

# Response ID ANON-URZ4-5FT2-P

Submitted to Fast-track approval applications  
Submitted on 2024-05-03 16:02:52

## Submitter details

Is this application for section 2a or 2b?

2A

### 1 Submitter name

Individual or organisation name:  
Tauranga City Council (TCC)

### 2 Contact person

Contact person name:  
Marty Grenfell

### 3 What is your job title

Job title:  
Chief Executive

### 4 What is your contact email address?

Email:  
s 9(2)(a)

### 5 What is your phone number?

Phone number:  
s 9(2)(a)

### 6 What is your postal address?

Postal address:

Tauranga City Council, Private Bag 12022, Tauranga 3143

### 7 Is your address for service different from your postal address?

No

Organisation:

Contact person:

Phone number:

Email address:

Job title:

Please enter your service address:

## Section 1: Project location

Site address or location

Add the address or describe the location:

The extent of the project corridor is broken into four zones (see attached)

- Zone 1: Te Papa connections (blue), including an area of enabling works along 13th Avenue & 18th Avenue
- Zone 2: Waimapu Estuary Crossing (red)
- Zone 3: Welcome Bay Road (West) (purple)
- Zone 4: Welcome Bay Road (East) (green)

File upload:

Connecting the People - Fifteenth Avenue to Welcome Bay - Tuhono Ngā Tangata – mai Te Papa ki Tikorangi - Project Map.jpg was uploaded

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Do you have a current copy of the relevant Record(s) of Title?

No

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Who are the registered legal land owner(s)?

Please write your answer here:

Tauranga City Council are the Road Controlling Authority in accordance with the LGA sections (s315-317)

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur

Please write your answer here:

Tauranga City Council is the road-controlling authority for the district.

## Section 2: Project details

What is the project name?

Please write your answer here:

Connecting the People - Fifteenth Avenue to Welcome Bay | Tuhono Ngā Tangata – mai Te Papa ki Tikorangi

What is the project summary?

Please write your answer here:

Tauranga is growing at an unprecedented rate, with demand for new housing outpacing the investment in transport infrastructure which is needed to sustainably support this growth. Tauranga City Council (TCC) is proposing improvement to the Fifteenth Avenue, Turret Road and Welcome Bay Road (15-WB) corridor (including improvements along 13th Avenue & 18th Avenue). The corridor is in urgent need of upgrade to improve travel times and give people good alternative choices to the car.

What are the project details?

Please write your answer here:

The Connecting the People - Fifteenth Avenue to Welcome Bay Single Stage Business Case (SSBC) commenced in early 2022 to:

- Reduce peak hour congestion and reduce travel times along the corridor.
- Improve access and enhance the place, amenity and cultural values along the corridor.
- Identify feasible and affordable improvements that encourage travel by walking, cycling and bus.

The key features of the interventions that are proposed for 15th Avenue and Turret Road are widening to four lanes between Cameron Road and Burrows, the introduction of T2 lanes and a tidal flow system along Turret Road and across the bridge.

The preferred option requires no property take, and includes:

- (i) Three-laning of Turret Road and the Hairini Bridge and Causeway.
- (ii) Shared use path attached to the Hairini Bridge.
- (iii) A tidal-flow (dynamic lane) system along Turret Road to provide an additional lane of capacity in the peak directions of travel.
- (iv) High Occupancy Vehicle (HOV) lanes along Fifteenth Avenue and Turret Road – starting as T2, but potentially changing to T3 or bus lanes at some point in the future.
- (v) Improved walking and cycling facilities, targeting the key journeys to schools.
- (vi) Safety improvements.
- (vii) Opportunities to include cultural design elements that recognise the significance of the corridor to mana whenua.

It is proposed that the project also involve strengthening of the abutments of the Hairini Bridge to improve the earthquake resilience of the harbour crossing. Details of this aspect of the project are not as advanced as those of the preferred option described above and therefore timing of the implementation of bridge strengthening has not been confirmed.

Describe the staging of the project, including the nature and timing of the staging

Please write your answer here:

The Project will be implemented in two stages as follows:

- Stage 1 will be constructed between mid 2025 and late 2026 and will include the additional lanes along Fifteenth Avenue, Turret Road and the Hairini Bridge and Causeway and a shared use path attached to the Hairini Bridge.
- Stage 2 will be constructed from late 2026 to early 2028 and will include predominantly active mode and safety improvements along Welcome Bay Road.

What are the details of the regime under which approval is being sought?

Please write your answer here:

TCC are seeking approval under the following regimes:

- Resource consents under the Resource Management Act 1991
- Archaeological Authority under the Heritage New Zealand Pouhere Taonga Act 2014
- An authority under the Wildlife Act 1953
- Conservation Act 1987

There is potential that an authority may not be required under one or more of these regimes once further investigation has been undertaken.

If you seeking approval under the Resource Management Act, who are the relevant local authorities?

Please write your answer here:

The relevant local authorities are Tauranga City Council and Bay of Plenty Regional Council.

What applications have you already made for approvals on the same or a similar project?

Please write your answer here:

No applications have been made.

Is approval required for the project by someone other than the applicant?

Yes

Please explain your answer here:

Iwi/hapu approvals may be required as set out in the section below: Iwi authorities and Treaty Settlements

If the approval(s) are granted, when do you anticipate construction activities will begin, and be completed?

Please write your answer here:

Detailed Design: July 2025  
Procurement: September 2025  
Funding: September 2025  
Site works commencement: October 2025  
Completion: March 2028

### Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

TCC have engaged with the following groups:

- Bay of Plenty Regional Council
- NZ Transport Agency Waka Kotahi
- Iwi and hapu (as set out below)
- Stakeholders
- Public

Three iwi are associated to the whenua in Tauranga Moana – Ngāti Pūkenga, Ngāi Te Rangi and Ngāti Ranginui, Within these iwi are the following hapū:

- Ngāi Tamarāwaho.
- Ngāi Te Ahi.
- Ngāti He.
- Ngāti Tāpu.
- Ngāti Ruahine.

Workshops during the development of the Preferred Option have included a broad range of stakeholders including representatives from emergency service providers, relevant government agencies, transport advocacy groups, community groups, local schools, businesses, and residents interested in the project.

TCC has also consulted with property owners who would be affected by a future four-laning option along Turret Road (not included in the Preferred Option). Four-laning of Turret Road and the Hairini Bridge and causeway would take a long time to plan, consent and build, partly because a significant number of properties would need to be purchased. The costs of this option are significantly higher <sup>§ 9(2)(b)(ii)</sup> than the three-lane option that the project is pursuing. To ensure affected residents were aware of what was being proposed prior to public consultation on the Preferred Option, Council worked with The Property Group to directly engage with owners and occupiers of properties likely to be impacted by four-laning option for the corridor. The intention of this targeted engagement was to inform landowners of the possibility of a four-lane corridor in the future. Targeted engagement took place during August and September 2023, prior to wider public consultation (see below).

Detail all consultation undertaken with the persons referred to above. Include a statement explaining how engagement has informed the project.

Please write your answer here:

The project is a collaboration between Tauranga City Council (Council), the NZ Transport Agency Waka Kotahi (NZTA), Bay of Plenty Regional Council (BOPRC) and mana whenua. The three agencies and mana whenua are represented on the 15-WB Project Control Group (PCG), which meets monthly to receive updates on process, address issues and manage risk.

The corridor features many culturally significant sites. Previous growth and development have severed critical links of importance to local hapū. Hapū representatives have been an integral part of the project team from the beginning, with strong partnership and engagement maintained through kanohi ki te kanohi (face-to-face) engagement and wānanga. Local hapū have been invited to all stakeholder workshops providing the opportunity for all stakeholders to develop a deeper understanding of cultural issues for this project.

The project commenced with an initial wānanga (workshop) in May 2022 to establish connections with project partners, share stories and learn about the issues and opportunities along the corridor. The workshop was attended by representatives from each of the four project partners; TCC, Bay of Plenty Regional Council, Waka Kotahi and local hapū.

In July 2022, a long list workshop was attended by representatives from Council, NZTA, Age Concern Tauranga, BOPRC, Disabled Persons Assembly NZ, Cycle Action Tauranga, National Road Carriers, Ngāi Te Ahi, Ngāti Ruahine, and St John Ambulance to identify options and alternatives for the corridor. A follow up workshop with stakeholders was held in October 2023 to provide a project update and overview of the shortlisted options.

An initial round of public consultation was held from 28 June to 28 July 2022 to seek the community's views on improving the corridor.

A further round of public consultation was held between Wednesday, 13 September and Friday, 6 October 2023. This involved an online survey seeking community feedback on the short-list. There were 903 responses to the survey across a range of topics with key themes emerging around reducing congestion, as well as providing safe places for people to cross the road, walk, and ride bikes.

Two drop-in sessions were also held on 21 September. The drop-in sessions enabled people who were interested in the project to find out more about the options and talk directly to technical project staff about the options generally or specifically. The first session (12pm to 2 pm) was attended by approximately 50 people and the second session (3.30pm-5.30pm) was attended by approximately 30 people.

A final online workshop was held on Wednesday, 18 October with key stakeholders, with Disabled Persons Assembly NZ, Cycle Action Tauranga, National Road Carriers, St John Ambulance, Hauora a Toi Bay of Plenty (formerly Bay of Plenty District Health Board) and Sustainable Bay of Plenty to provide an update on project progress, present the proposed options, and allowed time for stakeholders to ask questions and share feedback.

The project is included in the Tauranga City Long Term Plan (2024-34). Public consultation on the LTP was open between 15 November and December 15, 2023. Public hearings were held over three days in mid February 2024, and decisions were made on 4 March 2024. The final 2024-34 Long-Term Plan was adopted on 22 April 2024 and will be effective from 1 July 2024.

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Describe any processes already undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur:

Please write your answer here:

Not applicable

#### Section 4: Iwi authorities and Treaty settlements

What treaty settlements apply to the geographical location of the project?

Please write your answer here:

No treaty settlements apply. The works are not proposed within ngā rohe moana o ngā hapū o Ngāti Porou

Are there any Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 principles or provisions that are relevant to the project?

No

If yes, what are they?:

Are there any identified parcels of Māori land within the project area, marae, and identified wāhi tapu?

No

If yes, what are they?:

Is the project proposed on any land returned under a Treaty settlement or any identified Māori land described in the ineligibility criteria?

No

Has the applicant has secured the relevant landowners' consent?

Yes

Is the project proposed in any customary marine title area, protected customary rights area, or aquaculture settlement area declared under s 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004 or identified within an individual iwi settlement?

Yes

If yes, what are they?:

Some sections of the corridor are within the MACA area, i.e., works to the Hairini Bridge and Causeway and sections of the works on Welcome Bay Road.

Similarly, the above sections of the corridor may be subject to the following settlements, however, we cannot confirm at this time:

- Ngāti Pūkenga Claims Settlement Act 2017
- Ngāti Rangī Claims Settlement Act 2019
- Ngā Hapū o Ngāti Ranginui Claims Settlement Bill

We understand that the Tauranga Moana Iwi Collective Settlement Agreement applies to the full harbour and, therefore, may also apply to the areas of the corridor identified above.

Iwi/ hapu who have applied under the Marine and Coastal Areas Act as having an interest in the project area include Ngā Potiki, Ngāti Pukenga, Ngāi Tukairangi, Ngāti He, Ngāi Te Ahi, Ngāti Ruahine and Ngāti Tapu and have been informed about this project potentially going through Fast Track Approvals Process. These iwi/ hapu have not yet been confirmed as having an interest in the project area under the Marine and Coastal Areas Act as this process is currently being undertaken.

The following Crown engagement applicants have not been informed about this project potentially going through Fast Track Approvals Process. We have not as yet been able to confirm whether they have an interest as the process is direct with the Crown and not the courts.

- Ngati Maru
- Ngati Tamatera Treaty Settlement Trust on behalf of Ngati Tamatera
- Te Whanau a Mokokoko
- Waaka and Holloway Whanau
- Hauraki Māori Trust Board

Has there been an assessment of any effects of the activity on the exercise of a protected customary right?

No

If yes, please explain:

Upload your assessment if necessary:

No file uploaded

## Section 5: Adverse effects

What are the anticipated and known adverse effects of the project on the environment?

Please describe:

The potential adverse effects of the project on the environment are:

- Disturbance of contaminated land (once confirmed) however standard procedures under a Contaminated Site Management Plan or similar will be observed when disturbing and disposing of any contaminated land. These measures are expected to avoid or adequately mitigate any potential public health or ecological risks.
- Sediment being released into the environment during earthworks, and in particular into the coastal marine area. An Erosion and Sediment Control Plan, based on good practice, will be prepared and implemented during construction, which will appropriately mitigate and manage risks.
- There are a number of notable trees as identified in the Tauranga City Plan (on Tauranga Boys College Land and on Conservation Zoned Land or private property along Turret Road). Works are likely to extend within the root zone/ dripline of some of these notable trees. An arborist will be engaged to manage effects prior to and during construction. The design has aimed to minimise effects on the notable trees and along Turret Road there will only be

signals and gantries within the root zone/ dripline.

- There are areas which have been identified as an Outstanding Natural Feature and Landscape and/ or having high natural character. Effects on natural character, landscapes and features as well as visual effects will be managed through design.
- The area parallel to Welcome Bay Road where the proposed boardwalk will be located is within a Special Ecological Areas (category 2) identified under the Tauranga City Plan. Ecological effects on the white-fronted terns (an at-risk species which nests in the vicinity of the Hairini Bridge), removal of vegetation, works in/ near a wetland, and effects on fauna in the coastal marine area. An Ecological Assessment will be undertaken to determine the effects and identify methods to manage these effects. It is expected that this will be done through design and construction management.
- Noise and vibration during construction will occur and if it exceeds the construction noise and vibration limits (set out in NZS 6803:1999 Acoustics Construction Noise) a Construction Noise and Vibration Management Plan will be prepared and implemented to manage the adverse effects.
- Increased impervious surfaces may contribute to an increase in stormwater runoff. However, the design will ensure effects are managed in a manner consistent with the Tauranga Comprehensive Stormwater Consent (CSC) (consent number 66823) under the Bay of Plenty Natural Resources Plan and will mitigate any adverse effects.
- Temporary construction related effects on traffic and access will occur. It is expected that this will be managed through standard construction traffic management practices.
- Te Awanui (Tauranga Moana or Tauranga Harbour) is an Area of Significant Cultural Value (ASCV) as identified under the Regional Coastal Environment Plan. There is potential for the project to have adverse effects on mana whenua values. However, TCC will continue to engage with mana whenua and their views will be taken into account throughout the design process.

Overall, adverse effects will be addressed through design and standard construction management plans or similar. Details of this will be provided in the primary application and it is expected that conditions will be offered to manage any adverse effects.

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## Section 6: National policy statements and national environmental standards

What is the general assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard?

Please write your answer here:

The relevant National Policy Statements and National Environmental Standards for this project are:

- New Zealand Coastal Policy Statement 2010 (NZCPS)
- National Policy Statement on Urban Development 2020 (NPS UD)
- National Policy Statement for Indigenous Biodiversity (NPS IB)
- National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NES CS)
- National Environmental Standard for Freshwater 2020 (NES F)

The relevant policies from the NZCPS are Policy 6 Activities in the coastal environment, Policy 11 Indigenous biological diversity (biodiversity), Policy 13 Preservation of natural character, Policy 15 Natural features and natural landscapes, and Policy 19 Walking access. Policy 6 recognises that the provision of infrastructure is important to the social, economic and cultural well-being of people and communities and Policy 19 recognises the public expectation of and need for walking access to and along the coast that is practical, free of charge and safe for pedestrian use. This project will enable walking (and cycling) access within and along the coastal marine area along Hairini Bridge and Welcome Bay Road. Policy 11(a)(i) aims to avoid adverse effects on indigenous taxa that are listed as 'at risk' and Policy 11(b)(ii) aims to avoid significant adverse effects and avoid, remedy or mitigate other adverse effects on habitats in the coastal environment that are important during the vulnerable life stages of indigenous species. White-fronted terns have been identified nesting on the Historic Bridge Piers on the western side of Hairini Bridge. An Ecological Memo has been prepared which identifies the terns as being indigenous to New Zealand and are classified as 'at risk and declining' and their habitat has been identified as being important during vulnerable life stages of the terns. The historic bridge piers will either be fully or partially removed and the adverse effects on the terns will be addressed in more detail included in the primary application. It is expected that the proposed works will avoid breeding season or if this not practical then a potential mitigation option could be to provide alternative nesting habitat for the terns to use. Tauranga Harbour has been identified as having high natural character and in accordance with Policy 11 the design and mitigation measures will avoid, remedy or mitigate adverse effects of the project on the natural character of the coastal environment. Policy 15 aims to avoid adverse effects on areas that have been identified and outstanding natural features of landscapes. There are areas within the coastal environment which have been identified as outstanding natural features and landscapes which works will occur within. However, adverse effects on outstanding natural features and landscapes will be managed through design.

The relevant provisions of the NPS UD are Policy 1 contributing to well-functioning urban environments and Policy 5 greater level of accessibility by existing or planned active or public transport to a range of commercial activities and community services. Policy 1 is assessed under the question "will the project contribute to a quality well-functioning urban environment" below. With regard to Policy 5, the project will improve the cycling and walking access from 15th Avenue to Welcome Bay connecting communities to schools, reserves and commercial areas.

With regard to the NPS IB, an Ecological Memo has been prepared which concludes that the white-fronted terns are not listed as 'Specified Highly Mobile Fauna' in the NPI IB, however other considerations under the NPS IB may be relevant. The area where the proposed boardwalk will go parallel to Welcome Bay Road in Zone 4 will be located in a Special Ecological Area (as identified in Tauranga District Plan). Policy 7 of the NPS IB is relevant as it aims to protect Significant Natural Areas (or Special Ecological Areas) by avoiding or managing adverse effects from new development. An Ecological Assessment will be undertaken for both the terns and to assess the effects of the proposed boardwalk on the Special Ecological Area. The proposed design and mitigation measures recommended in the Ecological Assessment will ensure any adverse effects on ecology and biodiversity are adequately managed. Policy 10 is also relevant as it states that activities that contribute to New Zealand's social, economic, cultural, and environmental wellbeing are recognised and provided for. In accordance with the NPS IB the project will enhance people and communities connecting to and enjoying indigenous biodiversity by providing walking and cycling access.

With regard to the NES CS, a Preliminary Site Investigation will be undertaken to assess the site and surrounding area and determine if contaminated land will be disturbed as part of this project. If contaminated land is found it is expected that standard procedures under a Contaminated Site Management Plan or similar would be observed when disturbing and disposing of any contaminated land.

With regard to the NES F, there is a wetland (mapped by Bay of Plenty Regional Council) which is above mean high water springs (as mapped by Tauranga City Council) adjacent to Welcome Bay Road. The proposed boardwalk is in proximity to, and may extend into the wetland. An Ecological Assessment will be undertaken to determine the applicability and requirements of the NES F. It is expected that the project would follow the effects management hierarchy.

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## Section 7: Eligibility

Will access to the fast-track process enable the project to be processed in a more timely and cost-efficient way than under normal processes?

Yes

Please explain your answer here:

There is a risk of notification and environment court appeals under the Resource Management Act process which could delay works by as much as 18 months. This is out of proportion to the level of adverse effects of the project and in particular the cycleways and walkways. Going through the fast-track process will enable the project to be processed in a more timely and cost-efficient way.

What is the impact referring this project will have on the efficient operation of the fast-track process?

Please write your answer here:

This is not a large or excessively complex project, and it is expected that this project would be able to be considered by an expert panel over the 25 working day time period.

Has the project been identified as a priority project in a:

Local government plan or strategy

Please explain your answer here:

The Project has been identified as a priority in transport plans in Tauranga and the Bay of Plenty. The Project is one of Tauranga City Council's five major transport projects and is included in the Long-term Plan (LTP). It is listed as the sixth highest strategic priority in the Bay of Plenty Regional Land Transport Plan 2024-34 (RLTP). It is listed as with the highest priority of 'High' in the Tauranga Strategic Plan (TSP). The Urban Form and Transport Initiative (UFTI) notes the Project as a 'key move' for the central corridor, and as one of the UFTI implementation first steps transport delivery actions. The project is also included in the SmartGrowth Strategy which includes the Future Development Strategy required under the NPS-UD.

The project is also funded through a Transport IFF levy across the whole TCC District recognising the wider benefits that the project will provide across the city (and beyond).

This Project delivers on each of the strategic priorities in the Draft Government Policy Statement on Land Transport 2024-2034 (GPS). The strong Benefit-Cost Ratio (BCR) of 2.9 indicates good value for money. The significant travel time benefits (42% of benefits) deliver economic growth and productivity. The bridge strengthening that is being considered would increase resilience. The Project would also generate safety improvements (3% of benefits). Moreover, the GPS specifically notes interventions such as dynamic lanes to make better use of assets and deliver value for money.

The Project would also improve multimodal access and help to address current deficiencies in the Welcome Bay area, including poor connections, lack of Māori land development opportunities and infrastructure constraints. These improvements align well with objectives in UFTI, the TSP, the LTP and the RLTP.

Will the project deliver regionally or nationally significant infrastructure?

Regional significant infrastructure

Please explain your answer here:

In the Bay of Plenty Regional Policy Statement, regionally significant infrastructure is defined as including the regional strategic transport network as defined in the Bay of Plenty Regional Land Transport Plan (RLTP). The Draft RLTP 2024-2034 identifies "Connecting the People" (15th Avenue, Turret Road and Welcome Bay Road) as a proposed project which will meet the primary RLTP Objective 3 of inclusive access. It is noted that multimodal improvements along 15th Avenue, Turret Road and Welcome Bay Road are also included in the operative RLTP 2021-31 as public transport infrastructure activities and included in the regional programme. Therefore, the project will come under the definition of regionally significant infrastructure

The section of the project from SH29A to Cameron Road is a Primary Arterial road under the City Plan with currently 21,000 vpd and is currently at capacity. Turret Rd is one of only two bridges across the harbour that connect Tauranga's central Te Papa peninsula to the east. This connection is of key strategic importance to the region. With existing and growing congestion, upgrading this route is paramount to economic growth and productivity of the

region.

s 9(2)(b)(ii)

Will the project:

increase the supply of housing, address housing needs, contribute to a well-functioning urban environment

Please explain your answer here:

The project will respond to Policy 1(c) of the National Policy Statement on Urban Development which relates to having good accessibility for all people between housing jobs, community services, natural spaces and open spaces, including by way of public or active transport. The project will enable active transport as it will provide a variety of footpaths, on road cycleways and shared paths along the route from 15th Avenue to Welcome Bay. This will connect residential areas to schools, community facilities, reserves and provide an improved shared path connection across the Hairini Bridge which will contribute to a well-functioning urban environment.

Around 1,600 additional homes are expected to be delivered in the Welcome Bay area and adjoining suburbs over the next 30 years that will utilise this corridor. This includes the Upper Ohauti private plan change area that has just been notified for rezoning by TCC.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

The importance of Tauranga for New Zealand's economy is significant. The City is one apex of New Zealand's 'Golden Triangle', which together are considered the nation's economic engine room. Within the catchment of the project, employment density is very low. The dispersed and segregated land use is a significant contributor to the transport issues on the corridor, as most people need to leave the area in order to access jobs, as well as education and goods and services. The harbour constraints mean there is only one main route for residents in Welcome Bay and surrounding suburbs to access the high numbers of jobs (and education) on Te Papa peninsula.

The project has a strong BCR – and the travel time benefits alone offset the project cost.

The project will provide better access to social and economic opportunities both locally and sub-regionally, and Improved access to employment, resulting in increased economic productivity.

Turret Rd is one of only two bridges across the harbour that connect Tauranga's central Te Papa peninsula to the east. This connection is of key strategic importance to the region. With existing and growing congestion, upgrading this route is paramount to economic growth and productivity of the region.

Will the project support primary industries, including aquaculture?

No

Please explain your answer here:

Will the project support development of natural resources, including minerals and petroleum?

No

Please explain your answer here:

Will the project support climate change mitigation, including the reduction or removal of greenhouse gas emissions?

Yes

Please explain your answer here:

The project will relieve congestion on the corridor and result in significant travel time savings and vehicle operating cost and CO2 emissions.

This project will encourage mode shift by making travel by walking, cycling and bus more appealing. T2 lanes will be introduced to discourage car trips with only one person in the car.

Will the project support adaptation, resilience, and recovery from natural hazards?

Yes

Please explain your answer here:

15th Avenue, 13th Avenue, and 18th Avenue are all subject to areas of flooding. Hairini Bridge and causeway are susceptible to flooding from rainfall, inundation, liquefaction and tsunamis. Inundation is the most predictable natural hazard for the causeway as it is low lying. Inundation of the lowest point of the causeway currently occurs only during major storm events, when coinciding with a high tide and the road has only been closed once due to natural



hazards therefore improvements are not urgently needed at this time. The coastal sections of Welcome Bay Road, especially between James Cook Drive and Waitaha Road are vulnerable to flooding from rainfall, inundation, liquefaction, erosion and slope stability issues. The area around Burrows and Mayfair Streets is also vulnerable to flooding from rainfall, inundation and liquefaction. This project will provide the opportunity to make some improvements in existing flooding / wider catchment issues.

For the 100-year flow management, the proposed design will outline any changes to flow paths, effects on properties, and how these can be mitigated. The increased flows due to increased impervious area, are not expected to have any noticeable effects on flow paths/overland flows. Overland flow paths will be maintained with the proposed road profile.

Will the project address significant environmental issues?

Yes

Please explain your answer here:

Assuming environment is defined in the same way as under the Resource Management Act the transport network between 15th Avenue and Welcome Bay is considered to be a significant environmental issue (physical environment). The Hairini Bridge in particular is a well-known bottleneck, with high levels of congestion experienced during peak times for motor traffic. The quality of service for public transport, pedestrians and cyclists is also poor, which ends up reinforcing the reliance on private vehicles and further compounding the problem.

This project aims to fix the bottleneck issue by providing tidal flow across the Hairini Bridge so more traffic can flow in one direction during peak times. Improvements will also be made to cycling and walking infrastructure from 15th Avenue to Welcome Bay which will encourage fewer car trips.

Is the project consistent with local or regional planning documents, including spatial strategies?

Yes

Please explain your answer here:

The project has strong strategic alignment with the objectives in Tauranga's Urban Form and Transport Initiative and the Transport System Plan.

As already outlined above, this project is listed as with the highest priority of 'High' in the TSP, delivers on each of the strategic priorities in the Draft GPS on Land Transport 2024-2034, is one of Tauranga City Council's five major transport projects and is included in the LTP, and is listed as the sixth highest strategic priority in the Bay of Plenty RLTP.

Anything else?

Please write your answer here:

Does the project includes an activity which would make it ineligible?

No

If yes, please explain:

## Section 8: Climate change and natural hazards

Will the project be affected by climate change and natural hazards?

Yes

If yes, please explain:

Sections of the corridor are vulnerable to multiple natural hazards. These are categorized as 'shock' events (e.g. liquefaction from earthquake, storm-induced flooding or tsunami) or climate-related hazards (such as inundation and coastal erosion). While both types of events are currently considered "low frequency, high impact events" (LFHI), climate-related hazards are expected to increase in frequency and severity.

The most vulnerable sections of the corridor are 15th Avenue near Burrows and Mayfair Streets, Hairini bridge and causeway, and Welcome Bay Road at James Cook Drive and Waitaha Road.

A review of the evidence relating to resilience found that while some inundation occurs at the lowest point of the Hairini causeway, James Cook Drive and Burrow Street when a major storm event coincides with a high tide, these occurrences are currently rare and to date only a partial closure of Hairini causeway has been recorded. Sea level rise alone will not result in inundation of the causeway or bridge, however all modelled storm scenarios result in inundation of the causeway. While these events are currently rare, with only one incident recorded to date, climate-related hazards are forecast to increase in frequency and intensity. By 2130, two of the modelled storm scenarios also result in minor inundation of the bridge. However, this time period is beyond the lifespan of the infrastructure, which would need to be replaced well before this timeframe. Whilst the data shows there is no current urgency to replace or raise the causeway, it highlights that some inundation will occur at current sea levels during major storms, that may result in occasional, short lived, unplanned closures of the causeway.

The coastal sections of Welcome Bay Road, especially between James Cook Drive and Waitaha Road are vulnerable to flooding from rainfall, inundation,

liquefaction, erosion and slope stability issues. Inundation currently occurs at James Cook Drive during all modelled storm event scenarios, and at Waitaha Road during a 1 in 500 year storm event. The impacts of storms at these sites will be exacerbated by projected sea level rise. Opportunities to improve resilience in this section of the corridor are already being considered, including raising the road and re-routing the sewer and water supply to James Cook Drive to mitigate the hazards along this section of Welcome Bay Road. The area around Burrows and Mayfair Streets is also vulnerable to flooding from rainfall, inundation and liquefaction. Modelled storm scenarios show current inundation during the 1 in 100 and 1 in 500-year storm events, and all major storm events in 2070/80 and 2130 as a result of sea level rise.

Discussions with the resilience subject matter expert and the project team led to the resilience problem and relevant investment objective being removed from the Investment Logic Map as it is not considered an urgent problem to address.

## Section 9: Track record

Please add a summary of all compliance and/or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill, and the outcome of those actions.

Please write your answer here:

As a provider of a wide range of community facilities and infrastructure on a continual basis, Council is on occasion subject to enforcement orders. Such enforcement orders generally relate to infrastructure provision and development, such as have previously related to breach of discharges and construction noise breaches. Given Council is also responsible for issuing and resolving enforcement orders across the city itself, it has not been able to provide a full and complete track record at this time given the limited time to prepare this application and the extensive searches that would otherwise be required. Notwithstanding, we can note that there have been no enforcement orders related to the subject site and Council is unaware of any other enforcement orders that would otherwise impact its ability to deliver the project.

Load your file here:

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## Declaration

Do you acknowledge your submission will be published on environment.govt.nz if required

Yes

By typing your name in the field below you are electronically signing this application form and certifying the information given in this application is true and correct.

Please write your name here:

Jasmin Burness

Important notes