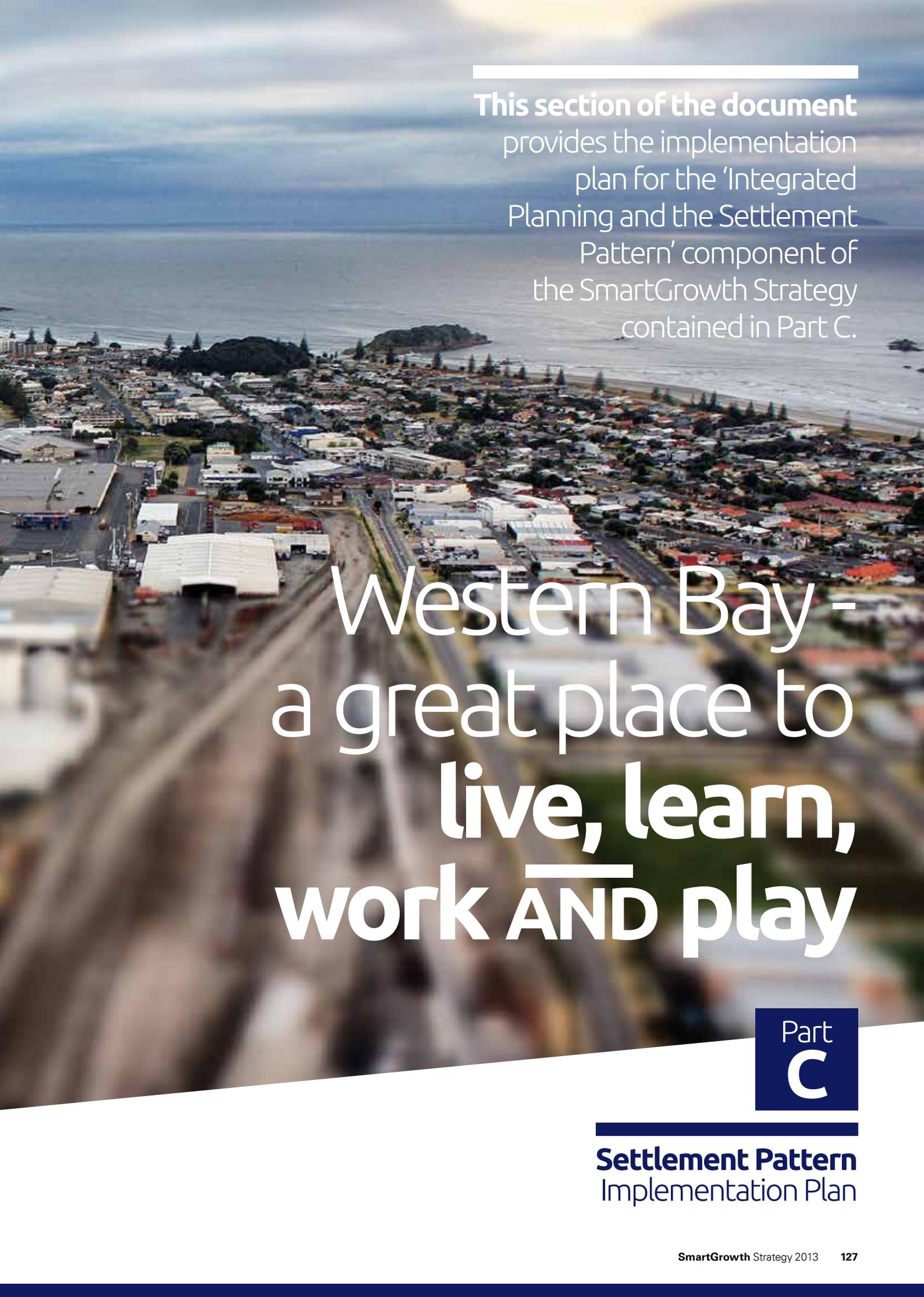




This section of the document provides the implementation plan for the 'Integrated Planning and the Settlement Pattern' component of the SmartGrowth Strategy contained in Part C.



Western Bay - a great place to live, learn, work AND play

Part
C

Settlement Pattern
Implementation Plan



21. Settlement Pattern Implementation Plan

21.1 Desired Outcome

“We all work from the same long term planning blueprint which incorporates planning for land use, transport and other infrastructure in an efficient, and affordable way”.

21.2 Issues

A. The need to provide certainty whilst being responsive to changing circumstances

Development of a strategy for sustainable growth management requires leadership at a number of levels. A component of this is to provide a clear signal to the community on long term expectations for the scale and extent of urban development into the future. The original 2004 Settlement Pattern has been anchored through the identification of urban limits, development sequencing and target densities to be achieved over time and has been implemented through the Bay of Plenty Regional Policy Statement, District Plans and the Regional Land Transport Strategy. It is important that the Strategy continues to provide certainty to the market but is pragmatic enough to respond to changing circumstances in a timely manner.

B. The need to consolidate the Settlement Pattern

Scrutiny of the Settlement Pattern through a development feasibility lens identifies that there is still work to be done on refining the longer term Settlement Pattern to ensure that infrastructure can be provided to service growth areas in a cost effective manner and that areas are economically viable to develop.

C. The cost of forward funding infrastructure

All urban development whether it be residential, commercial or industrial

requires water, wastewater, stormwater and roading infrastructure. To service such large new urban growth areas the necessary infrastructure comes at considerable cost. In many instances these costs include:

- Significant costs to get water and wastewater pipes to the boundary of a growth area which is usually at the edge of an urban settlement.
- Significant lead infrastructure that needs to be built at or near the start of a long-term development project.
- Major costs to connect the new urban growth area to the State Highway / strategic arterial roading network.

These costs generally fall on councils to fund via loans, rates, development contributions and other funding sources, because councils are the logical coordinator of such bulk services. Councils only have so much fiscal capacity to incur these sorts of costs. Generally decisions have to be made to focus growth into a relatively small set of defined areas or logical stages to ensure that Councils can maintain a sound financial position and that infrastructure is used efficiently. Because there is only a finite amount of growth, if significantly more land is serviced than there is demand for, significant unused capacity will exist in infrastructure networks for a long period of time which still has to be paid for. The amount of growth and development activity has contracted sharply within the sub-region (as well as nationally and internationally). This puts pressure on the funding models for “lead” infrastructure which rely on continued growth to provide sufficient revenue streams to repay project debt (e.g. through development and financial contributions or tolls).

Aligning infrastructure investment and growth with funding will require consideration of alternate technologies and staged delivery mechanisms for key infrastructure particularly roads, water and wastewater.

D. The need to encourage a more compact urban form

Promoting residential intensification has proved to be a challenge in the sub-region and residential infill and intensification have not been delivered to the levels anticipated in the original SmartGrowth Strategy. Some reasons for this include:

- The ‘leaky homes’ crisis which has particularly tarnished the image of medium and high density residential products
- Recent falls in apartment valuations, in some cases below replacement cost
- The unavailability of finance for developers due to the collapse of most finance companies
- Risk adverse mortgage lending criteria by banks for multi-unit housing (although there are recent signs that banks are starting to ease criteria for this type of lending)
- Construction and land cost increases
- Reduced availability of development sites (e.g. most of the readily developable sites in the High Density Residential Zone at Mount Maunganui North have already been developed (especially the defined area where high rise development is permitted).
- Medium and high density living are still relatively unfamiliar to most New Zealanders

Residential intensification is most likely to take the form of small to moderate scale development rather than medium to large scale developments. This means that the most prominent intensification development form is likely to be small houses/duplexes on small sections or attached townhouses/terraced housing rather than apartment development. This implies a larger number of projects and the need to allow intensification to occur across all or most of the existing urban area in order to provide a sufficient number of suitable development sites to deliver a meaningful amount of development.

There is some potential for Councils or central Government to provide a leadership / investment role in the provision of residential intensification. The first step to achieving more residential intensification is to put in place an enabling planning framework that is aligned with market drivers.

E. Continued implementation of transport infrastructure

The sub-region has put in place some significant transport projects over the last ten years. This includes Harbour Link, Route K and the construction of the Tauranga Eastern Link. The sub-region is still facing a number of challenges when it comes to transport. These largely revolve around:

- A constrained funding environment, particularly for alternative modes of transport.
- Our traditional reliance on private vehicle use and relatively low rates of commuting via public transport, walking and cycling.
- Meeting the projected increase in freight levels, especially given the Bay of Plenty's role in the Upper North Island growth area.
- Ensuring that there is efficient access to the Port of Tauranga.
- Ensuring that transport infrastructure and services meet growth needs and that there is good integration between transport and the Settlement Pattern.
- Ensuring that land use is well planned and avoids adverse effects on strategic road and rail routes, including the potential for reverse sensitivity.
- The high cost of providing for access from existing and proposed UGAs to strategic roads and State Highways and a contribution to maintaining the existing levels of service in the corridor.
- Ensuring investment in transport infrastructure is optimised and appropriately staged.

F. Managing the risk of natural hazards on the Settlement Pattern

During the life of the existing SmartGrowth Strategy, there has been a much greater awareness of natural hazards by the community. This awareness is driven by:

- The impacts of global warming/ climate change i.e. more intense rainfall and potentially more flooding.
- The Canterbury earthquakes
- International earthquakes and tsunamis eg Fukushima earthquake and tsunami in Japan in 2011.
- An increasing awareness of the need for Civil Defence.

21.6.1

It is important, particularly for the Settlement Pattern review, to identify those natural hazards (including tsunami and liquefaction) that may have implications on the Settlement Pattern and understand the level of risk and the mitigation measures required to enable development of the Settlement Pattern to proceed.

21.3

Principles

- I. A more compact urban form and opportunities for "live, learn, work AND play" are actively promoted.
- II. New settlements start when agreed population thresholds have been reached and land supply is monitored and actively managed.
- III. Defined urban limits are maintained.
- IV. Business land is provided for a range of activities along with the ability to adapt to changing circumstances over time.
- V. Continual efforts are made to improve the transport system, including the road network, rail, public transport, walking and cycling.
- VI. A diverse range of innovative, safe, efficient and effective infrastructure and funding solutions are encouraged.

VII. Areas severely constrained by hazard effects are mitigated or avoided and the community is kept well informed of hazard risks.

VIII. The transport system is optimised in association with other infrastructure networks.

Actions: Integrated Planning and the Settlement Pattern

Funding Key

	Action identified as a priority
	Able to be resourced using partner staff resources or within existing work programmes
	Not able to be resourced within existing SmartGrowth budget commitment. Requires additional resources
	Priority action which requires additional resources
	Potential for partner funding/resources outside SmartGrowth partnership
***	Investigation may result in consequential cost to implement recommendations
###	Implications for partner councils strategic policy work programmes

Timeframes

<i>Urgent</i>	Completed 1 year after adoption
<i>Short</i>	Completed 3 years after adoption
<i>Medium</i>	Completed 5 years after adoption
<i>Long</i>	Completed 5+ years after adoption

21A. Demographic Analysis/Modelling	Lead Agency Support agencies	Resourcing			Measure of success
		Time	Staff	\$\$\$	
1. Sub-regional demographic analysis <ul style="list-style-type: none"> Undertake a detailed demographic update using 2013 census data (including population and household projections) at both the sub-regional and Territorial Authority level. 	SGP CGA TTOPHS SGPF CNG FP	<i>Urgent</i>			Report prepared and base data established
2. Migrant and seasonal workers Collate existing information to assess the scale of migrant and seasonal workers on communities within the subregion	SGP BOC P1 CoC SGPF				Project completed. Estimates established and agreed
3. Consider future housing needs Undertake research to assess housing needs including supply and demand to cater for changing demographics.	SGP SGPF	<i>Short</i>			Research project completed.
4. Consider future employment needs Investigate and scope project to research current employment trends and potential future employment needs particularly with regard to changing demographics to provide data to inform to inform land use and transport modelling.	SGP P1 CoC SGPF DHB	<i>Urgent</i>			Investigation complete. Recommendation made to governance
5. Ongoing improvement of transport modelling <ol style="list-style-type: none"> Upgrade sub-regional Traffic Prediction Model taking into account demographic analysis and consideration of employment needs following the 2013 Census and provide for on-going refinement of assumptions on land use data. Explore the potential to integrate the sub-regional WBOP transport model with: <ol style="list-style-type: none"> The broader regional and inter-regional models including the Waikato Regional Transport Model The potential for shared services in terms of the provision and operation of the model. Ownership of the model and skilled capacity building within the partners 	TCC NZTA WBOPDC BOPRC SGPF FP	<i>Short</i>	###		The sub-regional Traffic Prediction Model has been updated and is able to be used to forecast the transport effects of the 2013 Census as well as the anticipated changes in land use arising from the SmartGrowth Update.

Actions: **Integrated Planning and the Settlement Pattern** (Continued)

21B. Residential land (Urban Growth Areas)	Lead Agency Support agencies	Resourcing			Measure of success
		Time	Staff	\$\$\$	
<p>1. Assess Identified and Possible Future Urban Growth Areas Assess the following identified and possible future Urban Growth Areas (identified on maps 3-6) to inform the Settlement Pattern review;</p> <p>a) Omokoroa Further consider development feasibility of Omokoroa Stage 2 including assessment of other opportunities to utilise existing infrastructure such as the development of Te Puna. Any consideration of Te Puna will require strategic investigation and be undertaken in consultation with tangata whenua.</p> <p>b) Katikati Review the amount of long-term growth allocated to Katikati, having regard to the wastewater system capacity constraints of the current system.</p> <p>c) Upper Ohauti, Neewood and Pukemapu Further consider the amount and timing of growth allocated to Upper Ohauti, Neewood and Pukemapu Urban Growth Areas in regard to transport effects, development feasibility and infrastructure compared to other possible options in the Western Corridor (Tauriko west)</p> <p>d) Waihi Beach Further consider whether the amount of long-term growth currently allocated to Waihi Beach is realistic having regard to demographic change and housing demand.</p> <p>e) Pyes Pa South (Keenan Road) Further consider the amount of growth and the timing and optimal sequencing of development of this growth area.</p> <p>f) Te Puke Further consider development feasibility and growth allocation of this growth area.</p> <p>f) Te Tumu Further consider the staging, timing and optimal sequencing of development of this growth area.</p> <p>f) Paengaroa Undertake a strategic assessment of this area as a possible future UGA to be confirmed through the Settlement Pattern review.</p> <p>f) Tauriko West Undertake a strategic assessment of the area between SH29 and the Wairoa River taking into account the Wairoa River Strategy and in consultation with tangata whenua.</p>	SGP	Short	###		An agreed and adopted Settlement Pattern which takes into account servicing alternatives and costings, potential future capacity and constraints and 2013 Census data and forward housing demand forecasts

Actions: **Integrated Planning and the Settlement Pattern** (Continued)

21B. Residential land (Urban Growth Areas) <i>(Continued)</i>	Lead Agency Support agencies	Resourcing			Measure of success
		Time	Staff	\$\$\$	
<p>2. Confirm Residential intensification approach Complete the tasks outlined in the Residential Intensification Work Programme to enable the SmartGrowth Strategy to be updated in the future to include revised residential intensification growth projections/estimates and details on the likely form and location of residential intensification.</p> <p>The context for this work is:</p> <ul style="list-style-type: none"> • Intensification needs to be market led • Intensification is delivered by developers. The role of the SmartGrowth partner Councils is to provide the planning framework for intensification • While the SmartGrowth partnership cannot force intensification to occur, it can be encouraged through a range of mechanisms. • If the amount of intensification is to increase, this could be a reasonably slow process over a number of decades unless development conditions improve. • Given the multi-faceted challenges of delivering residential intensification a more flexible approach to residential intensification projections may be required, possibly by including both evidence based and aspirational projections (noting that the 2007 SmartGrowth Strategy target may not be achieved). • The views of potentially affected communities are important and will be considered 	<p>TCC WBOPDC BOPRC SGPF</p>	<p><i>Short</i> (The project will be initiated in the short timeframe but not completed.)</p>			<p>Revised intensification estimates/projections incorporated into the SmartGrowth Strategy through the next review.</p>
<p>3. Timing and methodology for identification of future residential land Based on the 2013 Census data and the outcomes of the Settlement Pattern Review, agree on an appropriate timetable and methodology to identify 5th Generation UGAs. The methodology should ensure that the assessment of possible Future Urban Growth Areas (generation 5) includes evaluation of health and social benefits and constraints in terms of:</p> <ul style="list-style-type: none"> • Live/work/play philosophy • Transport and access • Community infrastructure • Implications for neighbouring communities • Cultural • Financial 	<p>SGP Powerco and other utility providers</p>	<p><i>Short</i></p>			<p>Methodology and timetable have been adopted and implemented.</p>
21C Business land					
<p>1. Rangiuru Business Park infrastructure Determine whether a limited water and wastewater servicing option is appropriate for the Rangiuru Business Park given implications on land uptake, desirability, marketability and land values in the Business Park.</p>	<p>WBOPDC Rangiuru Landowners</p>	<p><i>Urgent</i></p>			<p>Investigation of alternative site-based servicing options are completed and costed to inform a decision on whether a conventional servicing or self-contained (water and wastewater) is adopted</p>

Actions: **Integrated Planning and the Settlement Pattern** (Continued)

21C Business land (Continued)	Lead Agency Support agencies	Resourcing			Measure of success
		Time	Staff	\$\$\$	
<p>2. Assess infrastructure funding options</p> <ul style="list-style-type: none"> Determine who will fund the debt associated with infrastructure for currently undeveloped business land Investigate what interventions would be necessary to progress business land development from a wider economic development perspective 	<p>WBOPDC TCC</p> <p>Landowners</p>	Urgent		***	Funding and debt management framework agreed which underpins future infrastructure investment in a timely way manner
<p>3. Provide limited flexibility for industrial development</p> <p>Investigate and agree ways to provide limited flexibility into the RPS and District Plans in order to provide for industrial activities that genuinely cannot be satisfactorily located in industrial zones whilst preventing uncontrolled ad-hoc development.</p> <p>Consider the following criteria for inclusion in an assessment of genuine need for a rural location:</p> <ul style="list-style-type: none"> in proximity to raw materials (e.g. aggregate processing); near to a primary production market (e.g. fertiliser depot); to provide space for large scale land uses (e.g. dairy factory); to achieve separation or buffering for environmental protection (e.g. meat works) <p>Activities that cannot demonstrate a spatial requirement for a rural location should not be considered under these criteria.</p>	<p>BOPRC</p> <p>WBOPDC TCC</p>	Short	###	***	The RPS and District Plans have been changed to provide limited flexibility for industrial activities to locate out of zone in specific circumstances
<p>4. Assess cost of Infrastructure associated with business land</p> <p>Undertake an assessment of the likely infrastructure development costs or constraints (eg State Highway 29/ Tauriko upgrade) associated with providing additional business land in the Western Corridor that is suitable for heavy load and/or large footprint industrial buildings.</p>	<p>WBOPDC TCC NZTA</p> <p>Powerco and other utility providers WRC</p>	Short	###		Agreement reached on a future land use pattern and the infrastructure necessary to support the land use pattern without compromising the inter-regional function of State Highway 29
<p>5. Assess business land uptake rates</p> <p>Investigate the need to provide additional business land in the Settlement Pattern taking into account the results of annual monitoring of growth and uptake rates in the sub-region and the supply of business land in the Upper North Island.</p>	<p>WBOPDC TCC NZTA</p>	Medium	###		Investigation complete, recommendations made
21D. Managing the risk of natural hazards on the Settlement Pattern					
<p>1. Collaborate on Natural Hazard Management</p> <p>Collaborate in respect of;</p> <ul style="list-style-type: none"> Gathering, using and releasing information and technical data relating to natural hazard risk to the Settlement Pattern Communication of this risk to communities Understanding and implementing the roles, responsibilities and process for assessing risk and undertaking consequential action Facilitate a consistent approach across the region by collaborating and sharing information with other districts facing similar issues through the Natural Hazards Forum Advocacy to central Government on natural hazard management. 	<p>SGP CDEM</p>	Short and ongoing			Research on tsunami risk is gathered and used collaborative manner

Actions: **Integrated Planning and the Settlement Pattern** (Continued)

21D. Managing the risk of natural hazards on the Settlement Pattern (Continued)	Lead Agency Support agencies	Resourcing			Measure of success
		Time	Staff	\$\$\$	
<p>2. Engage with the community on Natural Hazard Risk</p> <ul style="list-style-type: none"> Engage with communities to assist in defining acceptable, risk levels and mitigation Include natural hazard risk awareness in the long-term SmartGrowth Communications Strategy 	<p>SGP CDEM</p> <p>TCC WBOPDC CDEM SPG</p>	Short and ongoing			Significant communication with at-risk communities occurs around the concept of tsunami risk
<p>3. Natural Hazards Framework</p> <ul style="list-style-type: none"> Identify the hazards that need to be assessed at a sub-regional level that have implications on the Settlement Pattern and are influenced by the Settlement Pattern (including tsunami and liquefaction) For each of the hazards identified, agree the level of risk (likelihood and consequence) to be incorporated into risk management through the statutory planning framework. 	<p>SGP CDEM</p>	Urgent			Natural hazards framework established. Agreed levels of risk (likelihood and consequence) established for each hazard
<p>4. Mitigation of tsunami risk in established Urban Growth Areas</p> <p>Identify potential mitigation solutions required for each established Urban Growth Area to establish a network of safe evacuation options for at risk areas where evacuation options outside the inundation area do not exist, including:</p> <ul style="list-style-type: none"> Local vertical evacuation solutions, in the natural and built environment Providing on-going support of the 'Tsunami Survive' education and communication programme Assessing the potential for dune restoration and protection to reduce the risk from tsunami in at risk areas 	<p>TCC WBOPDC</p> <p>BOPRC CDEM</p>	Short			Potential mitigation solutions for developed UGAs are identified and recommendations made
<p>5. Planning Provisions to mitigate tsunami risk in future (undeveloped) UGAs</p> <p>Ensure that planning provisions for future (undeveloped) urban growth areas;</p> <ul style="list-style-type: none"> Include provisions for the assessment of a range of potential tsunami mitigation measures (including, where necessary, identified areas of avoidance) which reduce the risk to, or maintain it at, an acceptable level Identify potential mitigation solutions required for each undeveloped UGA to establish a network of safe evacuation options for at risk areas where evacuation options outside of the inundation area do not exist, including potential for dune restoration and protection to reduce the risk from tsunami in at risk areas Review the range of potential mitigation solutions for Te Tumu, following the reassessment of the Te Tumu tsunami risk, taking into consideration the opportunity for evacuation via the transport interventions that will be required in order for development to proceed and the use of vertical evacuation solutions. 	<p>TCC</p> <p>WBOPDC BOPRC CDEM</p>	Medium			Potential mitigation solutions for undeveloped UGAs are identified and recommendations made

Actions: **Integrated Planning and the Settlement Pattern** (Continued)

21E. Strategic transport	Lead Agency Support agencies	Resourcing			Measure of success
		Time	Staff	\$\$\$	
<p>1. Road freight Investigate and progress required network and safety improvements to maintain and improve efficient movement of freight to the Port of Tauranga including;</p> <ul style="list-style-type: none"> • SH2 • SH29 • Route K • Merrilees Road • Totara Street • The potential for interregional collaboration to achieve efficient movement of freight ie through joint Bay of Plenty/Waikato working group on State Highway 29. 	<p>TCC NZTA</p> <p>POTL KR Major Road Freight Operators SGPF</p>	Ongoing			Existing and future network issues for the next 30 years are identified. Agreement has been reached on the most effective way of progressing anticipated projects
<p>2. Rail Freight</p> <ul style="list-style-type: none"> • Identify the capital works (including those in KiwiRail's Infrastructure and Engineering Business Plan and Asset Management Plan) necessary to support the significant increase in projected freight to and from the Port of Tauranga identified in the National Freight Demand Study and any other supporting reports • Investigate the capacity of the Kaimai rail tunnel and route security issues particularly in the event of the Kaimai tunnel being disabled (including the potential for a new tunnel) • Continue to investigate and plan for crossing loops and double-tracking to the Kaimai Tunnel portals over the long term • Support research into the current percentage distribution of freight transported by rail and how this can be increased 	<p>SGP FLAG</p> <p>NZTA POTL FP KR</p>	Short		***	Existing and future network issues for the next 30 years are identified. Agreement has been reached on the most effective way of progressing anticipated projects
<p>3. Transport Interventions – Eastern Corridor Maintain, refine and implement the package of interventions in the Eastern Corridor Strategy and Tauranga Eastern Link Network Plan to ensure they are optimized and appropriately staged.</p>	<p>TCC WBOPDC NZTA</p> <p>SGPF RTC</p>	Ongoing			All of the interventions are identified, programmed and funded Alignment maintained between the SmartGrowth Settlement Pattern and the NZTA funding framework
<p>4. Transport interventions – Northern Corridor Maintain, refine and implement the package of interventions in the Northern Corridor Strategy to ensure they are optimised and appropriately staged.</p>	<p>TCC WBOPDC NZTA</p> <p>SGPF RTC</p>	Ongoing			All of the interventions are identified, programmed and funded Alignment maintained between the SmartGrowth Settlement Pattern and the NZTA funding framework
<p>5. Transport Interventions – Southern Corridor Develop a strategy and package of interventions for the southern corridor building on existing analysis.</p>	<p>TCC WBOPDC NZTA</p> <p>SGPF RTC</p>	Ongoing			Strategies developed for the Southern and Western Corridors All of the identified interventions are agreed, programmed and funded
<p>6. Transport Interventions – Western Corridor</p> <ul style="list-style-type: none"> • Develop a strategy and package of interventions for the western corridor building on existing analysis. • Investigate the potential future road of national significance between Hamilton and Tauranga as identified in the GPS 2012. 	<p>TCC WBOPDC NZTA</p> <p>SGPF RTC</p>	Ongoing			Strategies developed for the Southern and Western Corridors All of the identified interventions are agreed, programmed and funded

Actions: **Integrated Planning and the Settlement Pattern** (Continued)

21F. Cost effective infrastructure	Lead Agency Support agencies	Resourcing			Measure of success
		Time	Staff	\$\$\$	
<p>1. Assess alternative infrastructure technologies and delivery mechanisms</p> <p>Establish an infrastructure think-tank in conjunction with the private sector, to determine and review the most cost effective means of providing infrastructure and whether growth-related infrastructure costs can be reduced and staged through alternative technologies and infrastructure delivery options/mechanisms or reduced levels of service in a manner that ensures infrastructure is still 'fit for purpose' and cost effective from a whole of life cost perspective.</p>	<p>SGP</p> <p>NZTA PDF</p>	Ongoing			Evidence through a regulatory impact assessment that the regulatory standards in the relevant Infrastructure Development Codes are fit for purpose and cost effective from a development feasibility perspective
<p>2. Sub-regional infrastructure overview</p> <ul style="list-style-type: none"> Continue gathering sub-regional picture of infrastructure to inform the Settlement Pattern review Update relevant sections of the strategy following the Settlement Pattern review 	<p>SGP</p>	Short			Completed sub-regional analysis of infrastructure capacity and constraints for wastewater, water and utilities in relation to the Settlement Pattern.

Actions: **Integrated Planning and the Settlement Pattern** (Continued)

21G. Review and Consolidate the Settlement Pattern	Lead Agency Support agencies	Resourcing			Measure of success
		Time	Staff	\$\$\$	
<p>1. Settlement Pattern Review</p> <p>i. Develop and agree a project plan for the Settlement Pattern review project</p> <p>ii. Undertake a review of the Settlement Pattern in accordance with the project plan</p> <p>iii. Upon completion of the project, update relevant sections of the SmartGrowth strategy to reflect the confirmed Settlement Pattern.</p> <p>The following principles will guide the development of the project plan;</p> <ul style="list-style-type: none"> • Taking a corridor approach to the live, learn, work AND play philosophy which enables people to make choices based on preferences and lifestyles • Maximising and leveraging off sunk infrastructure investments • Assessment of infrastructure availability, utilisation and demand including assessment of alternative infrastructure provision • Economic viability and cost of development • The project will be undertaken with a high level of engagement with communities, primarily through the SmartGrowth Partner Forums <p>For residential Urban Growth Areas the Settlement Pattern review will;</p> <ul style="list-style-type: none"> • Identify new Urban Growth Areas and confirm existing Urban Growth Areas • Confirm the amount of growth allocated to UGAs • Confirm the sequencing of development of UGAs • Confirm the infrastructure triggers required for development of UGAs • Confirm projections for residential intensification <p>For industrial land the Settlement Pattern review will;</p> <ul style="list-style-type: none"> • Assess and confirm new industrial land if appropriate taking into account the balance of industrial land provided throughout the Settlement Pattern based on confirmed Urban Growth Areas • Assess the amount of industrial land required at Omokoroa • Assess the amount of industrial land required at Wairakei for the long term needs of the eastern corridor taking into account the short-term need to improve the alignment and timing of Te Okoroa Drive • Assess the infrastructure servicing and funding requirements for Rangiuu. 	<p>SGP</p> <p>SGPF</p>	<p>Short</p> <p>(The project will be initiated in the short timeframe but not completed.)</p>	<p>###</p>	<p>\$\$\$</p>	<p>Settlement Pattern updated</p>

