



FUTURE DEVELOPMENT STRATEGY UPDATE

SEPTEMBER 2022



**ROTORUA
FOR TOMORROW**

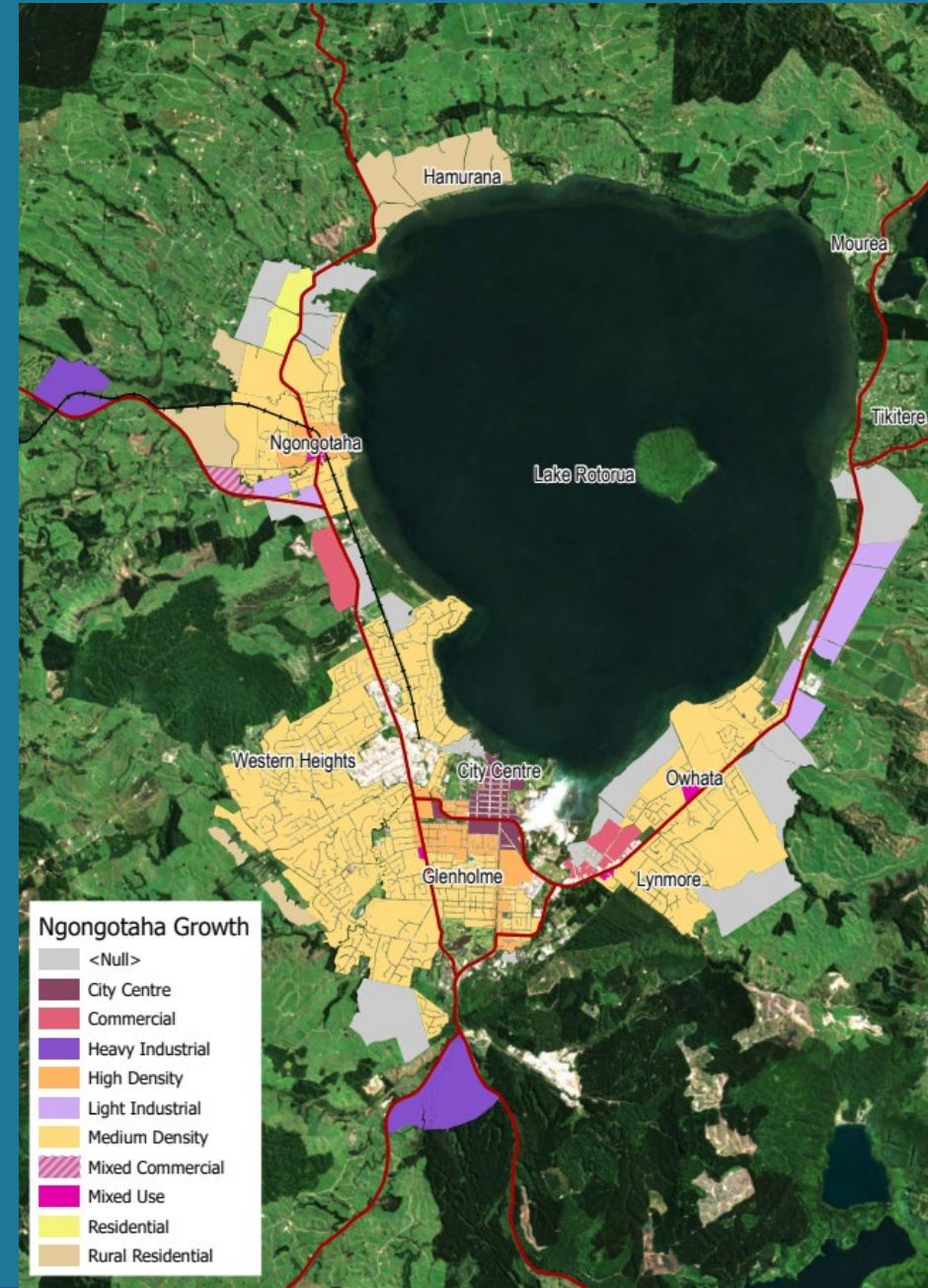
CURRENT STATE OF PLAY

- Initial spatial scenarios developed
- Revised based on feedback
- M.E. started capacity testing – currently on hold
- Draft outcomes developed
- TAG discussions progressing – 21 Sept next session
- Integrating with SmartGrowth programme

REVISED GROWTH SCENARIOS

Ngongotaha Growth Scenario

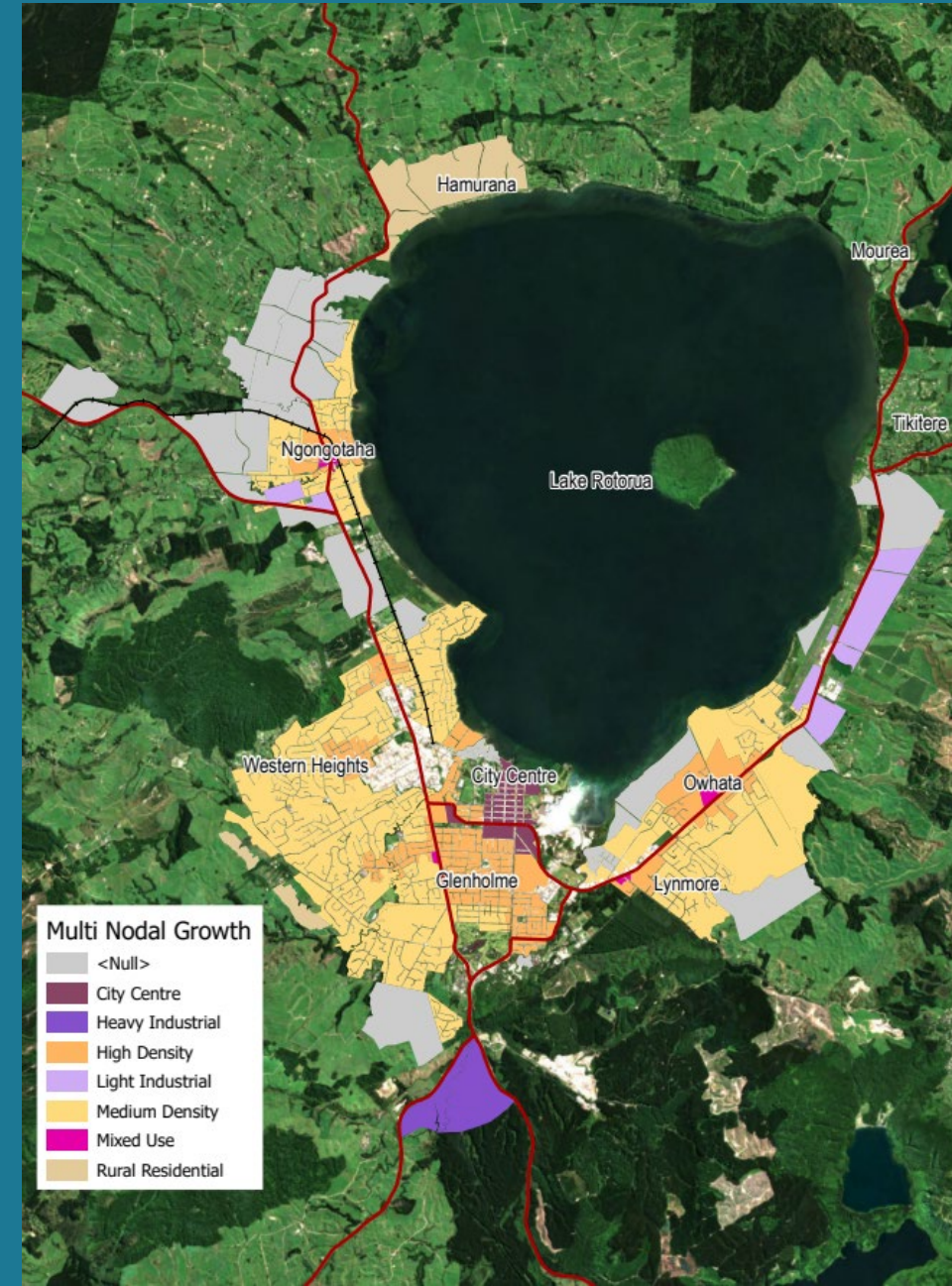
- Purpose of scenarios initial technical assessment to start quantifying impacts etc
- Scenarios & preferred scenario will be revised/ tweaked following more detailed assessment before anything is presented to the community and Councillors
- Greyed out where applicable to another scenario
- Residential – High Density, Medium Density, Residential (Low Density) & Rural Residential
- Mixed Use (Residential with Commercial)
- Commercial & Mixed Commercial
- Heavy & Light Industrial



REVISED GROWTH SCENARIOS

Multi-Nodal Growth Scenario

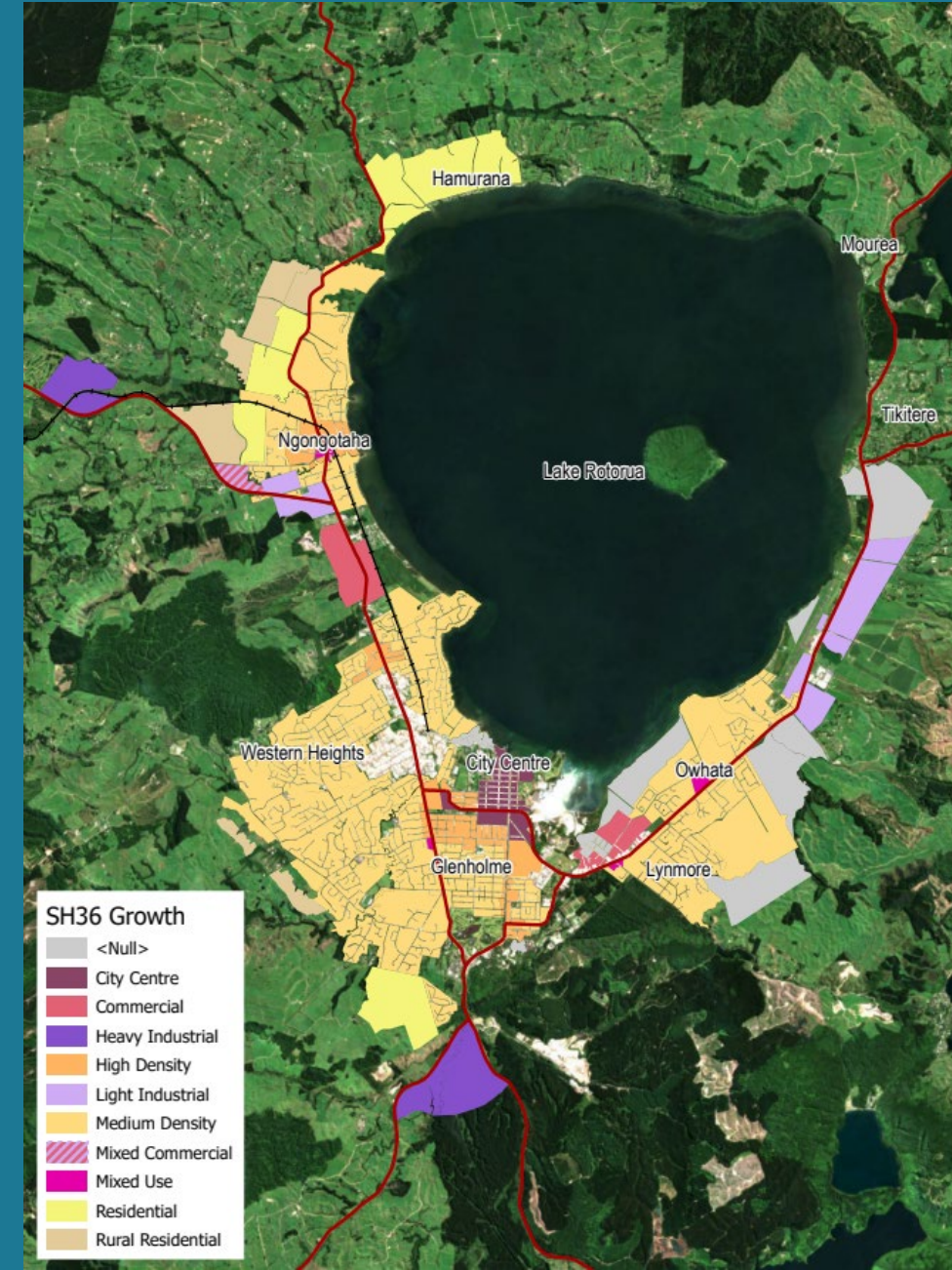
- Greyed out where applicable to another scenario



REVISED GROWTH SCENARIOS

SH36 Growth Scenario

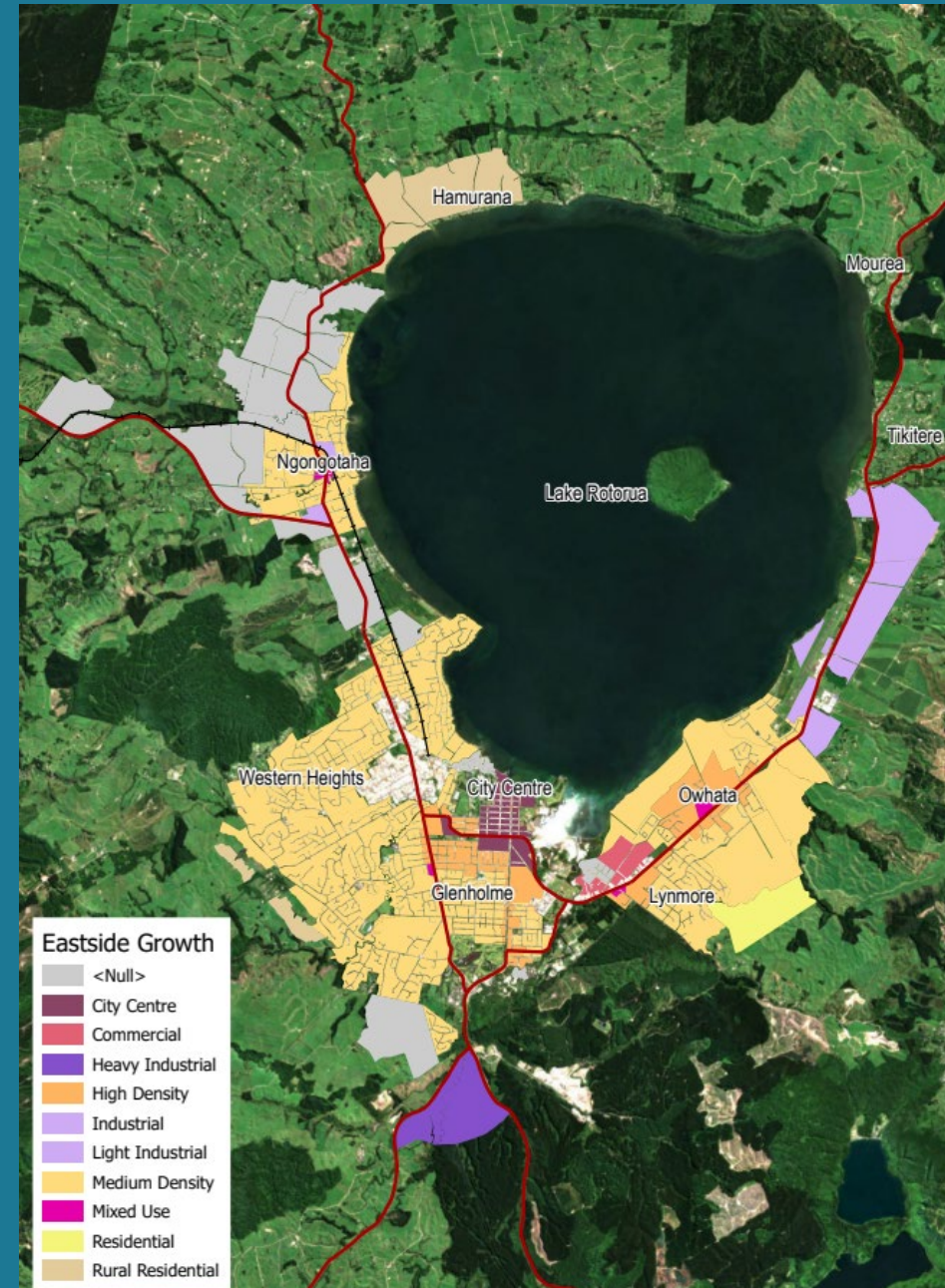
- Greyed out where applicable to another scenario
- New heavy industrial site by the substation along SH5
- Some developers highlighted Hamurana as attractive area for future development (large lot res) so testing it
- Likely to be infrastructure constraints (Water Supply) in this area so unlikely to perform well
- Hamurana Lakefront removed as a growth area
- Still beneficial to have the Aquarius Drive area as part of this first sieve (although modified/ reduced its extent)



REVISED GROWTH SCENARIOS

Eastside Growth Scenario

- Greyed out where applicable to another scenario



EVALUATION FRAMEWORK

Outcomes	Criteria category	Supporting analysis
  	Extent to which growth would be in areas with a good level of <u>accessibility</u> to services and employment opportunities by walking, cycling and public transport	Accessibility analysis
  	Extent to which there would be a reduction in <u>carbon emissions</u> – link with ERP targets	VKT analysis, accessibility analysis, ISCA
  	Sufficiency of <u>housing capacity</u> to meet demand and future needs:- Providing for a range of housing choices	HBA, Feasible capacity assessment (M.E.)
 	Efficiency of <u>transport infrastructure</u> servicing (e.g. road capacity, PT capacity)	BOPRC/ WK Feedback
 	Efficiency of <u>non-transport infrastructure</u> servicing (3 waters, electricity, internet etc)	Infrastructure provider feedback/ modelling
  	Impacts on <u>highly productive land</u>	LUC mapping

EVALUATION FRAMEWORK

Outcomes	Criteria category	Supporting analysis
  	Impacts on <u>freshwater & biodiversity</u>	Wetland, stream and river & SEA mapping
 	<u>Climate change & natural hazards</u> (ground conditions, geothermal, flooding)	Flood hazard mapping (where available), liquefaction mapping
  	Impacts on <u>Mana Whenua values</u>	SSMW, Mana Whenua feedback
  	<u>Iwi and hapu development aspirations</u>	Mana Whenua feedback
  	Enable a sufficient supply of <u>business land</u> that responds to the functional requirements of those businesses	BERL analysis, HBA

PROGRAMME 2022/2023

Feasibility
Capacity
Modelling

Sign off
Evaluation
Framework

September
2022

Growth
Projections
for Infra.
Masterplan

Councillor
Workshop

December
2022

Develop FDS
Implement'n
Plan

February
2023

Adopt FDS

September
2023

Integration
with Infra.
Planning

September
2022
Onwards

Sign off FDS
Document
Outline

October
2022

October /
November
2022

Engage on
Spatial
Scenarios

September
/ October
2022

Refine
Spatial
Scenarios

April / May
2023

SCP on
Draft FDS

July /
August
2023

Hearings
and Delibs



KEY AREAS OF FOCUS

- Feasible capacity analysis
- Carbon emissions analysis
- Infrastructure planning alignment
 - Three waters
 - Transport
 - Open space- Open Space Network Plan & PARS Strategy Engagement
 - Other e.g. schools
- Business sector demand- BERL & Stakeholders
- Iwi and hapū aspirations (urban and rural) – place based engagement
- Evaluation framework
- Ngongatahā flood model – Rapid Flood Assessment Nov/Dec
- SmartGrowth alignment

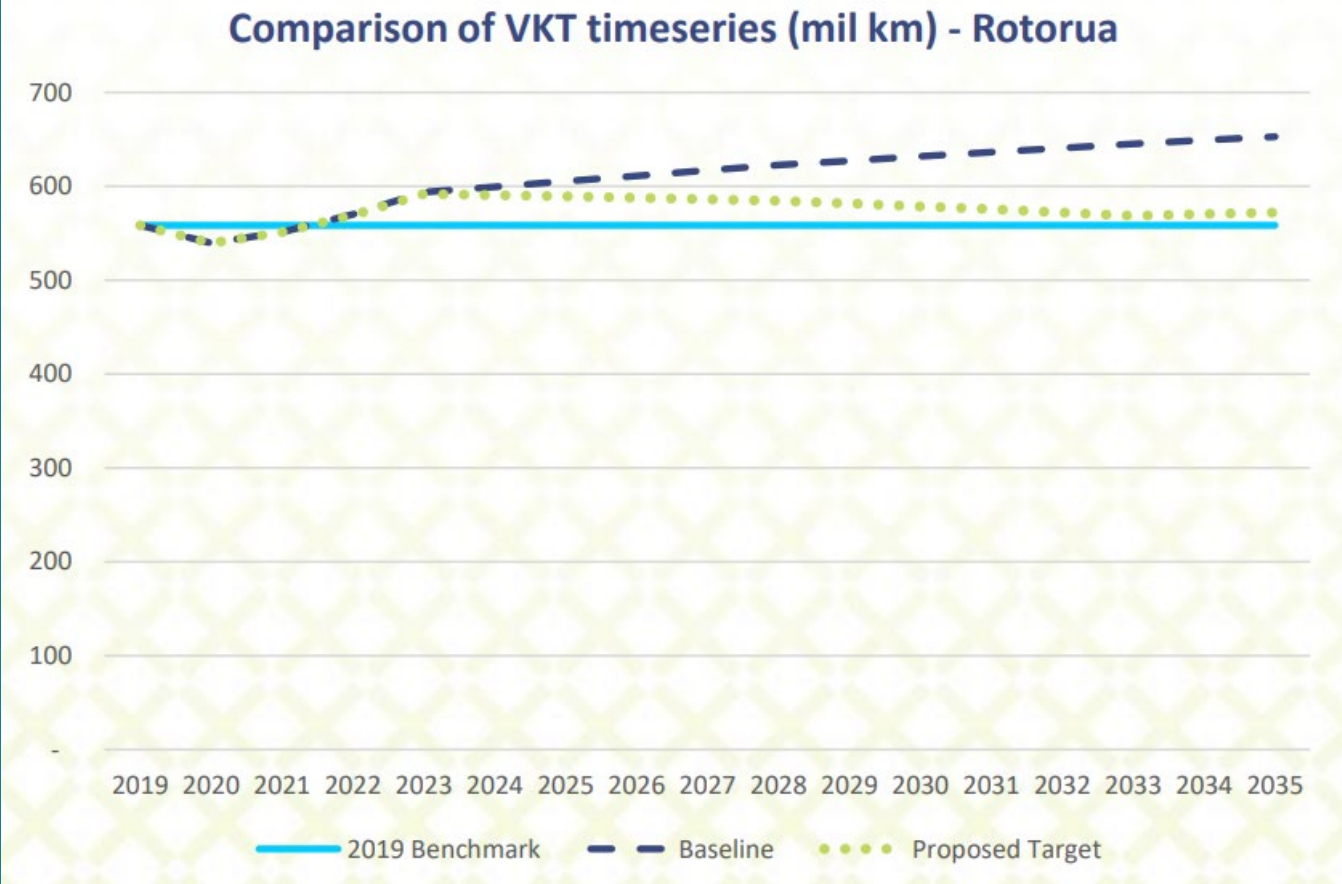
Rotorua Play, Active Recreation and Sport (PARS) Strategy & Open Space Plan



CARBON EMISSIONS ANALYSIS

- FDS show spatially we intend to achieve 'well-functioning urban environments'
- Emissions reduction plan and targets
- The proposed light fleet VKT reduction target for tier 2 is 14%

Rotorua light fleet VKT is expected to increase by 17% without intervention, achieving the target reduces light fleet VKT by 12% compared to the baseline this equates to a 2% increase against 2019.



CARBON EMISSIONS ANALYSIS

- Difference of approach with Regional Council (Qualitative vs Quantitative)
- Important to provide solid evidence base
- Policy 1 NPSUD & Emissions Reduction Plan
- Helps to understand what interventions are required to achieve targets
- Waka Kotahi, MoT, Kāinga Ora do not have an off-the-shelf model
- Options:
 - Simple approach e.g. Nelson Tasman FDS – requires in-house resource & expertise
 - Build model/dashboard e.g. MRCagney approach
<https://kytsrdgtylf.mrcagney.works/dashboard/regions>

CARBON EMISSIONS ANALYSIS

- Emissions (spreadsheet) model to estimate likely impacts proposed development patterns on carbon emissions from private transport
- Use the future growth scenarios to build a model of future travel patterns & emissions
- Outputs from the model- vkt & vehicular emissions in relation to transport mode & area of travel.
- 30-50K

Offer of Service

To:	Damon Mathfield	Of:	Rotorua Lakes District Council
From:	Jenson Varghese	Date:	13 June 2022
Copies:	Danielle Gatland, Jesse Prendergast		
Project:	Future Development Strategy Emissions Modelling		
Subject:	Offer of Service		

1 Introduction and Project Background

Rotorua Lakes District Council (RLDC) has asked MRCagney (NZ) Limited to prepare an offer of service for developing an emissions model to support the Future Development Strategy (FDS). The emissions model would be used to estimate the likely impacts of proposed development patterns on carbon emissions from private transport. A model like this would align with the values and goals of the region to cut carbon emissions and build resilience now.

Emissions Reduction Programme

Transport emissions are the biggest source of emissions for households, with over 90% of household emissions in the Bay of Plenty region coming from transport¹. The New Zealand Government has developed an Emissions Reduction Plan to reduce emissions through reducing the number of kilometres travelled by light and heavy vehicles, increasing uptake of zero-emissions vehicles, and increasing travel on public transport by improving travel choices and accessibility. To ensure that the vision for the wider Bay of Plenty region is aligned with the national objectives, it is important to understand the impact that future development will have on these focus areas of emissions.

Streamline FDS consultation

Given the focus on climate change and release of the Emissions Reduction Programme, it is likely that the public will be concerned about how future strategies will affect local and regional emissions. During consultation on the FDS, a robust and detailed emissions model will provide RLDC with the knowledge and evidence base to respond to feedback quickly and effectively. Additionally, a clear and consistent narrative on emissions – driven by an evidence-based model – will support a streamlined, consistent consultation phase.

Additional funding

New Zealand is committed to fighting climate change, and as part of the Emissions Reduction Plan the New Zealand Government plans to address infrastructure financing, promote innovation in low-emissions technologies, and integrate climate mitigation into government decisions on infrastructure. A council with a clear understanding of future emissions, as well as plans to reduce emissions and develop a low-carbon future, is positioned well to access additional funding to achieve the sustainable growth that Rotorua wishes to achieve.

¹ Statistics New Zealand (<https://www.stats.govt.nz/information-releases/greenhouse-gas-emissions-by-region-industry-and-household-year-ended-2019>)

SUGGESTED APPROACH TO COUNCILLOR ENGAGEMENT

- November 22? - Councillor briefing incl. FDS update
- December 22? – Committee workshop on FDS
 - Recap FDS purpose and content
 - Outcome of November engagement
 - Workshop refined spatial scenarios
 - Step through high level evaluation
- March 22? - Committee meeting
 - Approve draft FDS for public consultation
 - Appoint hearing and deliberations sub-committee?

IWI AND HAPŪ ENGAGEMENT

- Embed iwi and hapū aspirations in the FDS
- Place-based engagement in October / November
- TALT engagement on outcomes / principles
- What we want to understand:
 - Broad aspirations – vision / outcomes / principles etc
 - How to reflect cultural values in urban form
 - Avoiding development in sensitive cultural areas
 - Reflecting cultural values in any key moves e.g. open space
 - **Sites and areas where iwi and hapū want to develop**
 - Urban areas e.g. Ngongatahā
 - Rural areas e.g. aspirations for papakāinga and related development

COMMUNITY ENGAGEMENT

- Targeted engagement in November
- Community groups, Lions, + other stakeholders e.g. Airport
- Developing a list – wide coverage
- Workshop and get feedback on refined spatial scenarios
- Draw out issues ahead of SCP in 2023

KEY DECISIONS

- Sign off on scenarios/ growth areas for modelling
- Confirm if we are to proceed with Carbon Emissions modelling (outsourced technical work)
- Support for engagement approach
- Confirm SP&F and Council Engagement (incl. induction on FDS)