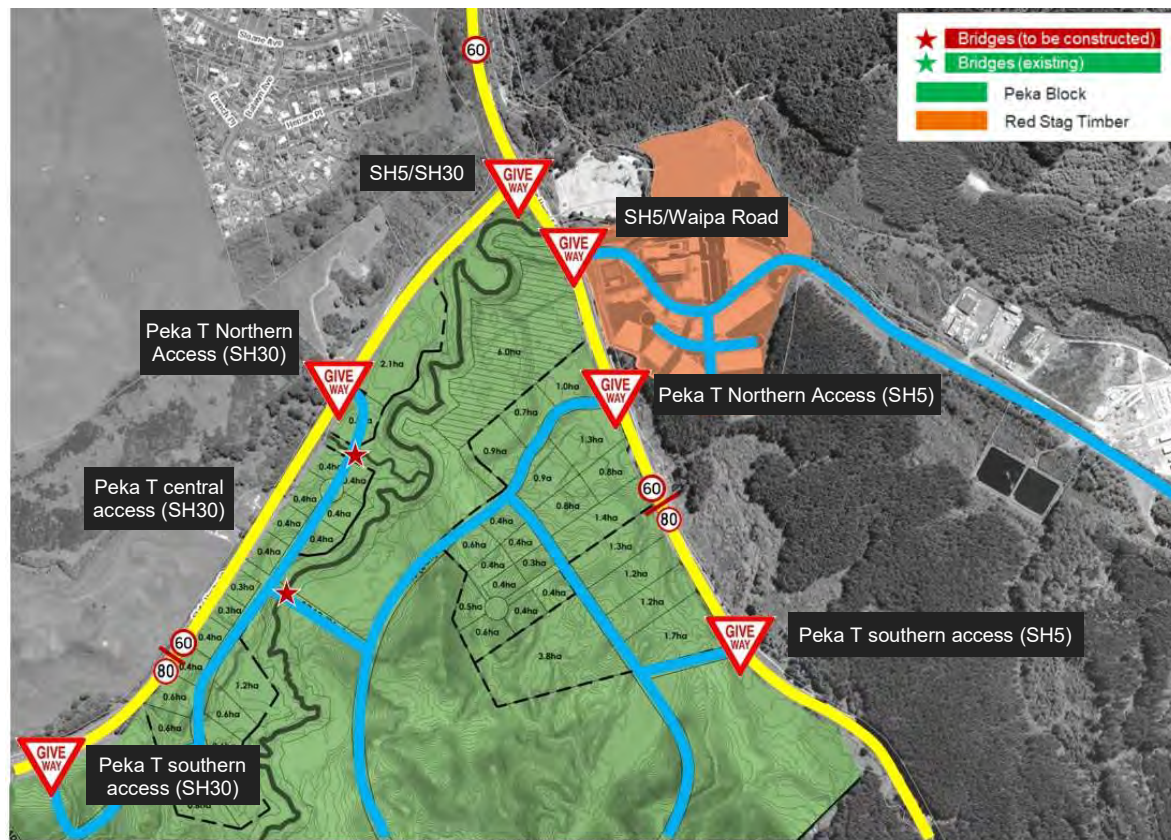
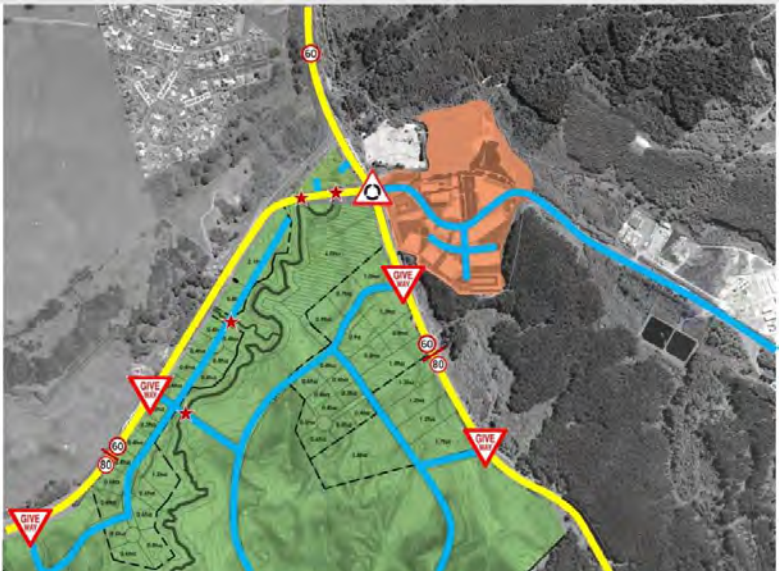
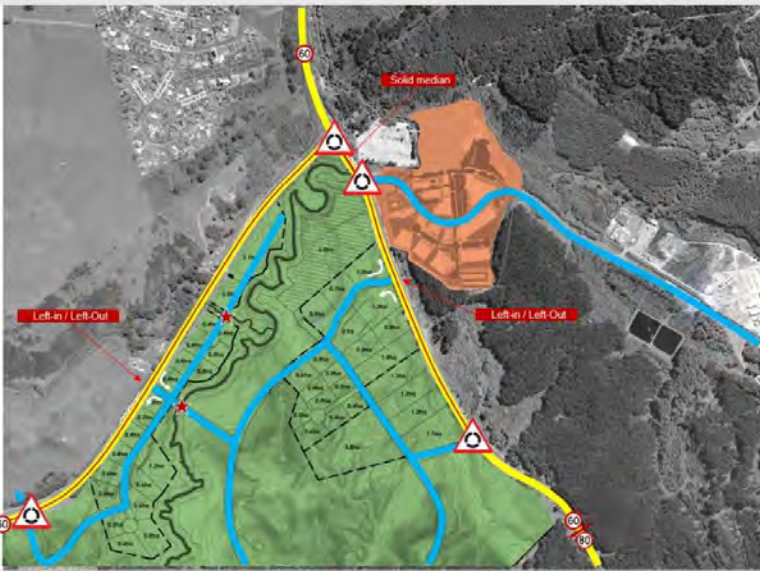
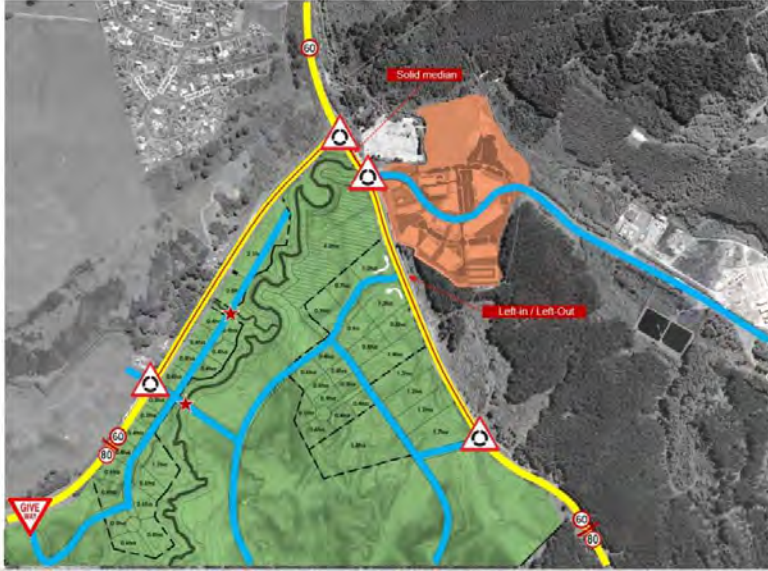
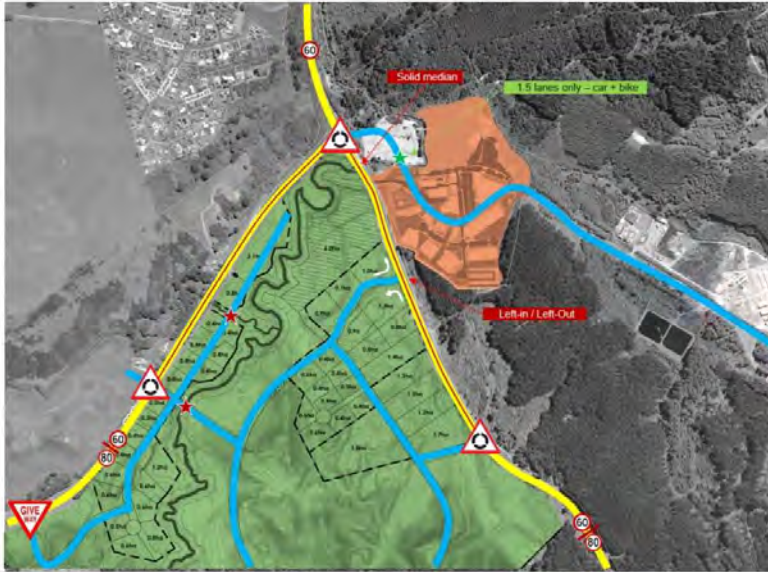


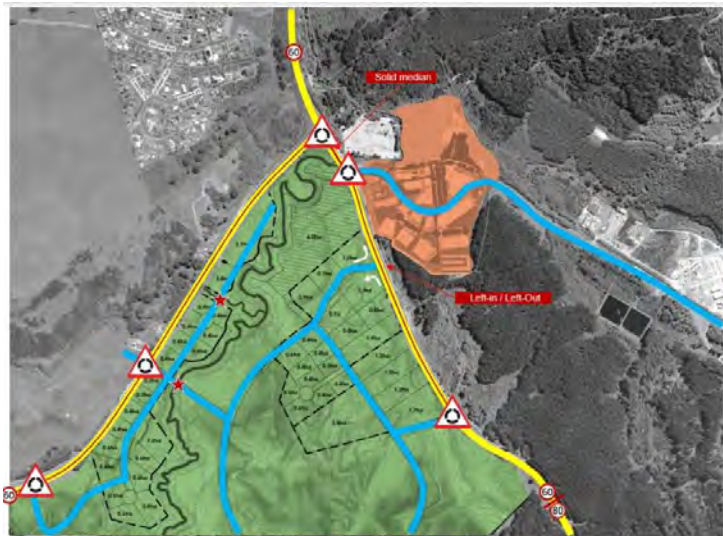
Table 7-1: Long List Options

Option	Description
Do Minimum	• Retention of the existing SH5/SH30 and also the SH5 / Waipa State Mill Road intersections • Three priority-controlled Peka Trust accesses – two on SH5 one on SH30 (northern) and the southern road access (not part of the Peka land holding) on SH30 • Speed limit reduction south of the Peka Trust northern access points • Minor safety improvements 
Option 1	• Realign SH30 to create a new four leg roundabout at the SH5/Waipā State Mill Road • Two additional stream bridges on the Peka Trust site along the realigned SH30 • Three priority-controlled Peka Trust accesses – two on SH5 and one on SH30 (central) and the southern road access (not part of the Peka land holding) on SH30 • Speed limit reduction south of the Peka Trust northern access on SH5 and central access on SH30 

Option	Description
Option 2	• Realign Waipa State Mill Road to create a new four leg roundabout with the current SH5/SH30 intersection • Upgrades to existing bridge on Red Stag site • Speed limit reduction zone increased to south of the Peka Trust southern access points Three priority-controlled Peka Trust accesses – two on SH5, one on SH30 (central) and the southern road access (not part of the Peka land holding) on SH30 
Option 3	• Roundabouts at the Peka Trust northern access on SH5 and central access on SH30 • Realign Waipa State Mill Road to create a new four leg roundabout at Peka Trust SH5 northern access • New bridge on Red Stag site • Speed limit reduction zone increased to south of the Peka Trust southern access points • Convert current SH5/SH30 intersection to a roundabout One priority-controlled intersection at the southern road access (not part of the Peka land holding) 

Option	Description
Option 3a	- Two left in left out intersections, one at the Peka Trust southern accesses on SH5 and one on the southern road access (not part of the Peka land holding) SH30 - Roundabouts at the Peka Trust northern access on SH5 and central access on SH30 - Realign Waipa State Mill Road to create a new four leg roundabout at Peka Trust SH5 northern access - New bridge on Red Stag site - Speed limit reduction zone increased to south of the Peka Trust southern access points - Convert current SH5/SH30 intersection to a roundabout Two priority-controlled intersections, one at the Peka Trust southern access on SH5 and one at the southern road access (not part of the Peka land holding) on SH30 
Option 4	- Convert current SH5/Waipā State Mill Road intersection to a roundabout - Solid median between SH5/SH30 roundabout and SH5/Waipā State Mill Road roundabout - Two roundabouts, one at the Peka Trust southern access on SH5 and one at the southern road access (not part of the Peka land holding) on SH30 - Left in left out intersections at Peka Trust SH5 northern access and SH30 central access - Speed limit reduction zone increased to south of the Peka Trust southern access points Convert current SH5/SH30 intersection to a roundabout 

Option	Description
Option 5	• Roundabouts at Peka Trust SH5 southern access and Peka Trust SH30 central access • Left in left out intersection at Peka Trust SH5 northern access • Priority-controlled intersection at the southern road access (not part of the Peka land holding) on SH30 • Convert current SH5/Waipā State Mill Road intersection to a roundabout • Solid median between SH5/SH30 roundabout and SH5/Waipā State Mill Road roundabout • Speed limit reduction zone increased to south of the Peka Trust southern access points Convert current SH5/SH30 intersection to a roundabout 
Option 5a	• Realign Waipā State Mill Road to create a new four leg roundabout with the current SH5/SH30 intersection • Roundabout at Peka Trust SH5 southern access and Peka Trust SH30 central access • Left in left out intersection at Peka Trust SH5 northern access • Priority-controlled intersection at the southern road access (not part of the Peka land holding) on SH30 Speed limit reduction zone increased to south of the Peka Trust southern access points 

Option	Description
Option 6	• Roundabout at Peka Trust SH5 southern access • Two roundabouts on SH30, one at the Peka Trust SH30 central access and one at the southern road access (not part of the Peka land holding) on SH30 • Left in left out intersection at Peka Trust SH5 northern access • Convert current SH5/Waipā State Mill Road intersection to a roundabout • Solid median between SH5/SH30 roundabout and SH5/Waipā State Mill Road roundabout • Speed limit reduction zone increased to south of the Peka Trust southern access points
	

7.3 Assessment Approach

7.3.1 Initial Assessment of Options

The Waka Kotahi Early Assessment Sifting Tool (EAST) was used to undertake an initial 'coarse screening' of the long list of options.

The EAST is designed to quickly and robustly rule out options which are non-starters, allowing for a more manageable subsequent MCA exercise. In many cases, only high-level information is available at the early stages. It is designed so that it can be applied without having to obtain detailed evidence, but with input from subject matter experts (SME).

The key and critical fatal flaw criteria included:

- Un-owned stakeholder land.
- Highly complex environmental matters, in particular stormwater and stream environment works.
- High-cost option compared with alternatives and including multiple bridge structures, multiple roundabout formations and/or extensive earthworks and/or significant lengths of local roading to be formed.
- Unacceptable outcomes from a commercial land development planning perspective, adversely affecting the efficient utilisation and/or application of development land holdings.
- Unnecessary destruction of recent investment such as within the BMX track area including its recently established bridge, track and building structures.
- The potential for alternative land use to give rise to land ownership / divestment factors.
- Unidentifiable benefit when compared with other more well-formed and comparable options.

7.3.2 Results and Discussion

The long list assessment identified four options to be taken forward. The short-listed options include the Do Minimum plus options 3a, 5 and 5a.

The key rationale for the discounting the five other options are presented below:

Option 1

- This option was discounted due to land requirements within the Peka Trust property to enable realignment of SH30. The realignment would also trigger two additional stream bridges which is a considerable environmental concern. The cost of the property acquisition and two additional bridges results in a very expensive option that does not provide the outcomes sought by the project.
- In addition, this option introduces multiple give-way intersections on a high-speed State Highway corridor, creating a safety and efficiency concern for Peka Trust.

Option 2

- Option 2 was discounted on the basis that it decreases the amenity value of the area by destroying the established BMX bike park and associated infrastructure including a recently established bridged access. Additionally, this option would require bridge widening, complex construction due to the elevation of SH30 and may be subject to an emerging land ownership issue.
- In addition, this option introduces multiple give-way intersections on a high-speed State Highway corridor, creating a safety and efficiency concern for Peka Trust.

Option 3

- Option 3 was discounted on the basis that Option 3a provided an equivalent or a better outcome due to the safer access points at the Peka Trust site created by the roundabouts and the left in – left out access intersections.
- This option also required the reconfiguration of the Red Stag Timber masterplan recently formed road layout and an additional stream bridge.

Option 4 and Option 6

- During the assessment Option 4, 5 and 6 were seen in a very similar light by the workshop attendees based on placement of access and alignment of the state highways. The stakeholders decided that at least one of these options should be carried forward into the short list options assessment.
- Option 4 was discounted due to the property acquisition requirements at the SH30 southern road access location for it to enable access to the Peka Trust land.
- Option 6 was discounted due to the number of roundabouts required, which would likely impact travel times along the state highways, as well as be very expensive to fund.

7.4 Short List Options Assessment

This section provides a summary of the scoring of the short-listed options. This includes the Do Minimum, Options 3a, 5 and 5a, using an assessment framework that scores each against the Investment Objectives, critical success factors and opportunity and impacts considerations.

7.4.1 Assessment Approach

A MCA approach was used to compare the different short list of options to help inform decision making.

MCA is a tool used to evaluate options against a range of criteria using qualitative and quantitative information. This tool is used to ensure a systematic assessment approach. It is important to recognise that the MCA is a tool that aids in decision making and should be considered as one in a range of inputs that decision makers use.

Assessment Criteria

A set of eleven assessment criteria were agreed by key stakeholders. The criteria included the investment objectives, critical success factors and opportunities & impacts categories. Weightings were applied to each criteria to reflect their relative importance. All options were scored against individual criteria, resulting in an overall score and ranking for each option.

Table 7-2: MCA Criteria

Theme	Weighting	Criteria	Sub-weighting	Assessment considerations
Investment Objectives	50%	Safety	25%	• Reduce DSIs • Delivering a Safe System (i.e.: roundabouts or other safe system intersection form)
		Efficiency and Access	20%	Along SH5 and SH30
			10%	In/out of Red Stag
			10%	In/out of the Peka Trust block
			20%	Connectivity (ease to turn around, number of turning restrictions etc.)
		Enabling Staged Development	15%	• Ease of staging
Critical Success Factors	25%	Technical difficulty	33%	• How achievable is this option
		Potential affordability	33%	• Cost
		Consentability	33%	• Land Acquisitions
Opportunities and Impacts	25%	Environmental effects / constraints	30%	• Environmental effects include ecology, water quality, stormwater, noise and vibration, visual impact, urban design, natural hazards, contaminated land, landscape, heritage (including archaeology), biodiversity, resource efficiency and air quality.
		Social impacts	15%	• Impacts on community in relation to jobs, recreation, services and severance, impacts on farming and business operations.
		Cultural impacts	15%	• Impact to natural environment, areas of cultural value
		Rat Running	15%	• Access configuration delays causing vehicles to rat run
		Climate change adaption	15%	• Extent to which the alternative or option exposed to climate change risk or other natural hazards over time
		Effects on Te Ao Māori	20%	• Respect for water • Energy • Use of materials

Options were compared relative to the 'Do Minimum' option which was scored as zero to enable comparison of incremental benefits from options compared to a least-cost approach. The scoring for each criterion was based on a +3 to -3 scale, with +3 indicating significant benefits and -3 indicating significant disbenefits compared with the Do Minimum.

7.4.2 Results and Discussion

Below is a summary of key findings and differentiators:

- Overall, all three options scored well against the investment objectives since all options adequately address safety, access opportunities and efficiency to developments, connectivity and 'ability to be staged'.
- Efficiency along the State Highways was the only investment objective to receive a negative score since more roundabouts were assessed as resulting in an increased travel time along the state highway corridors, impacting efficiency.

Option 5 was the best scoring option. It scored similar to options 3a and 5a under the Investment Objectives and Opportunities and Impacts criteria. Therefore, the key differentiator between options was the Critical Success Factors criteria, Option 5 outperformed the other options when assessed against this criteria, below is a detailed breakdown and rationale for the scores awarded to this category:

- **Technical difficulty** - Option 5a scored the lowest due to the engineering complexity associated with the realignment of the Red Stag access and the work associated with the additional bridge work. Option 5 scored neutral due to Waipa State Mill Road not requiring realignment.
- **Cost** - Option 5a scored the lowest due the cost associated with the realignment of the Red Stag access, the additional bridge work and land acquisition of the BMX bike park infrastructure. Although Option 5 scored in the negative due to the cost associated with the roundabout. This option would cost the least as it does not require any bridging or significant local road realignment including complex earthworks through the BMX bike park area leading up to the SH30 intersection.
- **Consentability** – Options 3a and 5a both scored the lowest due the impacts on the environment as a result of a new stream bridge over the Red Stag Timber wetland and the impact to the BMX bike park infrastructure, and the potential for land ownership dispute respectively. Option 5 scored neutral due to Waipa State Mill Road not requiring realignment or further bridging, making it simpler for this option to be consented.

The table below provides the agreed MCA scores.

Table 7-3: MCA Short List Scores

Option	Investment Objectives						Success Factors			Opportunities and Impacts					
	Safety	Efficiency			Access	Enabling staged development	Technical difficulty	Cost impact	Consentability	Environmental	Social	Cultural Impacts	Rat running	Climate change adaption*	Effects on Te Ao Māori
		Along SH5, SH30	In/out of Red Stag	In/out of Peka Block											
Do Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3a	3	-1	2	2	3	2	-2	-2	-3	-3	3	-1	0	-1	3
5	2	-2	2	3	3	2	0	-1	0	-1	3	0	0	-2	3
5a	3	-1	3	3	3	3	-3	-3	-3	-3	3	-1	0	-1	3

Table 7-4 provides a summary of the final scores.

It shows that Option 5 ranks clearly as the highest scoring option. On this basis, the project team and key stakeholders agreed that this should be progressed as the technically preferred option.

Table 7-4: MCA Summary Scores

Option	Weighted score	Rank
3a	0.33	3
5	0.83	1
5a	0.34	2

7.5 Preferred Option - Overview

Option 5 will provide the sought-after project outcomes, creating a safe road network that will attract development and growth to the area while improving safety for road users.

Interventions required under Option 5 include:

- Converting the current SH5/SH30 intersection to a roundabout.
- Converting the SH5/Waipā State Mill Road intersection to a roundabout.

- Four laning along SH5 between the Hemo Gorge Roundabout and Waipa State Mill Road.
- Roundabouts (or other appropriately determined safe intersection form) at Peka Trust SH5 southern access and Peka Trust SH30 central access.
- Left in left out intersection at Peka Trust SH5 northern access.
- A priority-controlled intersection at the southern (non-Peka Trust land) SH30 southern access.
- Solid median between the Hemo Gorge Roundabout and Waipa State Mill Road.
- Speed limit reductions along SH30 and SH5.

The preferred option is presented as Figure 7-2.

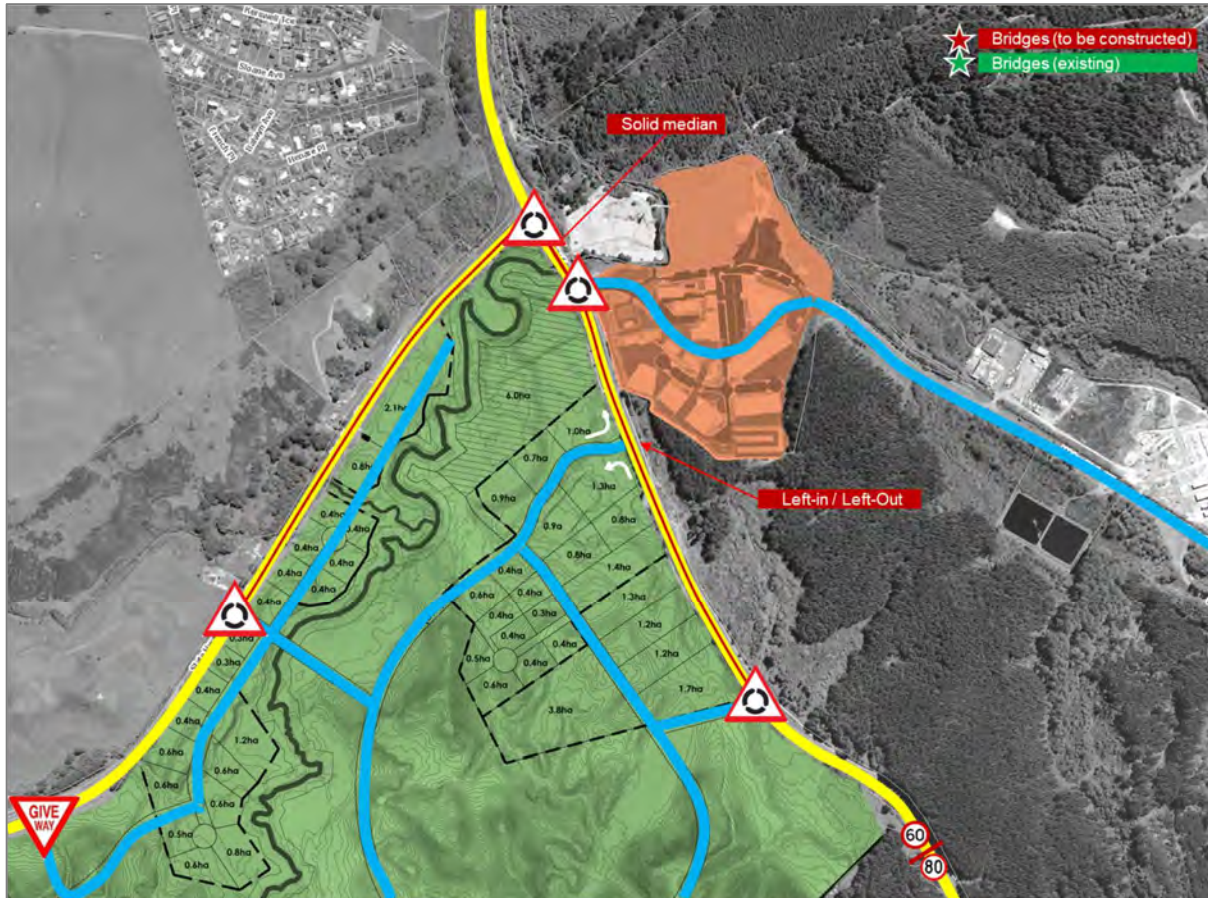


Figure 7-2: Indicative Preferred Option (Option 5)

7.6 Preferred Option – Traffic Modelling

Traffic modelling for the 2032 future year has been undertaken, using consistent inputs and assessment methodology to that used for the evaluation of the 'Do Minimum' scenario.

The purpose is to test the performance of the preferred option and to:

- Confirm whether it would enable full development to occur;
- Understand the size requirements for roundabouts;
- Identify the need for any four laning; and
- Assess whether improvements to the Hemo Gorge (SH5/SH30) roundabout would be required.

The network layout is shown as Figure 7-3.

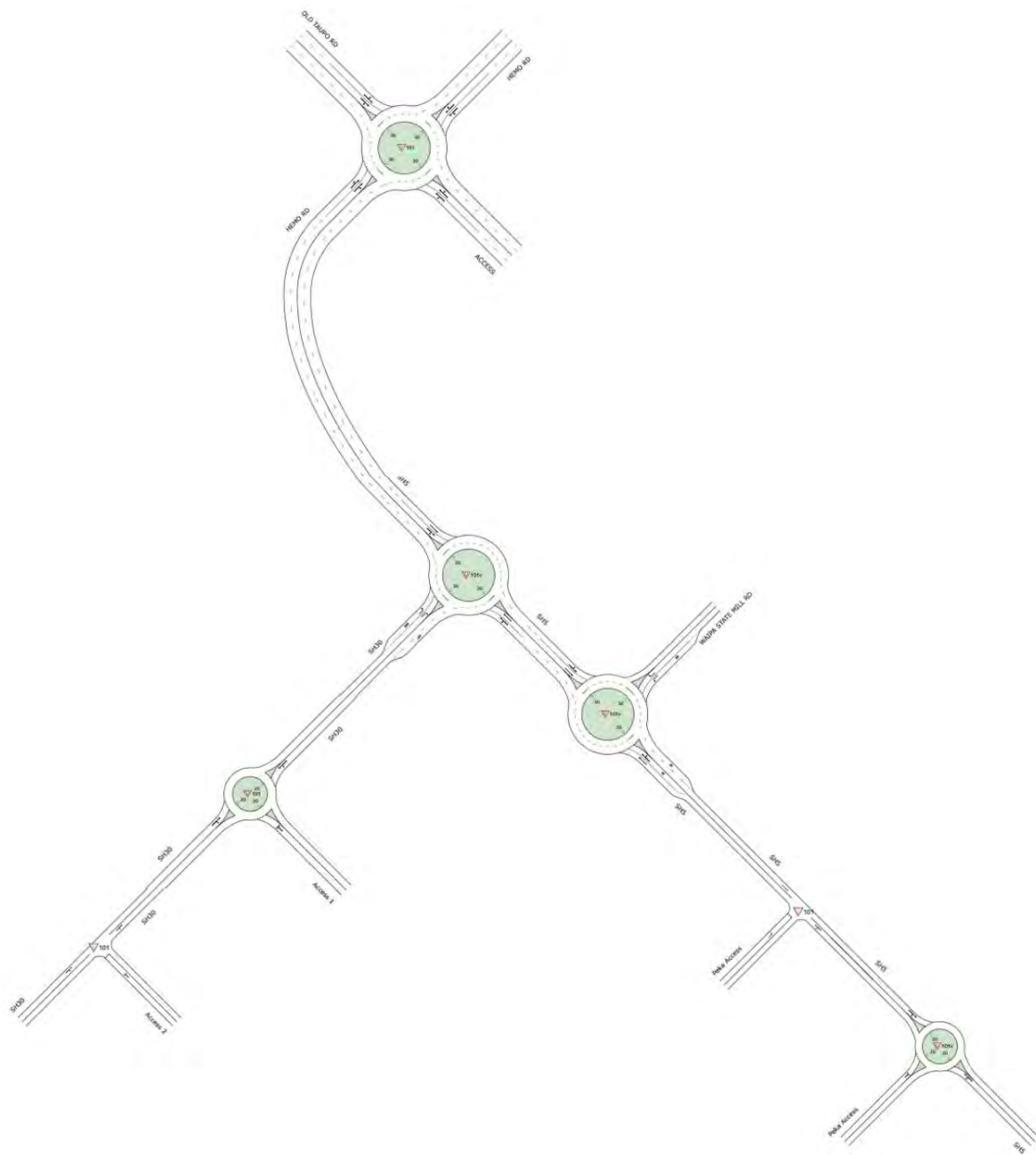


Figure 7-3: Preferred Option – Network Layout

7.6.1 Traffic Analysis

Table 5-3 compares the operational performance for the 'Do Minimum' and 'Preferred Option' scenarios.

Table 7-5: Future network performance - 2032

Scenario	Intersection	Level of Service			
		Intersection		Worst movement	
		AM peak	PM peak	AM peak	PM peak
Do Minimum	Hemo Road / SH5 / SH30	F	F	F	F
	SH30 / SH5	F	F	F	F
	Waipa State Mill Road / SH5	F	F	F	F
Preferred option ¹¹	Hemo Road / SH5 / SH30	A	B	B	C
	SH30 / SH5	A	B	B	D
	Waipa State Mill Road / SH5	A	A	B	B

The results show that the preferred option could fully support development of both the Peka Trust and Red Stag Timber. However, the scale of roading investment would be significant as it would need to capture:

- Dual-lane roundabouts at two locations;
- Single lane roundabouts at another two locations;
- Four laning between the Hemo Gorge roundabout and Waipa State Mill Road;
- Upgrading the Hemo Gorge (SH5/SH30) roundabout to provide dual-lanes. This would be a significant upgrade given that pedestrian/cyclist connections are already grade-separated with constrained space.

There will be ample opportunity for staging the various interim development activities and their timing with respect to background growth on the network will require individual scenario assessment. Indicative potential staging is described further in the following section.

7.7 Preferred Option - Potential Staging

There are various potential staging options to rolling out the preferred transport solution. An initial staging arrangement considered is presented below, which could allow for an incremental roll-out of the development. Note that the staging could be changed and will be subject to timing for various parts of the Peka Trust and Red Stag Timber developments.

¹¹ The level of service results for the preferred option assumes that heavy vehicles will make-up 5% of the total traffic for each movement.



Stage 1

- Formal, safe, access into an initial phase (highlighted in **blue**) of the Peka Trust (eastern) development. This would also facilitate safer access to Caltex.
- Give-way control would be suitable as the initial stage would only attract a relatively small number of trips.



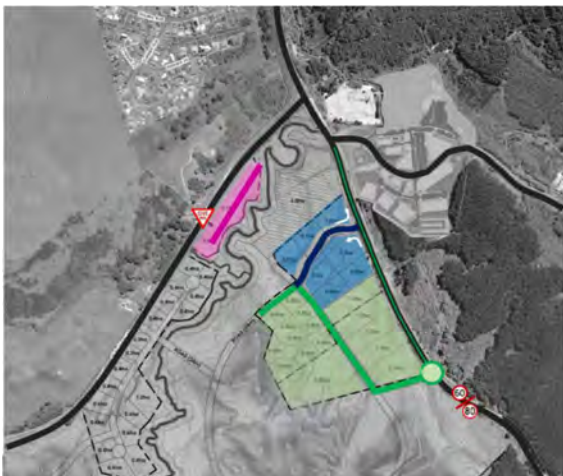
Stage 2

- Speed limit reduction south of the Peka Trust Block on SH5 from 80kph to 60kph.
- Conversion of the 'Caltex' (Peka Trust North) access point from a give-way control to 'left in / left out'
- Roundabout on SH5 at the Peka Trust South access to facilitate access to the entire southern block (highlighted in **green**)¹²
- Roadside edge safety improvements and solid median along SH5.



Stage 3

- Formal, safe, access into an initial phase (highlighted in **pink**) of the Peka Trust (eastern) development.



Stage 4

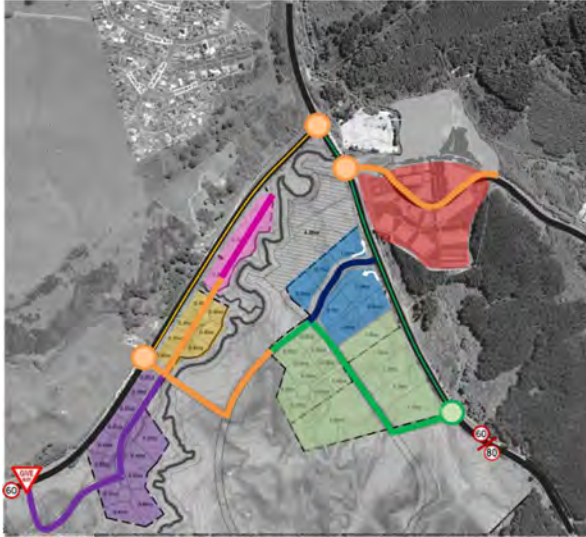
- Speed limit reduction along SH30 from 80kph to 60kph.
- Roundabout at SH5/SH30
- Roundabout at SH5 / Waipa Mill State Road
- Roundabout for the Peka Trust (eastern) development on SH30.
- Roadside edge safety improvements and solid median along SH30.



¹² The roundabout will facilitate the right turn heading to Taupo once the left-in/left-out is introduced.

Stage 5

- Give-way controlled intersection to facilitate access to the Peka Block and South-Western area (**purple**)



Stage 6

- Full development – but no additional roading infrastructure required, as futureproofing would already have been done.

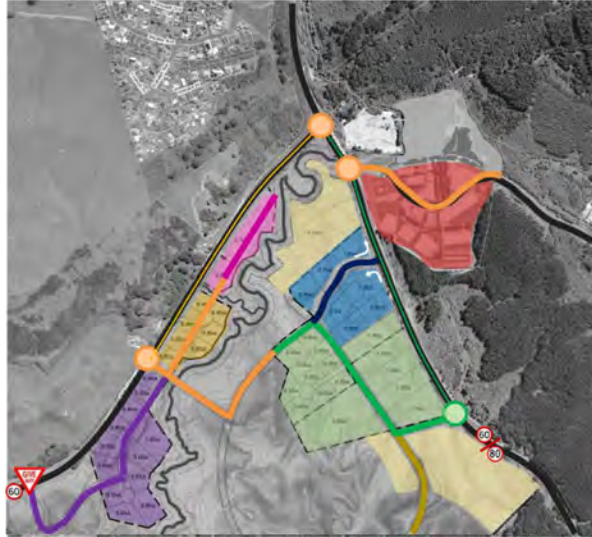


Figure 7-4: Potential development staging

8 Next Steps

- RotoruaNZ to engage with Rotorua Lakes Council on next steps for planning and implementation of the preferred option and including consideration for staged funding of transport infrastructure alongside other infrastructure needs to service the Peka Trust and Red Stag Timber landholdings.
- Rotorua Lakes Council to assess and determine an appropriate funding mechanism and associated business case and/or funding pathway/model.

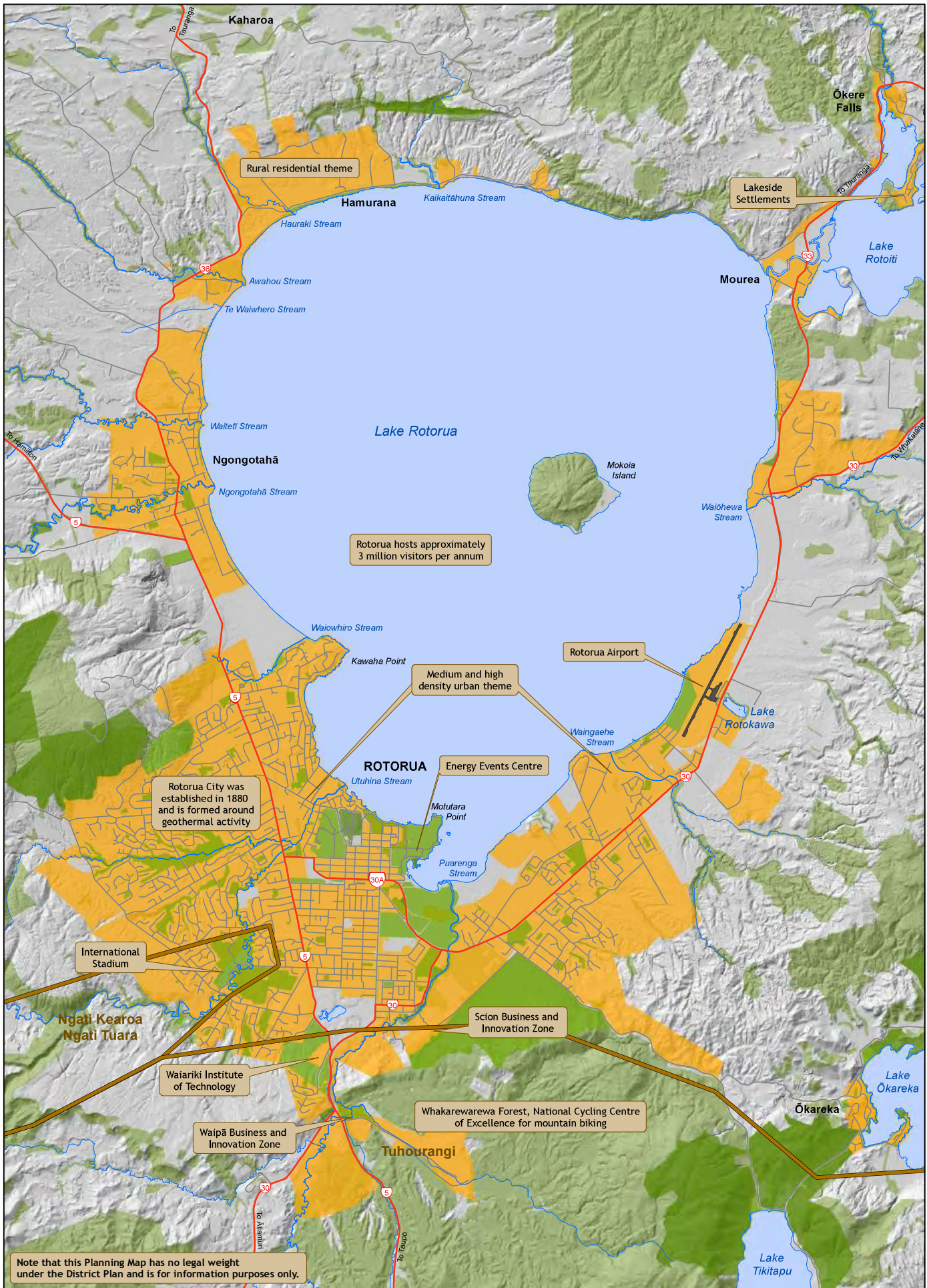
Appendices

We design with community in mind



Appendix A District Plan Maps



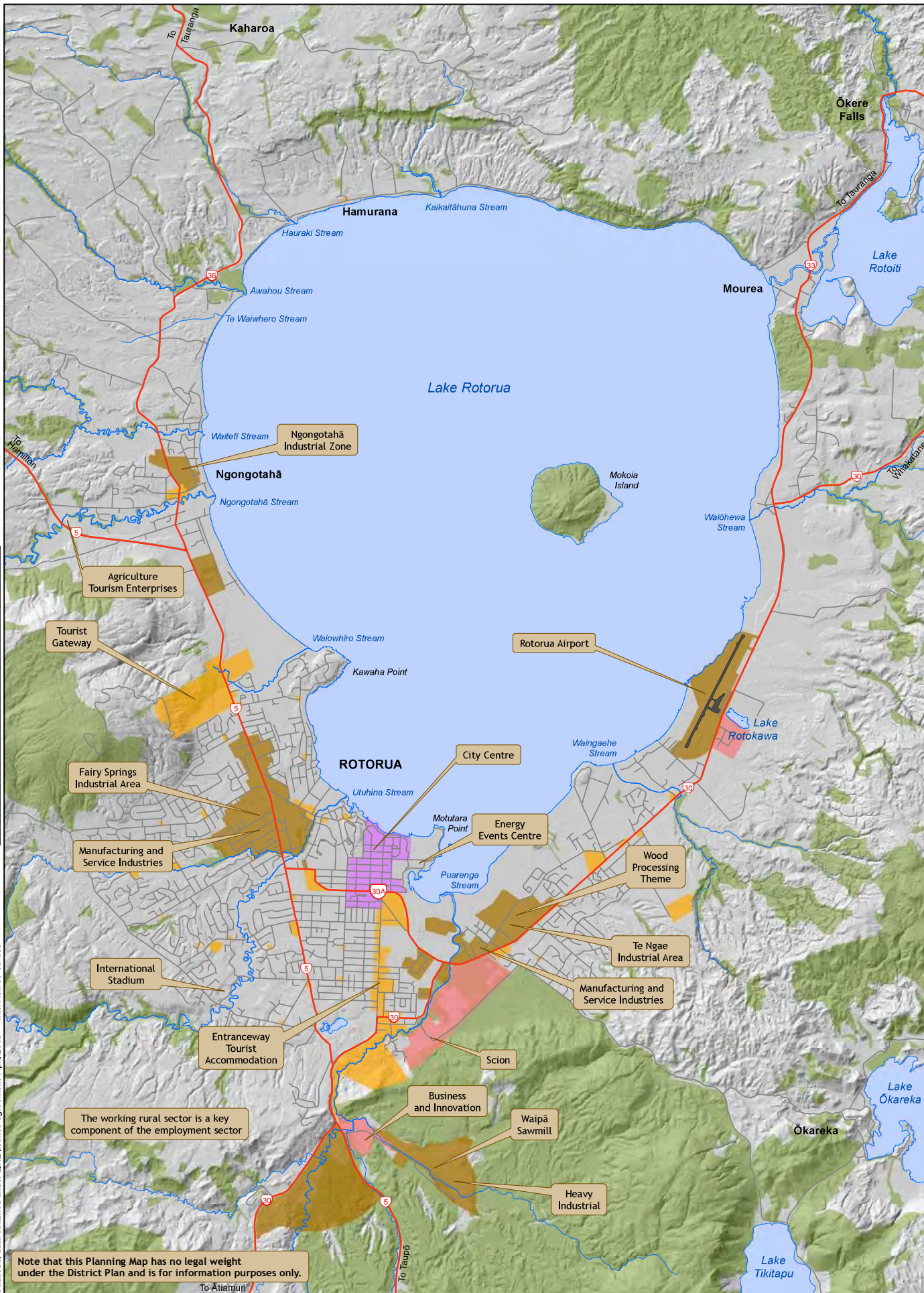


- Roads
- Streams
- State Highways
- Lakes
- Runway
- Urban Areas
- District Reserves
- Forest - Indigenous or Exotic
- Te Arawa River Iwi Trust Joint Management Area



District Plan

Strategic Overview - 101



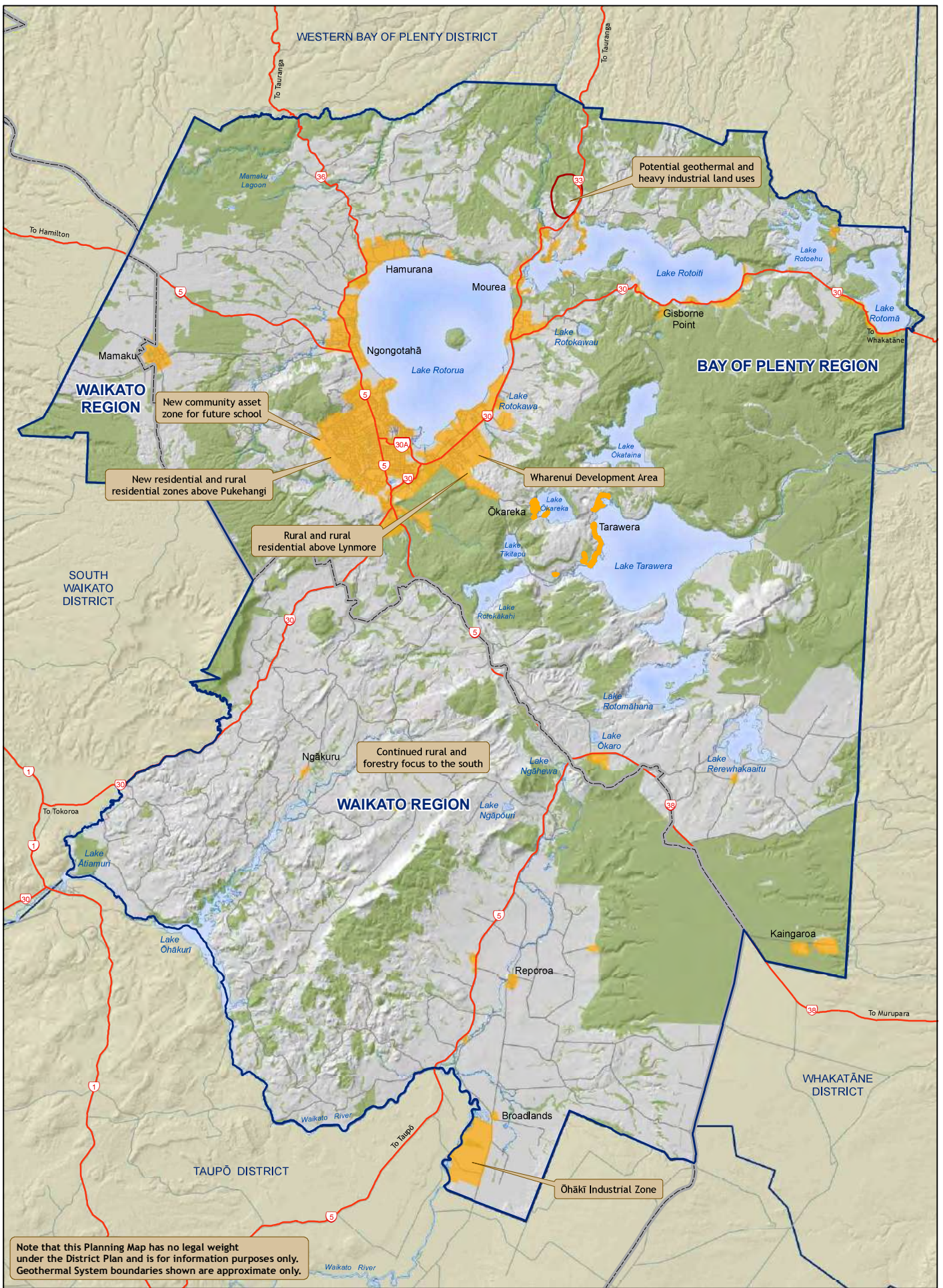
ROTORUA
LAKES COUNCIL



- | | | |
|-------------------------------|------------|----------------|
| City Centre | Lakes | Roads |
| Business and Innovation | Industrial | Streams |
| Forest - Indigenous or Exotic | Commercial | State Highways |

District Plan

102⁰⁴ - Employment Sectors



0 2 4 6 8 10 12 14 16 18 20 Kilometres

Cadastral data obtained under LINZ licence agreement April 2016 Trim Ref: 65-15-865

Rivers

State Highways

District Boundaries

Lakes

Urban/Commercial Areas

Forest - Indigenous or Exotic

Geothermal System

Regional Boundaries

N

ROTORUA LAKES COUNCIL

District Plan

Future Growth - 103

MAP BOOK INTRODUCTION

This map book contains all of the zone maps for the Rotorua district. A planning map is provided for each area of the district.

MAP BOOK LAYOUT

This map book is made up of four series of maps:

1. Strategic series (100 number range) cover a range of future growth and strategic direction types of maps (information only).
2. Special Interest series (200 number range) are at various scales depending on their content.
3. Urban series (300 number range) are at a scale of 1:5,000.
4. Rural series (500 number range) are at a scale of 1:10,000 (501 – 526) and 1:50,000 (531 – 547).

In addition there are a set of sheet index maps (for the Urban and Rural series), a guide to reading and interpreting the maps, a full map series legend and a street index. These are all in the following pages.

SERIES LAYOUT

The Strategic Map series (100 numbers) identify the strategic direction outlined in the District Plan. The maps cover zoning and infrastructure, employment sectors, urban living, economic drivers and future growth areas. These have no legal weight and are provided for information purposes only.

The Special Interest series (200 numbers) present consolidated information at both a district-wide and urban area level. The left facing map usually shows the information at a district scale, with the right facing map showing the information at a higher resolution within the urban area. The series covers the Central Business District, major roading projects, Marae, esplanade reserves, roading hierarchy, water quality and a range of natural hazards.

The Urban and Rural series (300 and 500 numbered pages) are also arranged in pairs of facing pages. Each pair covers the same geographical area and has the same sheet number in the bottom left and bottom right corner. The right facing page shows zoning.

The left facing maps show specific features with possible planning implications such as the location of designated public works, important landscape features, significant natural areas, heritage sites and notable trees. If applicable, these features are shown with a reference number that corresponds to features in one of appendices to the District Plan text.

Each map includes a legend containing only the information displayed on that map. In all cases the maps are orientated with the top of the page representing North. Where a 500 series map overlaps a 300 series, refer to the 300 map as the 500 map has had all labelling and references removed. Reference to adjoining sheets is included along all 4 edges of the maps (e.g. 'See Map 537').

ROADS

Roads in the district are shaded grey to assist map users with orientation and ease of use. Roads on the left facing maps include both legal and physical representation and shows private and public roads. The right facing maps only show the public roads which are designated as per Appendix 6 with the underlying zoning of the roads being dependent on the adjacent zone. On the right facing maps, urban roads are defined by legal boundaries, whilst rural roads are defined by the designation boundary.

HAZARDS

Hazards are included on both the Special series and Rural 1:50,000 series maps but are not shown on the Urban 1:5,000 (excluding the fault avoidance zone) or 1:10,000 scale maps, whilst the geothermal features are included in Council's Geographical Information System, Geyserview. These are a signal for people to make further assessment if an activity that they are proposing is in the vicinity of a hazard. The natural hazards shown on the planning maps provide an indication to which areas will be affected by the natural hazards planning provisions in the zone chapters and are not a reflection of the actual risk associated with the natural hazard. Applicants for resource consent will be required to identify relevant hazards in their locality. The information provided in the maps should be used as a guide.

DATA

Data for these maps are current at time of publication and has been compiled from the following sources:

Data	Source	Spatial Accuracy	Source Date
Streams	1:1,000 & 1:2,000 imagery	+/- 2 metres	February 2001
Flood Levels	Orthophotography Digital Elevation Model	+/- 2 metres	March 2006
Parcel Boundaries	Land Information New Zealand (LINZ)	Between 0.2 and 20 metres	April 2016
Physical Water Bodies	1:1,000 & 1:2,000 imagery	+/- 2 metres	February 2001
Physical Roads representation	1:1,000 & 1:2,000 imagery	+/- 2 metres	March 2011
Marae	Various	Parcel boundary accuracy	August 2014
Significant Features	Various	Between 2.5 and 100 metres	August 2014
Archaeological Sites	ArchSite – New Zealand Archaeological Association	Between 2.5 and 100 metres	May 2010
Height Restricting Boundary for Marae	Various	Parcel boundary accuracy	August 2014
Designations	Various	Parcel boundary accuracy	August 2014
Transmission Lines	Transpower	+/- 10 metres	October 2014
Development Areas	Rotorua District Council	Parcel boundary accuracy	Various
Airport Noise Contours	Marshall Day Acoustics	Parcel boundary accuracy	2010
Gas Transmission Pipeline Corridor	Vector Gas Limited	+/- 10 metres	October 2010
Caldera Rim	Boffa Miskell	Refer BML Report T11077	October 2012
Natural Hazards	Institute of Geological and Nuclear Sciences	Refer IGNS Report 2010/82	Various
Fault Avoidance Zones (source fault)	Institute of Geological and Nuclear Sciences	Source fault between 3 and 210 metres	July 2010
Significant Natural Areas	Wildland Consultants	Between 2 and 50 metres	April 2016
Outstanding Natural Features and Landscapes	Boffa Miskell	Between 2 and 50 metres	April 2016

Care is needed when interpreting these features, especially when overlaid upon each other. Of particular note is the potential difference between the legal and physical representation of water bodies (being lakes and streams) caused by natural or a human process since the land was surveyed.

The maps are projected in New Zealand Transverse Mercator 2000 (NZTM2000), which is based on the New Zealand Geodetic Datum 2000 (NZGD2000) using the Geodetic Reference System 1980 (GRA80) reference ellipsoid. Heights are referenced to Moturiki Vertical Datum 1953.

The left facing map has possible planning implications for your property. These include such things as a designation, rules pertaining to height restrictions around marae or the presence of important environmental features.

— Height restricting boundary for Marae (Appendix 1).

Legend relevant to the map

Industrial 1	Reserve 1	Water 1
Commercial 3	Reserve 2	Residential 1
Commercial 4	Reserve 3	Residential 3



Zones

BI1 Business and Innovation 1 (Scion)	CM6 Commercial 6 (Southern Edge Commercial Centre)	RD2 Residential 2 (Medium Density Living)
BI2 Business and Innovation 2 (Waipā)	ID1 Industrial 1 (Light Industrial)	RD3 Residential 3 (Whakarewarewa, Ōhinemutu Village and Ngāpuna)
BI3 Business and Innovation 3 (Eastgate)	ID1E Industrial 1E (City Entranceway Mixed Use)	RD4 Residential 4 (Lakeside Settlements)
CC1 City Centre 1 (Mid City)	ID2 Industrial 2 (Heavy Industrial)	RD5 Residential 5 (Residential Lifestyle - Wharenui Road Area)
CC2 City Centre 2 (Southern City)	RV1 Reserve 1 (Conservation Reserve)	RR1 Rural 1 (Working Rural)
CC3 City Centre 3 (Northern Edge)	RV2 Reserve 2 (Destination Reserve)	RR2 Rural 2 (Rural Lifestyle)
CM1 Commercial 1 (Ngongotahā Centre)	RV3 Reserve 3 (Community Asset Reserve)	FRR2 Future Rural 2 (Future Rural Lifestyle)
CM2 Commercial 2 (Compact Commercial Centres)	FRV3 Future Reserve 3 (Future Community Asset Reserve)	RR3 Rural 3 (Rural Village)
CM3 Commercial 3 (Neighbourhood Centres)	RD1 Residential 1 (Low Density Living)	T Transitional (Transitional Industrial 1)
CM4 Commercial 4 (City Entranceway Accommodation)	FRD1 Future Residential 1 (Future Residential Living)	W1 Water 1 (Water)
CM5 Commercial 5 (City Entranceway Tourism)		

Note: The representation of designated legal and physical roads are shown on the maps in grey.

Extents

Marae	Gas Transmission Pipeline Corridor	Caldera Rim
Designations	Development Area	Water Bodies
White Pine Bush	Significant Natural Areas	Runway / Apron
Fault Avoidance Zone	Outstanding Natural Features and Landscapes	Rotorua District Boundary
Height Restricting Boundary for Marae	Waikato River Operating Easement	Biodiversity Vegetation Areas - Waikato Region

Features

Historic Sites	Parcel Boundaries	Streams
Built Heritage	45 dBA Reporoa Noise Contour	Flood levels (See note below)
Notable Trees	55 dBA Airport Noise Contour	Transmission Lines
Historic Structures	60 dBA Airport Noise Contour	Esplanade Reserve Priority Acquisition Areas
Archaeological Sites	65 dBA Airport Noise Contour	Mount Ngongotahā Henderson Quarry expansion area

Note: Flood levels are metres above sea level (asl) based on Moturiki Vertical Datum 1953 and a 2% Annual Exceedance Probability (AEP)

500 Metres
400
300
200
100
50
0

See Map 521

See Map 354

Cadastral data obtained under LINZ licence agreement April 2016 Trim Ref: 65-15-985

See Map 344

See Map 537

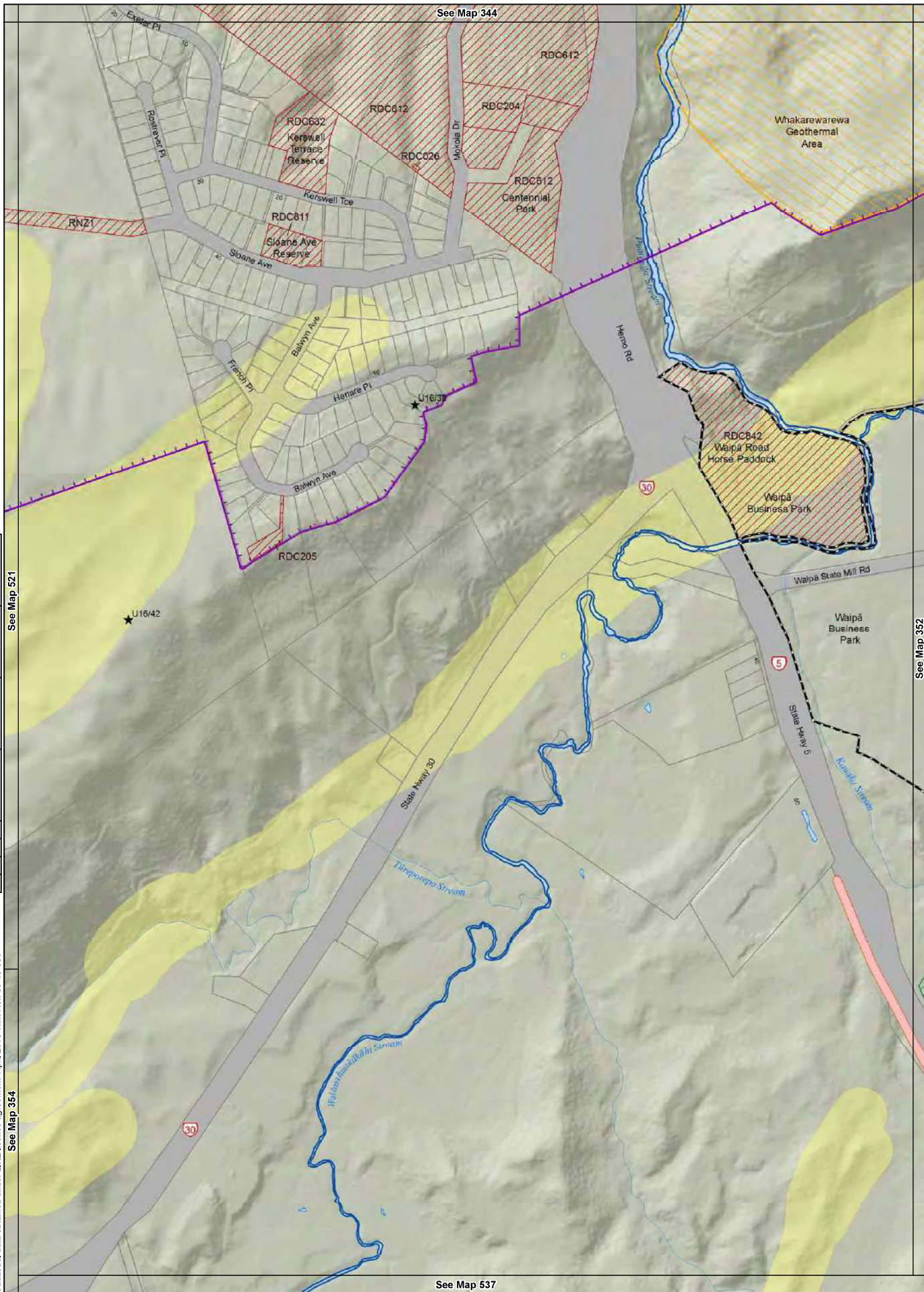
See Map 352

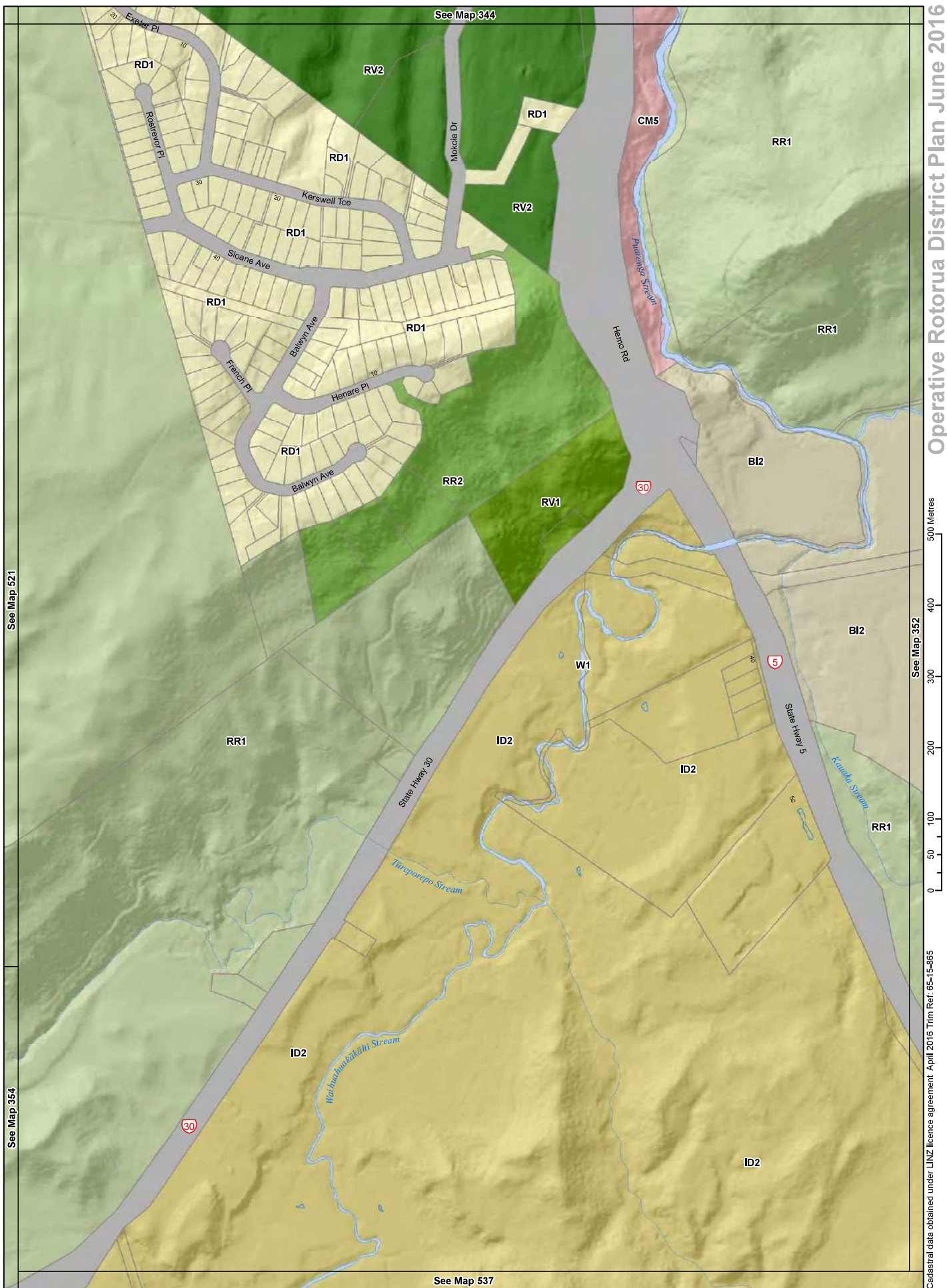


District Plan

351⁵⁰⁹

- | | | | |
|---|--|---|--|
| Designations | | Archaeological Sites | |
| Development Areas | | Streams | |
| Fault Avoidance Zone | | Caldera Rim | |
| Significant Natural Areas | | Parcel Boundaries | |
| Gas Transmission Pipeline Corridors | | Esplanade Reserves Priority Acquisition Areas | |
| Outstanding Natural Features or Landscape | | Water Bodies | |





- Streams
- Parcel Boundaries
- Water Bodies
- Business and Innovation 2
- Commercial 5
- Industrial 2
- Reserve 1
- Reserve 2
- Residential 1
- Rural 1
- Rural 2
- Water 1



District Plan 351

See Map 345

500 Metres

400

300

200

100

50

0

Cadastral data obtained under LINZ licence agreement April 2016 Trim Ref: 65-15-865

Whakarewareware
Geothermal
Area

★ U16/144

177
Pōhāturoa

177

Waipa
Business
Park

UN6

Waipā Stream

Waipā State Mill Rd

Waipā Bypass Rd

134
Waipā
Wetland

5

State Hwy 5

See Map 537

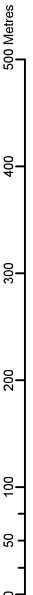
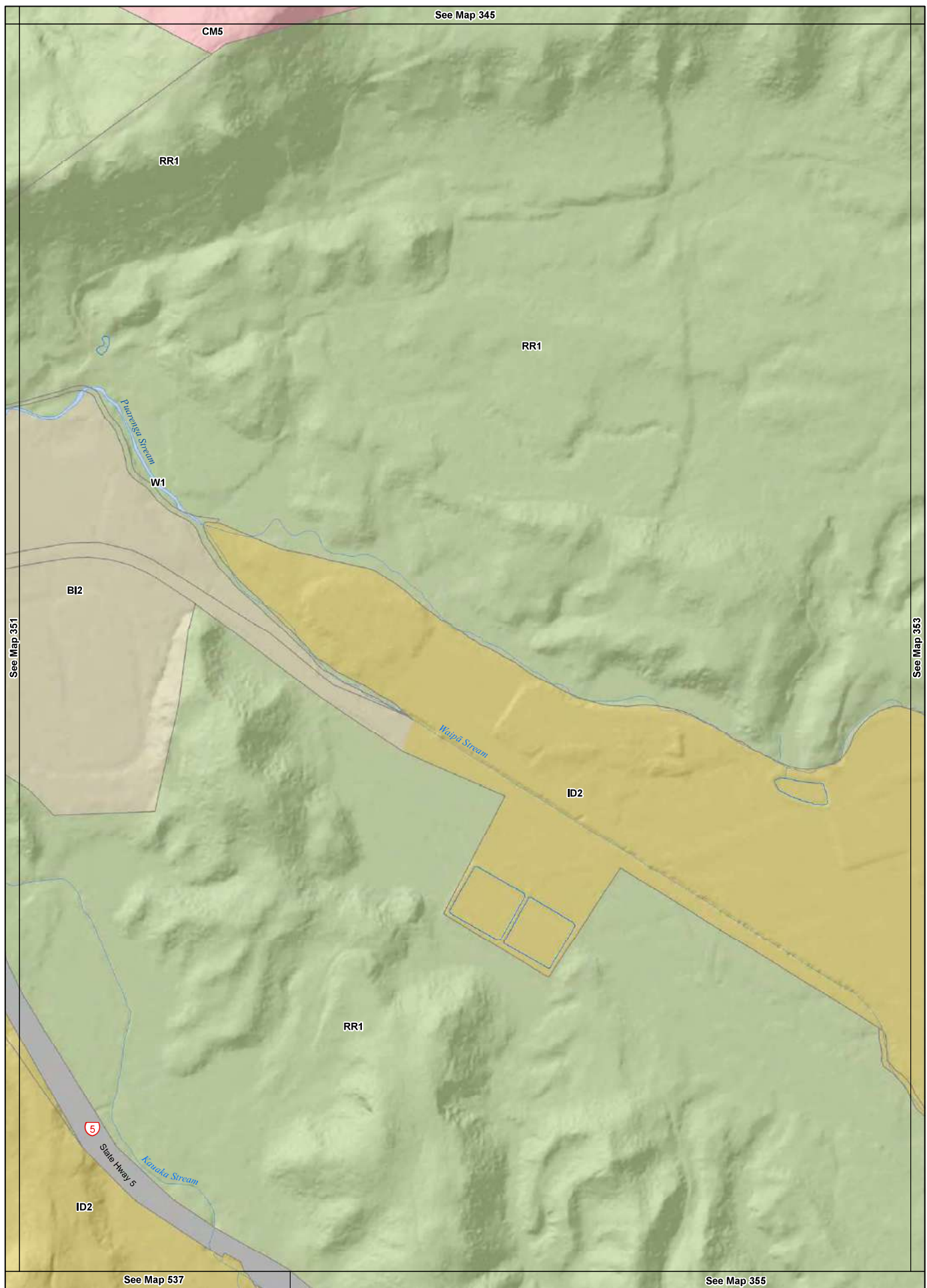
See Map 355

See Map 353



District Plan
352⁵¹¹

- | | | | |
|---|--|---|---|
| Designations | | Archaeological Sites | ★ |
| Development Areas | | Streams | |
| Fault Avoidance Zone | | Caldera Rim | |
| Significant Natural Areas | | Parcel Boundaries | |
| Gas Transmission Pipeline Corridors | | Esplanade Reserves Priority Acquisition Areas | |
| Outstanding Natural Features or Landscape | | Water Bodies | |

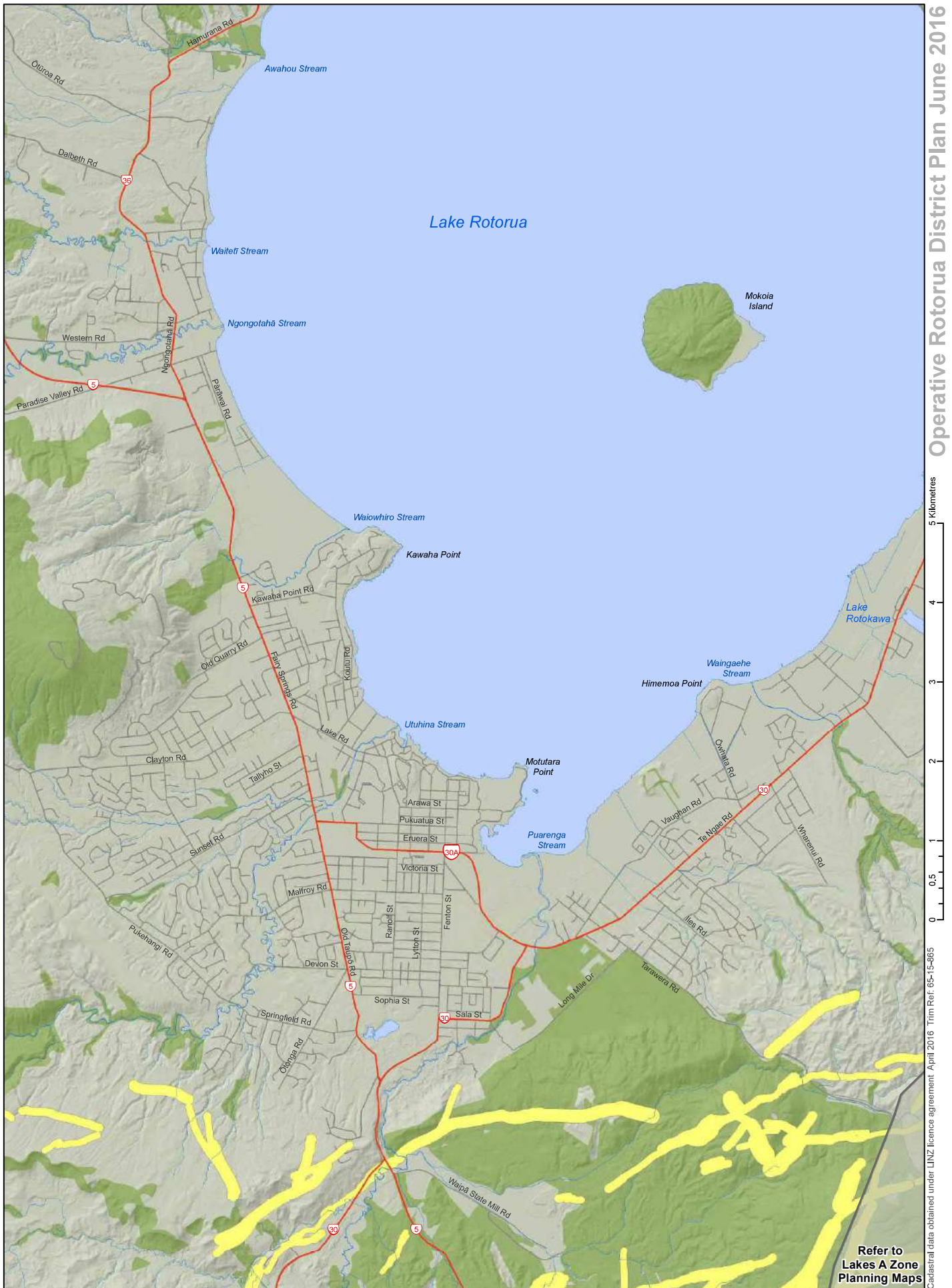


Cadastral data obtained under LINZ licence agreement April 2016 Tim Ref: 65-15-865

- Streams
- Parcel Boundaries
- Water Bodies
- Business and Innovation 2
- Commercial 5
- Industrial 2
- Rural 1
- Water 1



District Plan 352



- Roads
- Streams
- State Highways
- Fault Avoidance Zone
- Lakes
- Lakes A Zone
- Forest - Indigenous or Exotic



District Plan

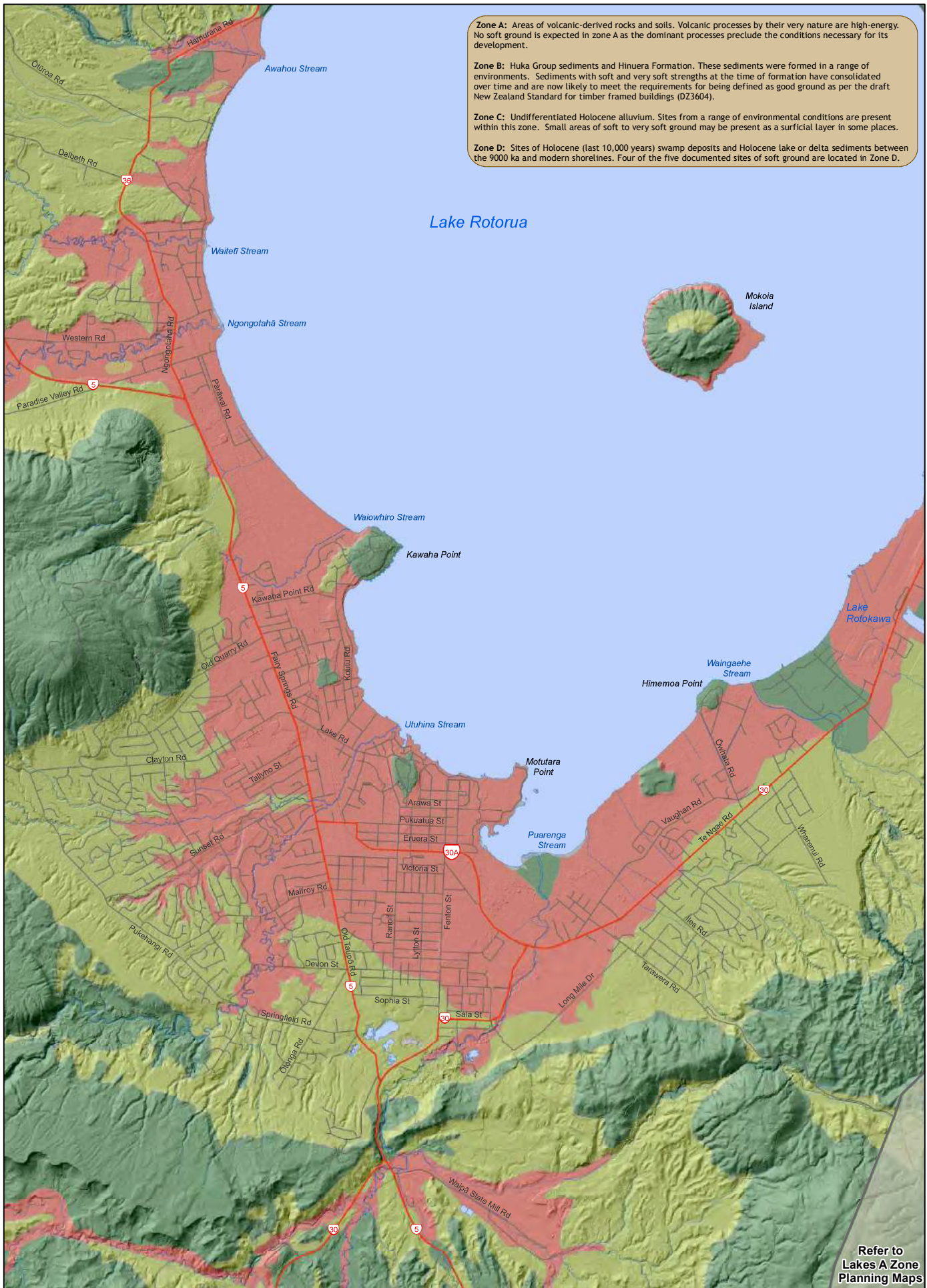


Zone A: Areas of volcanic-derived rocks and soils. Volcanic processes by their very nature are high-energy. No soft ground is expected in zone A as the dominant processes preclude the conditions necessary for its development.

Zone B: Huka Group sediments and Hinuera Formation. These sediments were formed in a range of environments. Sediments with soft and very soft strengths at the time of formation have consolidated over time and are now likely to meet the requirements for being defined as good ground as per the draft New Zealand Standard for timber framed buildings (DZ3604).

Zone C: Undifferentiated Holocene alluvium. Sites from a range of environmental conditions are present within this zone. Small areas of soft to very soft ground may be present as a surficial layer in some places.

Zone D: Sites of Holocene (last 10,000 years) swamp deposits and Holocene lake or delta sediments between the 9000 ka and modern shorelines. Four of the five documented sites of soft ground are located in Zone D.



- Roads
- Streams
- State Highways
- Lakes
- Lakes A Zone
- Zone A
- Zone B
- Zone C
- Zone D



District Plan

Areas of Soft Ground Potential - 209

Appendix B Peka Trust Block History



Peka Block - History of the Land

PEKA

The name Peka derives from a Scotsman named Baker McLean who was called Peka Makarini, a transliteration of his Scottish name. He was a soldier who fought alongside Te Kooti during the 1860's and 1870's against Gilbert Mair and the Arawa Flying Column. Peka Makarini was killed during a raid on Te Arawa in 1872, where according to our historian the late Don Stafford, he was shot and killed by Gilbert Mair in 1872 and later hung from a Kouka (cabbage) tree at Tumunui.

Peka Makarini was a formidable enemy and as Maori tend to do, paid a form of reverence to this Scotsman and the Te Kooti campaign by naming the Peka Land after him so this incident and the history be remembered.

MAORI DEVELOPMENT SCHEME

In 1928 a Maori Development scheme was established by the Minister of Native Affairs - Apirana Ngata and in 1929 the first scheme of it's type was established in Horohoro. One of the first parcels of land to be developed for this purpose was Peka. The Peka block formed part of the Parekarangi gardens which fed the hapu of Ngati Wahiao. All the gardens had names, as did the cultivations of fern and raupo which once grew prolifically within the waterways of Peka.

During the time of Mita Taupopoki, our tupuna gifted land to members of Tuhourangi/Ngati Wahiao to build houses in an attempt to stop the railroad that was earmarked to come through what is now SH5.

RETURN OF THE LAND

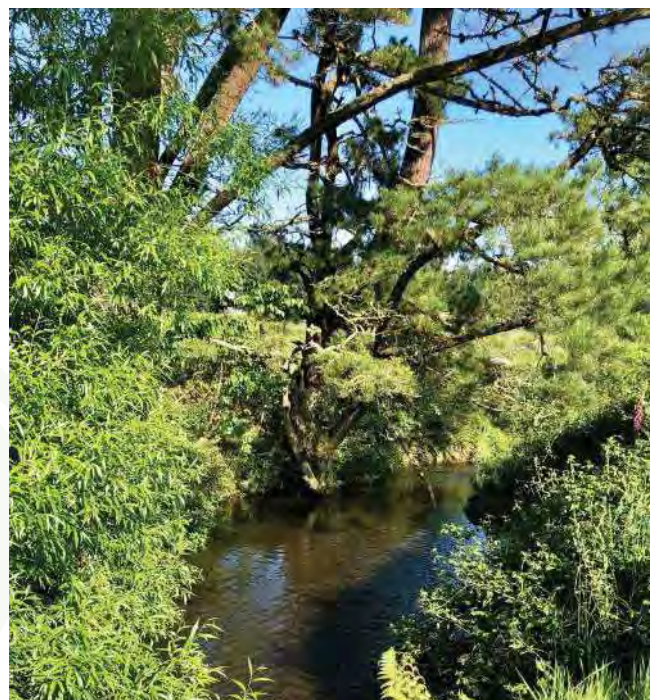
In the early 1980's Government decided to return land-blocks it had developed, those agencies were the Dept of Maori Affairs & Lands & Survey Dept, returned lands were free of debt. Peka was returned as a under-performing small sheep & cattle station. Despite best endeavours, the Trustees found difficult trading conditions and the viability of the property was uncertain. All Peka livestock & chattels were sold and funds set aside for reinvestment.

PINE FOREST

In the mid - 1980's an opportunity was presented to the Trust to enter into a Radiata Pine Forestry venture. Whilst the reinvestment funds lasted for the initial stages of land preparation and planting, it was agreed that a Joint Venture offer be made to Tumunui who would in turn assist with covering set up costs and maintenance until such time as Peka were back in the "black" The Forestry account now covers all the harvest costs, with a 71.79% / 28.21% share of stumpage paid to Peka / Tumunui at the end of each month.

As Peka owners we are thankful to Tumunui for entering into this joint venture with us, sharing and covering the costs for planting and management of the forest up until the harvest commenced in 2018.

Any future replanting and development will be fully funded by Peka Trust.



Appendix C Peka Trust Development Concept Plan



Key.

- Site Boundary
- Existing Contours
- Existing Stream and 25m Planted Buffer
- Developable Land
- Proposed Roads
- Proposed Industrial Uneway
- Future Roundabout
- Landscape Buffer

B 29.04.20 Information
 A 22.04.20 Rev. Date
 TM Drawn

Peka Land Trust

Client
 Industrial Development

Scheme Plan

Drawing Title

PK-01

Drawing Number

B

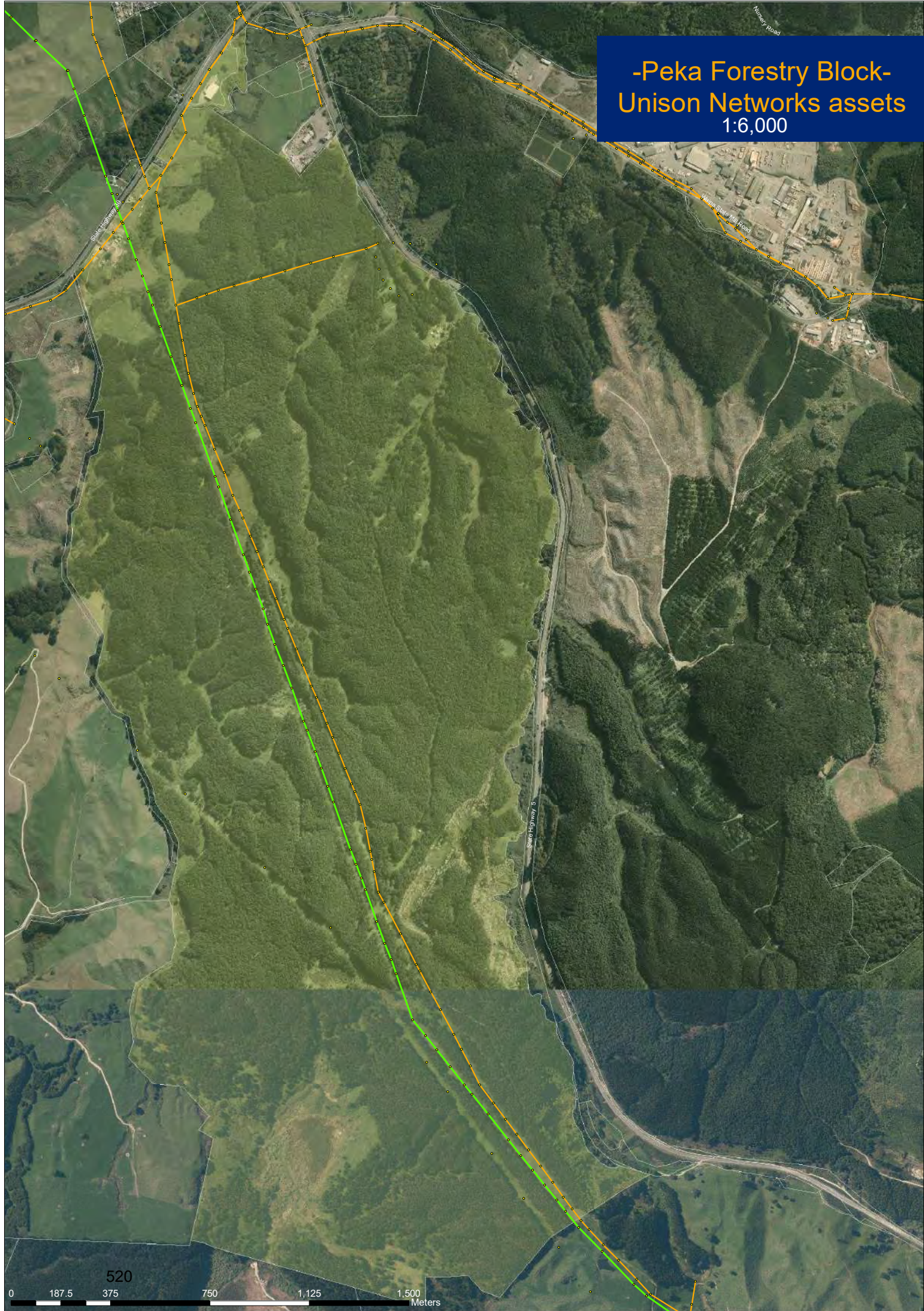
Revision

1:5000 1:4000

Scale @ A3 @ A1



-Peka Forestry Block-
Unison Networks assets
1:6,000



Appendix D Red Stag Timber Master Plan



RED STAG WAIPA VALLEY MASTERPLANNING

9TH JULY 2021



1.0

523

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*Scan QR code with your cell phone
to view Twinmotion 3D flythrough
animation on YouTube.*

2.0

924 HISTORY OF THE SITE

Knowing where Red Stag has come from, in order to know where it is going.

Consideration of the site's heritage is relevant to insightful development.

The Waipa Sawmill has its origins date back to 1936 when the Cabinet approves the creation of a National State Sawmill in a move to lower native harvesting to a more sustainable exotic forests. In 1939 the first buildings are completed and in 1940 the operations begin. During the 1950's - 60's the mill was one of the largest in Australasia, employing around 800 staff. The Waipa Village was created with dozens of state owned houses to accommodate the staff nearby the mill at the intersection of State Highway 5 and the Waipa State Mill Road. The housing village becomes derelict and is demolished in the 90's.

The mill goes through several phases of ownership, from state owned to privatisation between 1985 and 2002 where the mill goes into receivership. 2003, enter the Verry family who buy the mill and create Red Stag Timber Ltd and the success and ownership of the mill remains in the ownership of the

Verry family today. 2021 sees the creation of a new Engineered Wood Solutions plant and capability which will position Red Stag as one of only a handful of serious EWS producers in Australasia. At a time where awareness of our environment and sustainability is reaching peak interest, the EWS plant is a clever value add proposition to Red Stag as momentum towards building in Engineered Wood picks up its pace.

During the 1990's to 2010, Mountain Biking gains popularity as a recreational pastime and the Whakarewarewa MTB trail network has organically grown (largely through volunteer groups) into one of the best free-ride MTB parks in the world. The attraction of the 2006 MTB world championship and recent stop on the Crankworx world tour has further cemented the Whaka forest as a MTB destination of world reputation. One of the convenient entry points into the forest was the

Waipa access on Red Stag land off Waipa State Mill road. In the past decade Red Stag engaged and worked closely with recreational users, event companies, businesses, Iwi and council to create enhanced amenity to the Waipa MTB carpark as it became known. This has resulted in the development of public toilets/changing facilities, carparking, business hub, secret spot spa and the diversion of the mill access road to create safer cyclist and pedestrian access to forest. The council and local BMX club have created an international standard BMX park on land adjacent the development site.

On any given weekend, even in the middle of winter, the carpark is usually overflowing with users. In summer months and public holidays, the fields are covered in overflow parking. The Waipa MTB carpark is the most visited site in Rotorua for recreational forest users. The future is bright and sustainable.



Masterplanning offers an opportunity to rationalise existing elements and strategically develop effective direction for the site for both immediate success and a view to the longer-term future.

Red Stag Investments Ltd (the development arm of Red Stag) has had a reasonably ad-hoc development plan for the Waipa over the past 10 years. The MTB carpark is now an established congregation point for thousands of recreational users every week who gather to enter the Whakarewarewa forest network. With an established, captured audience, it seems the right time to explore the future development potential of the land adjacent the MTB carpark on the site of the previous Waipa Village.

The brief to DCA Architects of Transformation is delve into and research opportunities for current and future potential development of the site to enhance the existing amenities and support future opportunities for existing business and economic growth for recreational related enterprises. With Red Stag Investments Ltd as the developer having access to Red Stags new EWS plant, it has a vision to construct using wood and new wood engineering technology. There is potential for a national showcase for a sustainable business park development.



4.0(i)

RESEARCH AND OPPORTUNITIES

Wide-ranging activities and facilities present both potential opportunities, and challenges.

A clear high-level overview will, in turn, inform detailed plans.

CURRENT OPPORTUNITIES

Red Stag have the following avenues of development in varying stages of discussion, base concepts and business case viability studies.

KRISTALL TURM

This is a proposal for a high ropes course using a patented and international award winning construction system. This addition to the park will add to the current thrill, challenge and adventure seekers. The Kristall Turm concept will blend into the forest environment and offer a unique elevated perspective of the park.

PUMP TRACK

There are plans in concept prepared by internationally recognised bike park development company Velo Solutions to create an all weather permanent and world standard pump track.

FILM STUDIOS

Initial talks have begun with local industry to support the creation of a serious international standard film studios and associated film industry support industry. We understand that a HoA is currently in development.

SCULPTURE/ARTWORK

There are plans underway for creating a unique artwork using Sawmilling parts to create a cycle themed sculpture to be located near the entry to the MTB carpark.

FUTURE OPPORTUNITIES AND RESEARCH

In researching and gathering information for this report, we are aware that many of these precedents and studies were completed previous to the world pandemic of COVID-19. While the impact of this pandemic is undeniable in some sectors, the current evidence of the NZ economy is bouncing back with surprising results in domestic tourism and Rotorua a benefactor of this with a huge number of NZ's population within 3 hrs drive. The Whakarewarewa forest is witnessing large numbers of visitors and eventing companies are selling out with record

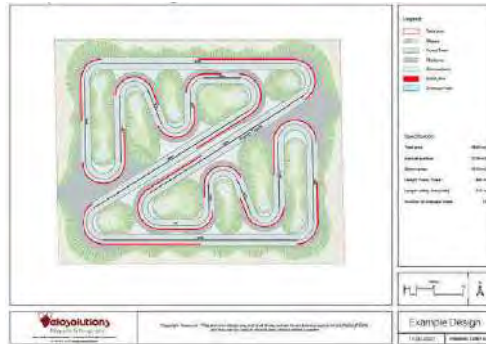
entry numbers across all types of sporting events. NZ Herald article 30th January 2021 reported a 50% spike in visitors coming out of Lock down. This was supported in the article with quotes from the many businesses operating in the area.

New Zealand has gained international recognition as one of the best to have dealt with the pandemic, will be viewed as a safe place to visit by many when borders reopen. With vaccines being rolled out worldwide and travel bubbles (albeit small scale at time of writing), there is strong evidence international tourism will rebound so long as transport carriers can also rebound in timeframes to meet demand.

The Rotorua Lakes Council in association with local Iwi entities submitted a business case to the Government Provincial Growth Fund in 2018. Some information has been gathered from this submission to understand current economic growth and support future economic growth in the area of Whakarewarewa forest. In addition we have also sourced information from Rotorua Economic Development (RED) agency website and conducted phone, email and in person interviews with individuals identified for professional insights.



KRISTALL TURM



PUMP TRACK



FILM INDUSTRY



FILM TOURISM

4.0(ii)

RESEARCH AND OPPORTUNITIES



EVENTS, BIKE TOURISM AND ACCOMMODATION

BIKE TOURISM.

As the post-COVID numbers indicate, there has been a significant uptake on recreational users and MTBing in particular. Recent sales figures on Electric Bikes (EB) would indicate a growing demographic of MTBers in age groups not previously popular with this activity. There is an increase in older 50-70+ male and female enthusiast taking up MTBing due to the new technology requiring less physical ability and relative affordability. This has opened a new demographic previous surveys would not have predicted to be an area of growth. This generation are cashed up and likely to attract a higher spend.

EVENTS.

There is potential for this area to become known as the event capital of NZ. Already there are a large number and type of events run from the large grassed paddock. This includes MTBing, running/walking, orienteering, adventure races and ultra marathons. While the return for leasing the paddock for eventing companies might be a tokenistic or peppercorn deal, the numbers of spectators and supporters drawn to this area during events will pump the spend into the surrounding businesses and ultimately create a small circular economy of goods and services in the Waipa Valley. Due to its location outside of built up residential areas, the space has the potential to host single and multi-day music festivals, subject to Resource consent approvals.

ACCOMMODATION.

Concept design work has been completed for a MTB/ recreational users accommodation catering for simple motel style units and back packers with associated communal facilities. This high level concept has been designed by DCA Architects of Transformation for BVM Holdings Ltd.

Rotorua is currently supplying MIQ accommodation for the government through three main hotels. Rotorua has been also made headlines recently with a large number of emergency homeless being accommodated in Motel stock. While this was seen initially as a life saver for some hoteliers and moteliers post COVID-19, the reality has seen a major shortage of quality accommodation for the bursting recreational visitors to the forest. There is anecdotal information of visitors having to stay in Tauranga, Hamilton and Taupo for Rotorua events. RED projects a 3-4 fold increase in cycle related tourism in the next decade. This is further supported at Whakarewarewa forest recently named as one of the 4 worldwide MTBing meccas to visit. Even pre COVID the Health and Wellness Spa industry was destined for "massive growth" (quote RED). Evidence supports a greater awareness of Health and Wellbeing post-COVID.

There is plenty of evidence to support accommodation growth across all value ranges for current domestic demand and future international demand.

4.0(iii)

RESEARCH AND OPPORTUNITIES



FILM LOCATIONS



RETAIL AND HOSPITALITY

FILM INDUSTRY

Interviews and correspondence with Anton Steel, CEO of Film Bay of Plenty offered the following insights to the regions potential to establish as a major player in the international film arena.

The current major film studios in NZ, Kumeu and Auckland studios were running at capacity and largely booked out with local television and film production. With the Governments Screen Production Grant, major global companies are in talks to establish permanent links with NZ film industry. One example of this is Amazons deal to produce the Lord of the Rings TV series. According to Anton Steel, another international film giant Disney, is keen to establish operations in NZ if a world class facility can be produced. Rotorua is seen as a perfect location for the film industry due to many celebrated scenic sites, geothermal, volcanic, lakes, mountains, coastal and forest nearby.

The establishment of a major film studio on the Waipa site would attract a host of associated industry which could be located at Waipa. This could include accommodation of varying levels of star rating from 5 Star to 3 star. Trades including builders/carpenters, set designers, costume designers, graphic and animation studios, legal, accounting, lighting designers on short and long term storage leases. According to Anton Steel, there is potential for the establishment of an associated Training and acting/performing education facility along with a Film and Television tourism industry/museum.

COMMERCIAL, RETAIL AND INDUSTRIAL

Mark Rendell, Manager of Colliers International Rotorua was interviewed as part of our research for insights to current commercial accommodation demands and potential future fits of accommodation at Waipa. There is a healthy demand for leased storage units across the region. The west and southern side of the city is not currently well served with leased storage units with the majority located on the east side of the city. One of the suggestions was to create small (garden shed sized, 2 x 2m) spaces for bike storage on both short and long terms leases due to proximity to forest. With the high numbers of visitors, peaking at events, there are large numbers of non-participant supporters looking for opportunities while they are waiting. Mark suggests that some small convenience retail, such as sports shoes, sport apparel, bike shop, bike hire, hairdresser/beauty (also supports film industry), Physio/massage and mini-market would be supported.

There could be demand for small to medium professional offices to piggy back off other potential tenants. These could be law, accountant, forestry research and technology, IT support, National Cycling HQ for BMX and MTB and professional bike coaching.

There is also opportunity for small to large industrial type units to support the eventing and forest Milling operations such as;

Transport logistics companies.

Small to medium centralised distribution centre.

Heavy industry, Steel manufacture, Equipment and machinery sales/hire.

General Hireage (Film industry demand)

Events companies requiring office space with storage.

4.0(iv)

RESEARCH AND OPPORTUNITIES

ELECTRIC SERVICE CENTRE.

With the Governments recent announcement to achieve the Climate Change Commissions targets was a tax rebate system to encourage the uptake of Electric Vehicles (EV). The uptake of 300kW Hyper and Rapid EV chargers will soon become a necessity. Many NZ companies are already trialling medium to large EV vehicles. Electric Bikes are also soaring in sales and the requirement to provide quick charge stations will only continue to grow. We see an opportunity to partner with a major network provider to create the first EV service centre of its kind in NZ.

FACTS AND FIGURES

\$68M

Private and Iwi investment projected \$68M in 2021-25.

4TH

4th most visited place in NZ by international visitors (note pre-covid)

270-450

\$270-\$450 per ride spend by MTBers in the Whakarewarewa forest.

30-50/12-13

\$30-50M local economy spend by locals and visitors annually and creation of 200-300 jobs with an estimated \$12-13M benefit.

500K

Four years in a row voted as NZ's favourite off-road place to ride. Estimated 500k visitors to the Whakarewarewa forest annually.

460K

460k visit Redwood visitor centre annually.



INTERNATIONAL EXAMPLES OF ALTERNATIVE ENERGY STATIONS