

Summary Report community engagement April 2022



Ōmokoroa Have your Say community engagement

Background / reason for engagement

Western Bay of Plenty District Council is required to update the District Plan to speed up and enable more housing in both Te Puke and Ōmokoroa. In December 2021 the Resource Management Act 1991 was amended (Enabling Housing Supply and Other Matters Amendment Bill) to improve housing supply in New Zealand.

More housing will be achieved by increasing the density of urban areas which will give people more choices about where they can live affordably with a wider variety of housing types.

A set of standards has been developed by central government, known as the Medium Density Residential Standards (MDRS). The MDRS will enable medium density to be built across much more of our urban areas, but will not require it. It will result in fewer resource consents being required and a simpler process that avoids notification when a resource consent is needed.

The Ōmokoroa community

As at 2022, the population in Ōmokoroa is projected to be at 4,947 residents and in ten years projected to increased to 8,943 residents. The current 2022 year to date total dwellings is 2,364. By 2032, a further 1068 dwellings (3,972) dwellings are projected to be in Ōmokoroa.

The age structure in Ōmokoroa from the 2018 Census indicates that there is a higher proportion of seniors and elders in the town but there is also a growing age group of 5-9 year olds and 10-14 year olds. In future years, it is expected that the age-sex structure will change dynamics due to the growing younger population, people in the "young workforce age group "(25-35 years).

The 2018 census recorded household composition in Ōmokoroa and found that nearly 50% of occupied dwellings in Ōmokoroa were couples, 20% of the remaining dwellings were occupied by couples with child/ren and a further 19% of those dwellings were one-person households.

The 2013 and 2018 census highlighted that couples with children increased by 34%, indicating that the household and family type is changing, and those family orientated households are expected to increase.

In 2018 95% of people in Ōmokoroa identify as European and 10.3% identify as having Māori descent.

Overview of engagement and planning to date

A significant amount of work has been carried out to date to plan for growth in Ōmokoroa. Planning for stage 3 of the Structure plan began in 2017 with consultation and community engagement occurring then. Four options were developed showing village centre, residential land, schools, commercial and industrial land as well as open space network including active reserves. Council selected a preferred option based on community feedback and specialist advice.

The Ministry for the Environment purchased land for two schools in 2019 and this was designated in 2021. In 2020 Council received funding from the Crown (\$14 million) to be spent on 'shovel ready' projects (roading). Later in 2020 Council received a private application for a town centre development, this was granted by an independent hearing panel in May 2021.

Throughout this time changes to legislation have meant that Council has had to enable housing intensification (as a Tier 1 high growth area). The National Policy Statement for Urban Development (NPS-UD) requires Council to have sufficient development capacity for housing, business land and available infrastructure to support growth as well as quality liveable urban environments and future development strategies in place.

In July 2021, Council applied to the Minister for the Environment to use the Streamlined Planning Process (SPP) for the Structure Plan and Plan Change. The main reason for this was to enable housing to be built / the plan change to be implemented as efficiently as possible (due to the limited ability to appeal the Plan Change to the Environment Court). Council consulted with the community on this matter (June 2021). In December 2021 the Resource Management Act (RMA) was amended requiring Council to implement medium density residential standards (as explained above) to enable medium density housing, and this would apply to the whole peninsula. The changes to the RMA also introduced an 'Intensified Streamlined Planning Process' (ISPP) which is another tool to create a Plan Change.

The most recent round of engagement in May 2022 (the subject of this report) was required to highlight the changes to the RMA and the new medium density standards for housing.

How have we consulted recently?

The Western Bay 'Have your say' engagement hub is an online tool where residents can provide feedback on Council projects. Council provides key information about different projects, and it is designed to be Council's 'one stop shop' for project related information. The Ōmokoroa 'Have your Say' page provided background information on the project, a work programme timeline, an ideas board and the survey form.

Community engagement events were held on 3 and 4 May 2022 at the Ōmokoroa Sports Pavilion. Approximately 150 people attended these events. A total of 112 survey responses were received electronically or via hard copy feedback forms.

Purpose of this summary report

The purpose of this summary report is to provide an overview of the feedback received from the community engagement and highlight how Council intends to progress any issues highlighted.

The summary report provides an overview of the open-ended questions that were asked and highlights some of the most common response received.

A copy of the survey questions is also available at the end of this summary report.

Survey responses

'What makes Ōmokoroa a great place to live?'

The survey asked the community 'What makes Ōmokoroa a great place to live?' a snapshot of the most common responses is provided below.

- 'The sense of community and friendliness – neighbours know each other and look out for each other'
- 'The appeal of Ōmokoroa is its village feel'
- 'The extensive natural coastal environment'
- 'The old beach holiday feel, a place to relax and unwind'
- 'Walking tracks, sportsfields for youth, open spaces'
- 'Larger sections in the old village'
- 'harbour and foreshore views'
- 'The village character of Ōmokoroa must be protected in future development'
- 'Great community'
- 'The best thing about Ōmokoroa is that there is not much infill housing'
- 'Ōmokoroa is a great place to live because it is on a peninsula, and less people and places to ruin it'.

The survey asked what type of housing is needed in Ōmokoroa

Survey respondents selected the most important types of housing from the following list.

- Affordable housing
- First home buyers
- Housing for elders
- Rental housing
- Smaller houses (1 or 2 bed)
- Social / public housing

'First home buyers' was the most selected response (60% of respondents who answered the question selected this answer). The second most selected response was 'housing for elders' (50%), followed by 'Smaller houses' (45%). Other responses to this question included:

- A mix of housing typologies is important
- Reasonable outside space is always needed
- Housing for all people
- Family housing with 3 or 4 bedrooms with a section
- Large houses on 700m²+ sites / 800m²
- Single level
- Factory built / kit set houses
- Multi generational housing
- 'normal 3-4 bedroom homes'
- Tiny houses on shared land

- Quality houses
- Eco-friendly houses (solar panels and water recovery tanks)
- Houses with suitable outdoor living areas / large areas of open space
- 'Upmarket housing definitely not cheap or social housing this is where you end up with more crime'
- Retirement villages.

The survey asked;

'with more people and homes in the same space, buildings like low rise apartments could be built in your street. What are the important things that would need to happen to ensure the street remains a great place to live for everyone?'

'what challenges could more houses and more people bring to the town?'

Key focus - challenges of higher density

Retaining the character and amenity of our place - Ōmokoroa

Some survey respondents expressed concern at the potential loss of the 'village feel' that Ōmokoroa has as the result of increased population / housing density. People value the peninsula's coastal and small-town feel. Feedback included;

- 'The character of existing residential streets must be retained'
- Intensification will de-value existing houses
- Street beautification
- Retain existing vegetation
- Power lines underground in older part of the peninsula
- 'Higher density population may lead to loss of sense of belonging and close knit community feeling' From knowing your neighbours or people in the street. Communication can be lost and leads to people feeling isolated (yet people all around them) and happiness gets lost.
- 'Ōmokoroa is a great place to live, don't ruin it by building cheap slums'.
- 'Don't allow low rise apartments as this is not in keeping with what Ōmokoroa is. They do not belong here. Our community is a safe haven for families, professional people and the elderly'.
- 'We loved visiting here for years when the entrance was orchards, and Ōmokoroa almost felt rural, it was so peaceful'.
- 'Road noise, quality of life living next to a busy road'.
- 'I wouldn't want apartment blocks in our street'.
- 'Could we have areas with definite characters, keep the original village area for more quality larger homes with sea views'.

Council has been planning to enable growth in the area of Stage 3 for several years. (Between the railway and SH2). As the Resource Management Act was recently amended and requires medium density housing to be enabled Council must apply the medium density housing standards over the majority of the Peninsular.

Council is developing an urban design guide 'Residential Design Outcomes' to provide information on best practice design for landowners and developers. Good urban design outcomes will ultimately improve on-site and off-site amenity. This means ensuring public spaces such as roads and parks are attractive environments to be in, easy to access and enable people to interact together. The protection of trees and stands of vegetation contribute to retaining the character and amenity of an area

Open Space, walking and cycling

There were several respondents who provided feedback in relation to open space, walking, cycling and the importance of planting / trees. In general people feel that intensification needs to be offset by an increase in the level of open space being provided. Feedback from the community includes:

- 'Green spaces are critical to the success, happiness and overall wellbeing of all age groups'
- 'Ōmokoroa only has two green space areas for families, the Domain by the beach (limited parking) and the sports fields and skate park at Western Ave'.
- 'More green spaces'
- 'People need room to socialise, green spaces'
- 'Intensification needs to be balanced with green space and public amenities'
- Street beautification
- 'Playing areas for children close to their homes'
- 'Planting to avoid the concrete jungle effect'
- Open spaces with seating for relaxing
- Open spaces for free play as well as playgrounds
- More trees needed, including fruit trees for communal food sharing
- 'Allow berms to be planted with edible crops for food sharing'
- Green belt around the peninsula
- Cycle / pedestrian friendly pathways
- 'Green spaces are a must'
- 'High density living definitely benefits from green spaces (including trees), play areas, and community spaces.'
- 'Community gardens and parks are needed'
- Sport and recreation facilities needed

- ‘Needs not to turn into a concrete jungle. Needs to retain green spaces’.
- ‘Protected green space for bird life on the peninsular’
- ‘Green reserves with space for big trees. Without trees the place will get too hot, and more energy will be needed and wasted.’
- ‘More reserves on the south side would be good’
- ‘We need to encourage people out of their vehicles reducing carbon emissions and exercise for health benefits’
- ‘Protect bird life, wetlands, native trees and restrict dog access, support pest control’
- ‘Pave the cycleway to Bethlehem’
- ‘In the future a dog park will be necessary’.
- ‘Maintain existing planting in Kaimai Views’

Council has agreed levels of service which it will meet as the population grows. New development contributes to the provision of open space, either by it being included within the new development (usually in the case of ‘greenfields’ development, which are the large-scale developments on land that is zoned residential but is not currently in residential use) or by paying financial contributions for the provision of open space and increased amenity to offset the loss of onsite amenity.

Council undertakes a sportsfield supply and demand study on a three yearly basis. This report takes into account both winter and summer sporting codes and assesses the provision of sports fields across the District against population growth projections. The most recent report undertaken has identified the need for further provision of sports fields in Ōmokoroa which further supports the acquisition of land for the development of active reserves in Ōmokoroa. Land is proposed to be designated for sportsfields (corner Prole Road and Ōmokoroa Road) as part of the upcoming notification of the Plan Change (20 August 2022).

In addition to this, structure planning processes in Ōmokoroa will also take into account areas identified as ‘natural open space’ in order to form a gully reserve network which will provide recreation and open space value for residents.

Key delivery of Council’s levels of service are through reserve management planning supported by existing plans and strategies including Council’s Walking and Cycling Action Plan and Recreation and Open Space Activity Plan. Council will continue to review its levels of services against what is provided in Ōmokoroa to ensure we are meeting the expectations of our residents and providing a recreation and open space network which continues to contribute to the social, environmental, cultural and economic wellbeing of our community.

Community facilities

- Art and music facilities
- Areas for teenagers to use
- Sport facilities, schools, parks, banks, NZ post, police, after hours health centre
- ‘A space for teenagers to hang out. The current skate park has turned into a little kids’ playground policed by parents. Teenagers roam the streets because they have nothing to do and nowhere to go. Not sure what they need but perhaps a survey targeted at them would help’.
- Library / Council hub needed
- ‘a good size heated swimming pool’
- ‘Support shared communication, facilities community spaces, for example neighbourhood support, TOLO, settler’s hall, menz shed, sports clubs, policing groups, volunteer fire brigade, art groups, cyberspace, community website’.
- Upgrade boat / wharf facilities to accommodate increase in population /use.

To meet the increased demand of the growing population, Council has agreed to purchase land in Ōmokoroa for future swimming pool development. Feedback received through Council’s Long Term Plan 2021-31 consultation process supported this and the new pool will be constructed by 2040. Through the Structure Plan process a swimming pool is currently proposed to be located on the active reserve site on the corner of Prole Road and corner of Ōmokoroa Road.

Council has opened an interim Library and Service Centre in Ōmokoroa which will act as a holding space until a new library and service centre is provided in the new town centre.

A review of boat ramps in the District identified that all tide or ‘premier’ boat ramps will continue to come under pressure from growth and Council have planned for this through a mix of capacity upgrades and new provision throughout the District.

Rules / Zoning

- ‘High rise and infill housing needs to be close to town centre, public transport and public services, not 20km away with poor roading’.
- ‘Requirement for geotechnical assessments must be mandatory in sensitive areas, e.g., proximity to cliffs etc and earthquake prone areas’.
- Intensification in hazardous areas must not be allowed
- Cross lease under the MDRS, how does this work?
- ‘The rural-residential zoning should stay as is’

- Medium density housing should only be in greenfield area, e.g., Prole Road
- 'A mix of houses and apartments will never be a great place to live in'
- High density housing needs to be near commercial centre
- 'consistent plan rules across streets and subdivisions, with a focus on quality homes and street design so property values are maintained'
- 'Don't build apartment style housing in the older Ōmokoroa area, it would lose its character and become another Auckland'.
- 'Decent parking and a variety of buildings, not all low rise or multi dwelling properties together or in a row'.
- Let people park a campervan and paint their house in colours that are not just grey and brown
- 'Why does it need to be jammed into Ōmokoroa. There is so much rural land that could be subdivided.'
- 'Shops within walking distances to the houses'
- Medium high-density housing needs to consider areas for clothes drying.
- Aircon units should not be allowed on the top of buildings.
- Multi-unit developments should be notified to all neighbours.
- Multi-unit developments should not be allowed in existing residential areas.
- 'The Council are not insisting that developers provide playing areas for children and green spaces when development occurs'.
- 'MDRS will lead to increased social issues with anti social behaviour both on and off the streets'.
- Commercial facilities should be required to provide underground car parking.

The National Policy Statement on Urban Development (NPS-UD) requires Western Bay to ensure adequate supply of land for residential and commercial purposes. Council is required to enable development that will create high quality liveable urban environments. Western Bay is a Tier 1 (high growth) area and as a result must enable medium density housing in their towns with projected populations of 10,000 or more.

Council is developing an urban design guide 'Residential Design Outcomes' to provide information on best practice design for landowners and developers. Good urban design outcomes will ultimately improve on-site and off-site amenity. This means ensuring public spaces such as roads and parks are attractive environments to be in, easy to access and enable people to interact together. Private amenity relates to the quality of living on individual sites, including access to sunlight, outdoor

living areas and privacy. Development should aim to retain and respect the natural landform characteristics of an area. The protection of trees and stands of vegetation contribute to retaining the character and amenity of an area

Shadowing and privacy

- 'Nobody wants or needs to have a 3-storey building right on their boundary'
- Blocking sun and views
- Frost all 3+ storey windows like in Adelaide for privacy
- 'Multi story buildings should not interfere with existing views for neighbours'
- 'Should not impact on light and sunlight, should not impact on existing privacy of residence'.
- Multi story complexes need reasonable green space and safe places for the resident children to play, for families to be able to grow their own fruit and vegetables and should be able to have the option to have their washing outside to reduce power usage.
- Privacy in peoples' gardens

Some survey respondents highlighted the issue of shadowing from multi-story buildings blocking sunlight to neighbouring properties and some raised concerns around the lack of privacy with too many buildings on a site.

The medium density residential standards (MDRS) have nine rules that must be included in the District Plan as a permitted activity. This means no resource consent is needed and Council has no control over these aspects. In relation to shadowing and privacy the following rules will apply.

Rules in relation to shadowing and privacy

No. of dwellings	up to 3
Height	up to 11 metres (3 storeys)
Overshadowing	up to 4m high and 60° recession
Setbacks	as close as 1.5m on front boundary 1m on side boundaries

The MDRS says buildings must be set back a minimum of 1.5m on the front boundary and a minimum of 1m on side boundaries. This setback will be larger depending on the height of the building, to avoid overshadowing neighbouring properties.

The MDRS says buildings must be setback from the boundary at a distance where the edge of the roof is on a 60-degree recession plane measured from 4 metres vertically above ground level from all boundaries. This means that taller buildings must be further away from their boundaries.

The National Policy Statement on Urban Development (NPS-UD) requires Western Bay to ensure adequate supply of land for residential and commercial purposes. Council is required to enable development that will create high quality liveable urban environments.

As a Tier 1 high growth area the NPS-UD includes specific requirements to facilitate intensification. These include ensuring building heights and density are not limiting factors for development. The NPS-UD requires that Tier 1 local authorities include intensification policies to allow for high density housing. The Council is required to set minimum targets for sufficient, feasible development capacity for housing.

The proposed design guidelines aim to guide medium and high-density development so that it is provided in such way to minimise adverse effects such as lack of privacy and noise and to provide attractive streetscapes.

Iwi engagement

Concern was raised by one respondent at the lack of mention of mana whenua and that no Te Reo was used during the engagement period and the lack of indication to uphold the principles of the Te Tiriti o Waitangi.

Council has been working with iwi/hapu within Ōmokoroa for many years, specifically those with mana whenua, discussing the Ōmokoroa Plan Change. In the upcoming District Plan review Council envisions working in partnership with iwi/hapu groups who are interested in developing special purpose zones for papakainga housing. Inclusion of tangata whenua is wholeheartedly acknowledged and recognised as significantly important.

Traffic, carparking, public transport, footpaths and streetlighting

Traffic

Some survey respondents raised the issues regarding traffic safety. In particular:

- More speed cameras
- No parking lines on one side of the Esplanade from Harbourview to boat ramp, traffic makes it a one-way road at times.
- More pedestrian crossings needed (signalised)

Council will need to consider measures such as traffic calming and speed limits to ensure medium density environments are safe. statement on how we manage increased traffic on local roads

Speed limits bylaw 2020 allows Council to set speed limits in accordance with the Land Transport Rule, Setting of Speed Limits 2017 on all roads under the care, control, or management of Council.

Council does not manage state highways, these are controlled by Waka Kotahi (New Zealand Transport Agency).

State Highway 2

There were several respondents who identified the need for the State Highway to be improved. The road is identified as extremely dangerous and the cause of many accidents, some of which have been fatal. People feel that additional housing should not be allowed before the road is fixed.

- Road must be upgraded to cater for thousands more people
- 4 lane highway from Ōmokoroa to Tauranga before major development of infill houses
- The roundabout needs to be a priority before anymore houses are built and SH2 needs to be a proper highway instead of these upgrades, which do nothing for congestion.
- 'Until there is a motorway from Ōmokoroa to Tauranga the building rules should not be changed. Cart before the horse'
- 'The road into Tauranga through Te Puna is already one of the most dangerous highways and its going to be impossible to get out for work in the morning with only one road out of Ōmokoroa.
- 'Entering and exiting Ōmokoroa is already extremely dangerous and causes many accidents. This should be addressed before more houses are built'

Ōmokoroa has been identified as a growth area as far back as the 1970s. It gradually grew over time and this along with growth in the surrounding rural area and the northern corridor in general resulted in NZTA (Transit at the time) putting in place designations to improve SH2.

In 1998 the NOR for the TNL (Tauranga Northern Link - Tauranga to Te Puna) was lodged. This was followed in 2001 by the NOR for Four-laning Te Puna to Ōmokoroa. Traffic modelling in 2007 showed that the upgrade would be needed by 2015. The planning by Council for the urbanisation followed. Council has invested in substantial infrastructure based on those proposed upgrades.

Council recognises the critical importance of a safe entry / exit into and out of the Peninsula. Council is working to have the interchange or at least safety improvements to the main intersection funded through the Infrastructure Acceleration Fund (IAF). Kainga Ora recently announced (3 May 2022) that Western Bay of Plenty District Council's \$38.4 million application will now progress to the negotiation stage of the \$1 billion IAF. While this does not mean that funding has been secured it does mean that Council is one step closer to securing funding to improve the road. This is an interim intersection treatment option until the funding is made available by Waka Kotahi to build a full interchange.

Roads

Several survey respondents raised issues around access in and out of the peninsula as well as concerns around road widths. Examples of responses received include:

- One way bridge, alternative access in an emergency / disaster
- Two entry/exit points from the peninsula with roundabout or traffic lights needed
- Width of roads need to cater for off-site parking
- Roads need to allow for refuse collection
- Kayelene Place needs speed bumps
- 'A roundabout for a safer and improved entrance and exit at the entrance to the peninsular'
- 'Improvement of roading both ways, e.g., to Tauranga and to Katikati'.

The recently completed pedestrian/cycle bridge over the railway is sufficiently strong to take a light vehicle in emergencies if the road bridge is closed. The walkway/cycleway bridge soon to be constructed over the railway between Tui Glen and Heartwood Avenue will also be able to be used in an emergency.

Council is aware of the issue of narrow carriageway widths and overflow of parking. The Infrastructure Development Code is being reviewed currently and this matter needs to be taken into consideration. In addition, Council will work with developers through the consenting process to ensure as much consideration as possible is given to this matter.

Parking

There were several respondents who provided feedback on carparking. The most common areas of concern seem to be around roadway widths being too narrow to accommodate carparking (when no onsite parking is provided) and a lack of public parking at the wharf.

- 'Parking needs to be off the road, many families work away from Ōmokoroa and need 2 cars'
- 'Extend angle parking along the Esplanade
- Esplanade boat ramp and ferry access
- Keep parks free of campervans and overnight parking
- Onsite parking needed to avoid congestion in the road corridor
- If car parking is not being provided on site, the road width needs to be able to accommodate car parking
- 'Our streets are already hard to navigate with parked vehicles as driveways and garages are full'
- Boat parking is needed
- Additional car parking needed at destination playgrounds
- 'Not enough parking at harbour /beach area and not enough parking space in individual properties. Cars need to be off the street to permit emergency vehicles access'.

The Council can no longer require onsite car parking as required by central government. This is due to the requirements set out in the National Policy Statement on Urban Development (NPS-UD). This doesn't stop on-site car parking being provided by choice, but those decisions will be made by landowners and property developers. It was suggested by a submitter that Council should consider clearly marking car parking on local roads.

The Council's Infrastructure Development Code sets the requirements for road widths for urban and rural roads. This includes design guidance for cycle lanes. The Development Code is currently being reviewed and will need to consider appropriate design solutions in medium density areas particularly in relation to off site parking. This may include creating carparks in existing berms.

Council sets requirements for parking and control of traffic on roads, public places and parking areas under the care, control or management of Western Bay through the Traffic and Parking Enforcement Bylaw 2019.

A review of boat ramps in the District identified that all tide or 'premier' boat ramps will continue to come under pressure from growth and Council have planned for this through a mix of capacity upgrades and new provision throughout the District.

Public transport

Specific feedback included:

- An increase in public transport is needed
- Consider shared transport rather than public transport due to cost inefficiencies
- High density of housing is not suitable where there is no public transport
- 'Public transport' is not working. 90% of buses have no more than 1-2 passengers (if that)."
- Consider buses, ferries and trains
- Public transport needs to be affordable
- Covered bus stops to protect from sun and rain.
- 'Improved regular transport matching work times'.
- 'Buses, we need to be able to get from one public space to another'.
- Buses to get to Mount Maunganui and Tauranga are needed throughout the day.

The intention of the National Policy Statement on Urban Development is that medium density housing would be developed in centres with good links to public transport options.

Western Bay of Plenty District needs to work closely with the Bay of Plenty Regional Council to ensure the best possible public transport solutions are being provided.

Footpaths / berms and streetlighting

Feedback from the community in relation to footpaths and streetlighting includes;

- Accessible footpaths are needed
- Safety for disabled and elderly with mobility scooters
- Allow berms to be planted with edible crops for food sharing
- 'Subdued street lighting to avoid light pollution and facilitate sleeping but adequate for public safety'
- 'Good footpaths/cycleways increase the options for safe local travel for all age-groups'.
- 'Ensure new streets are well lit, are attractive and or reasonable width'.

Council needs to investigate options for better walkway and cycleway connections throughout the town and review the existing maintenance schedule of footpaths.

Infrastructure general

Feedback on infrastructure generally was related to:

- Water, wastewater and stormwater capacity
- Need to upgrade infrastructure to keep up with demand from increased population
- Remove power poles and take powerlines underground.

The community of Ōmokoroa have raised the need to have adequate infrastructure provision to keep up with population growth.

Water supply

A new bore and reservoir are currently being constructed to ensure there is sufficient water infrastructure to cater for the growth and several upgrades have been identified within Ōmokoroa.

Wastewater

Ōmokoroa's wastewater network relies on the transfer pipeline that pumps all wastewater to Tauranga City's treatment plant. The capacity of this pipeline is constrained as it was only originally designed for a population of 10,000. It is therefore important that wastewater flows within Ōmokoroa are carefully managed to ensure there is capacity to cater for the future growth within stage 3. Council has adopted a number of different measures to ensure wastewater is catered for including;

- Requiring all wastewater infrastructure within stage 3 to be a sealed wastewater system, minimising any stormwater entering the network
- Increased storage at the main pumpstation to buffer peak flows
- Upgrade to the main pumpstation to increase capacity of the transfer pipeline.

Stormwater

Council is developing a catchment management plan (CMP) that will guide the key principals for how stormwater will be managed within stage 3. The overarching objective of this CMP is to minimise the generation of stormwater and entrained contaminants within Area 3 to ensure the quality of urban sourced stormwater entering Te Awanui (Tauranga Harbour) is enhanced, when compared to other existing urban catchments in Western Bay adjoining Tauranga Harbour.

Stormwater quantity will be reduced, and quality will be enhanced through:

- Extended detention of stormwater to reduce the potential for stream erosion and slope instability.
- Applying a water sensitive urban design (“WSUD”) based hierarchy of controls. Specifically:
 - Minimising generation of stormwater runoff and contaminants through source control.
 - Managing stormwater as close to the source as possible.
 - Treating and slowing stormwater as it moves through the catchment.
 - Using green infrastructure to achieve multiple objectives.
 - Protecting and enhancing the natural environment.

The primary measures for achieving the above are to reduce impermeable areas, reserve and enhance stream corridors, and develop treatment trains for individual land use related sub-catchments.

Commercial

Some survey respondents stated that retail services are needed within the peninsula and that people should be able to walk and cycle to access these (on safe footpaths and roads).

The new town centre within Ōmokoroa will provide a range on commercial and community opportunities.

Education

Some survey respondents noted the need for education facilities within Ōmokoroa. Highlighting that there is currently insufficient capacity for schooling across all age ranges.

A school site has been designated on the corner of Prole Road and Ōmokoroa Road (2021). This site will cater for primary and secondary school students. Western Bay has been working with the Ministry of Education to ensure the best possible planning outcomes can be achieved. The Ministry has commenced the design process and aiming for a 2025 opening.

Community wellbeing and safety

Many survey respondents raised the issue of safety. People felt that an increase in population would lead to an increase in crime. Respondents explained that there is already an issue on the peninsula that would only become worse over time.

- ‘More security needed’
- More policing to keep law and order.
- More security cameras
- CCTV needed

- Graffiti
- Loss of privacy
- A police station is needed
- ‘We already have a crime problem now that has developed over the last couple of years. Breaking into cars parked outside of properties’.
- Upgrade fire station
- ‘With an increase in population we need to consider having more of a police presence. There have already been multiple break-ins to the shops in the last 4 months’.

Neighbourhood Support and Night Owls have been operating in Ōmokoroa for a number of years. The Police presence will need to grow as the population grows. Population thresholds are needed for an increasing police presence to be triggered.

Attachment 1 Survey Questions

Imagine Ōmokoroa in 2050.

The peninsula will be fully developed and home to an estimated 13,000 residents.

The town feels similar but there are more houses in the original village as well as the newer developments. There are also more housing options to suit people’s lifestyles, including low-rise apartment buildings, townhouses and units.

1. What types of housing does Ōmokoroa need the most [tick which are the most important – no limitation on ticks]
 - Affordable housing
 - First home buyers
 - Housing for elderly
 - Rental housing
 - Social/public housing
 - Smaller houses (one / two-bedroom)
 - Others we may have missed [free text box]
2. With more people and homes in the same space, buildings like low-rise apartments up to three storeys could be built in your street. What are the important things that would need to happen to ensure the street remains a great place to live for everyone? Examples to think about: footpaths, green spaces, public transport, infrastructure.
3. What makes Ōmokoroa a great town to live in? What do we need to protect and grow now, so Ōmokoroa remains a great place to live?
4. What challenges could more houses and more people bring for the town?
5. Is there anything else we need to consider?