

MOUNT MAUNGANUI BOROUGH COUNCIL

DISTRICT SCHEME THIRD REVIEW

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JANUARY 1986

TOWN AND COUNTRY PLANNING ACT 1977

MOUNT MAUNGANUI BOROUGH COUNCIL

DISTRICT PLANNING SCHEME

THIRD REVIEW

It is hereby certified that the attached documents comprising a Scheme Statement (pages 1-66 inclusive), a Code of Ordinances (pages 67-123 and Appendices A-S inclusive) and a Planning Map, is a true and correct copy of the District Scheme (Third Review) for the Borough of Mount Maunganui approved in terms of Section 52 of the Town and Country Planning Act 1977 by resolution of the Mount Maunganui Borough Council on the 16th day of November 1982 to become operative on the 1st day of December 1982.

The Common Seal of the Mount Maunganui Borough Council was hereto affixed pursuant to a resolution of the said Council passed on the 16th day of November 1982.



s 7(2)(f)(ii)

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L.K. O'Hara

MAYOR

TOWN CLERK

FOREWORD

This Reviewed District Scheme comprises three documents:

(a) Part 1-3 Scheme Statement

Being statements of the particular objectives and purposes of the District Scheme and the policies to achieve them. Also included is an indication of the means by which and the sequence in which these objectives, purposes and policies will be implemented and achieved.

(b) Part 4 Code of Ordinances

Being the ordinances for the administration and implementation of the District Scheme.

(c) District Planning Map

Illustrating the proposals for the development of the district.

This Review, however, has been prepared as an integrated document and no one part should be considered in isolation without reference to complementary statements and/or ordinances contained elsewhere in the Scheme. In particular, Parts 1-4 contained herein should be read as one integrated document as regards Council's objectives, policies and controls for development.

This District Scheme was prepared by Harrison & Grierson & Partners, Planning Consultants to the Mount Maunganui Borough Council.

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Approved - 16 November 1982

Date of Coming into Operation - 1 December 1982

BOROUGH OF MOUNT MAUNGANUI

DISTRICT SCHEME - THIRD REVIEW

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PART 1 - INTRODUCTION

1.1 FORMAT OF THE SCHEME STATEMENT

This Scheme Statement consists of three parts:

PART 1, which is an introduction and general explanation of the planning process as provided for under the relevant legislation - The Town and Country Planning Act 1977 - (hereinafter simply referred to as the Act). This includes an explanation of recent trends in planning, relationship of planning under the Act to other legislation, regional planning and co-ordination, and finally brief comments on review provisions.

PART 2, is of a more factual nature providing a background to present Borough functions, land uses and activities. This also covers aspects of location and regional context, the physical environment and population and employment characteristics.

PART 3, outlines Council's objectives and policies for the continued growth of the Borough and the various land uses and activities of the area.

1.2 THE DISTRICT SCHEME

1.2.1 THE NEED FOR PLANNING

It may be generally stated that one of the goals of town planning is to reduce the conflict between one person and another and between the individual and the community. As an area grows it becomes more complex, creating more problems and potential or conflicting situations. The task of town planning is to permit this growth, development and change to occur in an orderly manner.

In this regard, most people are concerned with their immediate environment but may not be aware of the effect of their actions on the immediate vicinity or on the wider community at large. It is further the function of town planning to make people aware of this.

1.2.2 1953 v 1977 ACT

Under the previous 1953 Town and Country Planning Act, town planning in New Zealand emphasised planning controls over the development and use of land and buildings, i.e. land use planning within a fairly rigid, static system. Many people have thus tended to view planning as a system of negative controls on individual rights rather than as a document of forward Council policy for the continued growth of the area.

Under the 1977 Act, the same planning framework is followed as under the former Act, but allowance is made for what may be termed a continuous management approach to planning with the opportunity to monitor the effectiveness of Council's policies in achieving the stated objectives for the district, i.e. planning by objectives.

1.2.3 PLANNING BY OBJECTIVES

As a continuous management or problem solving process, planning by objectives may be generally described as:

- (1) Establishing longer term aims or ideals for the form and function of the district. Objectives may be seen as measurable targets towards achieving these longer term aims.
- (2) A number of alternative policies are devised as means of achieving these objectives.
- (3) The effectiveness of policies are continually evaluated to see whether the original objectives are being achieved and, if necessary, corrective action is taken.

Recent legislative changes and the matters contained in the 1977 Act require more emphasis to be placed on the District Scheme as an important policy document. This emphasis has taken District Scheme planning away from the past emphasis on a detailed Code of Ordinances with only vague generalisations in the Scheme Statement.

Section 36 (2) of the Act requires every district scheme to include:

1.2.3 PLANNING BY OBJECTIVES (Cont.)

- (a) *A statement of the particular objectives and purposes of the scheme and the policies to achieve them;*
- (b) *An indication of the means by which and the sequence in which the objectives, purposes, and policies will be implemented and achieved.*

This move towards policy planning places the Scheme Statement as the cornerstone of District Scheme planning. Thus the Code of Ordinances will directly relate to the Scheme Statement rather than being ends in themselves, and are designed to direct development towards the objectives and policies outlined in this Scheme Statement.

The main advantages in planning by objectives are:

- (a) A greater awareness is made of planning issues and activities in the forward planning of the Borough. This includes a wider public understanding of planning and Council's policies for the district.
- (b) It provides a more consistent and flexible framework for Council decision making.
- (c) A continuous check is made on the effectiveness of policy and decision making as circumstances change, to see if the original objectives are being achieved.

1.2.4 PURPOSE OF THE DISTRICT SCHEME

Section 4 of the Act provides as follows:

Subject to section 3 of this Act, regional district and maritime planning, and the administration of the provisions of Part II of this Act, shall have for their general purpose the wise use and management of the resources, and the direction and control of the development of a region, district, or area in such a way as will most effectively promote and safeguard the health, safety, convenience, and the economic, cultural, social, and general welfare of the people, and the amenities of every part of the region, district, or area.

1.3 THE REVIEW OF THE DISTRICT SCHEME

1.3.1 THE THIRD REVIEW

Section 59 of the Act requires Council to review its District Scheme every five years. Mount Maunganui Borough has had an operative District Scheme since September 1953: The first and second reviews became operative in December 1964 and April 1974 respectively, and a number of changes have been incorporated in the documents. Thus District Scheme planning in the Borough has been in existence for a substantial period and has evolved to its present form as a practical working planning document.

Although the Act requires mandatory five yearly reviews of the planning scheme, it is important to recognise the need to continually monitor and change the scheme as necessary, between review periods. In this way the scheme remains pertinent at all times and keeps abreast with trends in development. This also avoids the need to undertake major reviews at the mandatory five yearly period. This change in approach to District Scheme planning is possible through the flexibility of planning by objectives.

With the Review, recognition is made of the existing pattern of development and control established in the past planning history of the Borough. Thus, most of the familiar techniques of former schemes are present, but the scheme overall is strengthened through a more positive outline of Council policy in this Scheme Statement, and refinements are made to the Code of Ordinances as necessary.

On 1 July 1979 the boundaries between the Borough and the Tauranga County were redrawn to allow for the expansion of the Borough south and eastwards on to land at Matapihi, Te Maunga and Papamoa. This review provides for the forward planning of these new administration areas.

1.3.2 DOCUMENTS COMPRISING THE REVIEW

The Scheme comprises the following three documents:

- (1) The Scheme Statement, outlining the particular objectives and purposes of the Scheme and the means of achieving Council's planning policies for the development of the Borough.
- (2) The Code of Ordinances, which outlines various controls and techniques for the administration and implementation of Council's policies.
- (3) The Planning Maps, which detail the zoning of all land in the Borough, and identify existing and proposed public works including recreation areas and open spaces.

1.3.3 THE PRE-REVIEW STATEMENT

In September 1979, Council published the Pre-review Statement of Planning Objectives and Policies, as required under Section 60 of the Act. That document outlined Council's broader objectives and policies for the forward planning of the Borough and was intended to act as a guide for the preparation of this review.

The Pre-review Statement also provided the public, and other government and *ad hoc* bodies with an interest in the area, with an opportunity to familiarise themselves with Council's planning objectives and policies and to participate in the planning process with submissions to the Statement. In this way, planning issues may be freely discussed and existing and proposed public works may be co-ordinated within the planning framework.

This Scheme takes account of the matters raised in the Pre-review Statement and the responses received from various bodies in submissions and discussions on the Statement.

In part, this Scheme Statement adopts the format of the Pre-review Statement and incorporates the planning objectives and policies as outlined therein.

1.3.4 THE PLANNING PERIOD

The District Scheme has been designed to cover a 20-year period from 1980 to the end of the century. This time span allows long term planning proposals to be outlined. It must be realised, however, that during the next five years or the operative life of this review, many of the objectives as outlined will not be reached, and some may need to be changed in the light of changing social and economic conditions. Change may also be necessary owing to the uncertainty of predictions of some of the population and growth data statistics.

1.3.5 REGIONAL PLANNING AND CO-ORDINATION

There has been no regional planning authority operating in the area in the past, although recent legislation has seen the setting up of the Bay of Plenty United Council effective from 31 August 1979. The United Council encompasses the region defined by the following local authorities: Mount Maunganui Borough, Tauranga City, Tauranga County, Te Puke Borough, Rotorua District, Kawerau Borough, Murupara Borough and Whakatane District.

Although the United Council has not to date formulated the co-ordination of planning on a regional basis, the Tauranga District Officials Working Committee (TDOWC), set up under the chairmanship of the District Commissioner of Works in 1967, has met regularly in the past to discuss problems of mutual concern to the region. This committee, comprising executive officers of the *ad hoc* and local authorities of Mount Maunganui Borough, Tauranga City, Tauranga County, Te Puke Borough, Tauranga Hospital Board, Tauranga Electric Power Board and

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1.3.5

REGIONAL PLANNING AND CO-ORDINATION (Cont.)

the Bay of Plenty Harbour Board, reports on matters of significance affecting the region, to the Tauranga District Planning Forum, a body set up in 1971 and comprised of elected representatives of the relevant authorities.

It will be Council policy to continue to play an active role in and support the co-ordinating functions of these bodies for the betterment of the region.

1.4 DISTRICT SCHEME IMPLEMENTATION

The following gives a brief outline of the planning techniques used in the Scheme and more particularly in the Code of Ordinances for implementing Council's policies.

1.4.1 ZONING

The purpose of zoning is to separate incompatible land uses and to group together similar or related activities. In this way, land use may be co-ordinated, land prices are stabilised, and a balance is created between the interests of the community and the rights of the individual. For example, residential, commercial, industrial and recreation zones are provided.

The various zones are shown on the Planning Map.

1.4.2 DESIGNATED AND IDENTIFIED USES

Land not zoned is designated or identified for a specific public or community use.

Designated land refers to existing or proposed public works, e.g. Mount Maunganui College, Maunganui Road. In this way, not all designations are the responsibility of Council, and the designations may be undertakings of a Government department or *ad hoc* body, both in acquiring the land when needed and in initiating and carrying out the work. All designations are shown on the Planning Map and are described in Appendix R to this Scheme.

The use of any land or buildings within a designated area shall be limited to the use designated, any use lawfully in existence at the time the land was designated, or any use or building permitted in the underlying zoning and to which the person or body having financial responsibility for the public work has given consent.

Outline plans (section 125 of the Act) of works to be constructed by or on behalf of the Crown or by any authority on designated land, shall be submitted to the Council for its consideration before construction is commenced, unless they have been otherwise approved under the Act.

In considering the effect of the proposed work on the character and amenity of the neighbourhood, the Council will have regard to the provisions of the relevant zoning and the general objectives of the District Scheme.

Identified land refers to land of a more general community use but not intended to be owned by the Crown, Council or any local authority, which usually retains the zoning of surrounding sites, but which is permitted to develop for its identified community use, as allowed for under section 73 of the Act, e.g. church sites. Identified land is described in Appendix S to the Scheme and is shown on the Planning Map.

1.4.3 PERMITTED USES WITHIN ZONES

Within the areas of land within the Borough, two further techniques of land use control apply.

- (a) Predominant Uses, are uses permitted as of right provided they are in accordance with the provisions of this District Scheme including all objectives, incentives, controls, conditions and discretionary powers conferred on Council by the Act and incorporated within the Scheme. This class of use goes further than the predominant use category of the previous Operative District Scheme and is in essence a combination of what has generally become known as the predominant and controlled use classifications [sections 36 (4) (a) and (c) respectively of the Act].
- (b) Conditional Uses: Wherever possible, the Council prefers to specify the conditions under which any activity may be established as a predominant use. However, some uses may be appropriate to the area generally, but may not be appropriate on every site, while others require special conditions. These activities are conditional uses in this District Scheme. The Council will consider each application on its merits in the light of section 72 of the Act and the objectives and policies of the District Scheme. It will not be confined in its examination of a proposal by these considerations and will, if relevant, take account of wider issues in the public interest.

1.4.4 NON-CONFORMING USES

The Scheme is not retrospective in its operation and does not prevent the continuation of any use which was legally in existence at the time the Scheme became operative, even though that use does not conform to the provisions of the Scheme. Change of ownership does not affect the right to continue an existing use. However, one of the objects of zoning is gradually to eliminate uses which do not conform to the Scheme. This is accomplished mainly by imposing restrictions on the extension or reconstruction of buildings used for non-conforming purposes. These matters are further dealt with in sections 90 and 91 of the Act.

1.4.5 PUBLIC UTILITIES

Section 64 of the Act allows for public utilities as uses permitted as of right throughout the district. These utilities include infra-structure services associated with power and telephone reticulation; gas, water, drainage and sewer pipes, geothermal steam or hot water pipes; household connections to gas, water, drainage and sewer pipes; water and irrigation races, drains, channels; and such other utilities as required and provided for under the Act.

1.5 PROCEDURES

1.5.1 GENERAL

The procedures for various forms of application are contained in section 1.5.4 of this part of the Scheme and these indicate the amount of information to be supplied and the form the application must take. Where proceedings are controlled directly by the Act, and where reference is made within the Scheme to various sections of the Act, information should be obtained directly from that Statute. This will enable a fuller appreciation of the matters contained in the Act, especially with regard to the most recent amendments affecting procedural matters.

Except in the case of a predominant use complying in all respects with all applicable requirements of the Scheme, application for planning consent has to be made to Council for the use or change of use of land or buildings (including the erection of signs). In case of doubt, reference should be made to Council as to whether a proposal is a predominant use or to the degree of compliance with the Scheme, and a planning clearance should be sought from Council. In this respect, Council will encourage liaison and discussion on proposals prior to their formal presentation to Council.

1.5.2 DISPENSATORY POWERS OF COUNCIL

- (a) As provided for under section 76 of the Act, the Council may grant an application for the dispensation wholly or partly from, or waiver of, any provision of the District Scheme relating to:
- (i) The subdivision of land permitted to be used for any urban purpose.
 - (ii) The height, bulk and location of buildings permitted on site.
 - (iii) The provision of parking/loading spaces.
 - (iv) The design and appearance of buildings and signs and the provision, appearance and design of verandahs.
 - (v) Landscaping
 - (vi) Such other matters as may be specified in that behalf by any Regulations in force under the Act.
- (b) That Council may consent to such an application if it is satisfied that:
- (i) The dispensation or waiver would encourage better development of the site or that it is not reasonable or practicable to enforce the provision in respect of the particular site; and
 - (ii) The dispensation or waiver will not detract from the amenities of the neighbourhood and will have little town and country planning significance beyond the vicinity of the land in respect of which the dispensation or waiver is sought.

1.5.2 DISPENSATORY POWERS OF COUNCIL (Cont.)

(c) Applications for dispensations or waivers shall be made without prior notice unless:

- (i) The consent of any person or body whose interests might, in the opinion of the Council, be prejudiced by the proposed dispensation or waiver has not been obtained and the Council does not consider it unreasonable to require such consent to be obtained.
- (ii) The Council has required the application to be made with notice because the proposal has a significant effect on the character and amenities of the neighbourhood.

1.5.3 SPECIFIED DEPARTURES

Section 74 of the Act makes provision for applications to be considered by the Council where the proposals for development do not conform with the provisions of the District Scheme.

1.5.4 APPLICATION FOR PLANNING CONSENT

(a) Notification of Application

The Act requires that all applications for planning consent must be made "with notice" (i.e. publicly notified), unless the District Scheme provides that the application may be made without notice

PROVIDED THAT

in any particular case when an application may be made without notice the Council may, if it thinks fit, require it to be made with notice (section 65 of the Act).

Under section 68 of the Act, Council may consent to an application under any section of the Act or any provision of the District Scheme applicable to the circumstances of the case.

These provisions allow Council a degree of flexibility in ascertaining the merits of an application and the degree of conformity, or conversely the degree of non-compliance of the proposal with the Scheme. To assist Council in the understanding of such an application, a minimum of information is requested with each application, including all such matters as may be appropriate to the circumstances, including:

- (i) Site description - a description of the site to enable it to be identified and located.
- (ii) Plan - showing existing topographical information, services, title information, location of existing buildings and uses. Also to be shown are aspects relevant to the proposal, including proposed buildings and uses, parking, landscaping, services, etc.

1.5.4 APPLICATION FOR PLANNING CONSENT (Cont.)

- (iii) Other information - such other information as may be relevant to the application, included in report form as necessary.

The matters outlined in this clause of the Scheme Statement are intended primarily as explanatory information for the assistance of persons making application under the District Scheme. In some cases the information required for a planning application will also be needed for subdivision applications, or for building permit and engineering approvals.

(b) Classes of Application

Without purporting to cover all classes of application, the following schedule gives a summary description of the range of applications falling within the scope of the Scheme relating to land uses other than that designated or identified for a particular purpose:

- (i) No application to Council is required in respect of a Predominant Use complying in all respects with the Scheme but permits are required as to any work.

- (ii) Non-notified applications are required for**:

- Predominant Uses not complying in all respects with the relevant requirements of the Scheme but within the scope of dispensation or waiver procedures.
- Accessory buildings proposed in a side yard of a Residential zone [see 4.306.2(4)].
- Scheme Plans of subdivision complying in all respects with the relevant provisions of the Scheme, or within the scope of dispensation or waiver procedures for those proposals not complying in all respects, EXCEPT FOR public notice as required under section 276 of the Local Government Act 1974 where Council requires the submission of a Concept Plan [see 4.4.1(c)].

**Note: Unless the Council requires, under section 65 of the Act, that the application be made with notice.

- (iii) Notified applications are required for:

- Conditional Uses as set out in the Scheme as required under section 72 of the Act.
- Specified Departures for all other uses or provisions at variance with the Scheme as required under section 74 of the Act.

1.5.4 APPLICATION FOR PLANNING CONSENT (Cont.)

(c) Delegated Powers of Council

The Council may delegate to an officer, in accordance with provisions of the Act, such of its powers, duties and discretions relating to applications which may be made without notice as the Council considers necessary for the proper operation and administration of the Scheme

PROVIDED THAT

any owner or occupier of land which is the subject of any decision by an officer acting under such delegated authority may apply in writing, within one month of receiving that decision, to the Council for a review of that decision (section 88 of the Act).

1.5.5 CHANGES TO THE DISTRICT SCHEME

It has become obvious to planning authorities throughout New Zealand that planning schemes must be flexible in their approach in order to cope with the problem of rapid change.

Accordingly in the future it is probable that changes to the District Scheme will be more frequent and will be made as and when the need arises rather than awaiting the five yearly review. It is therefore Council's policy to introduce changes when required to correct anomalies in the Scheme, to allow new development that is in the public interest to occur and direct trends and development that were not anticipated when the Scheme was reviewed.

1.5.6 RIGHTS OF OBJECTION AND APPEAL

The Act provides for rights of submission and objection during the public notification of notified applications, Scheme changes, requirements for public works and this review, to the persons specified in section 2 (3) of the Act. This right extends to the Minister of Works and Development, local authorities with jurisdiction in or adjacent to the proposal, any body or person affected and any body or person representing some relevant aspect of the public interest.

After the hearing of submissions and objections by Council, and notification of the decision, a right of appeal is provided to the Planning Tribunal.

1.5.7 RELATIONSHIP OF DISTRICT SCHEME TO BY-LAWS AND OTHER LEGISLATION

Application for planning approval in no way obviates the need for applications to be made for permits under the Borough by-laws or consents required under any other controlling act or regulation. A planning consent in terms of the District Scheme is not a work permit or a construction consent and in no way prejudices requirements of by-laws.

1.5.7 RELATIONSHIP OF DISTRICT SCHEME TO BY-LAWS AND OTHER LEGISLATION (Cont.)

Where the provisions of the Code are inconsistent with the provisions of any by-law, the provisions of the Code shall prevail.

(a) Subdivision

The subdivision standards and controls are set out in Part 4 of the Code. Reference should also be made to the Local Government Act 1974 and Amendments regarding subdivisional matters.

(b) Soil and Water Conservation and Water Management

Under section 4 (3) of the Act, Council has a duty to regard the principles and objectives of the Soil Conservation and Rivers Control Act 1941 and the Water and Soil Conservation Act 1967.

(c) Provision for Disabled Persons

Attention is drawn to sections 331 (2) of the Local Government Act 1974 and section 25 of the Disabled Persons Community Welfare Act regarding access for disabled persons in roads and buildings.

(d) Reserves Act 1977

Notwithstanding that the District Scheme authorises certain uses of land and buildings in Recreation zones, where the land is subject to the Reserves Act 1977 any uses or buildings must comply with the Reserves Act and any management plan approved in respect of any given reserve.

(e) Clean Air Act 1972

Air quality is an important aspect within the Borough with the large areas in existing or potential medium to heavy industrial usage. Air quality shall be maintained within the Borough through the provisions of the Clean Air Act 1972 for classifying and controlling industrial processes according to their pollution potential.

PART 2 - DISTRICT INFORMATION

2.1 LOCATION AND REGIONAL CONTEXT

Mount Maunganui Borough is located in the Western Bay of Plenty at the entrance to the Tauranga Harbour. The Borough occupies an area of 1911 hectares, of which 500 hectares is the area recently brought into the Borough, to the south and east, previously in the Tauranga County. (These new administration areas are shown on Appendices F and I and are hereinafter referred to in this Scheme as "the new administration areas".)

The area is identified by the "Mount" itself (Mauao), at the western extremity of the Borough, and the flat, lineal spread of the developed area along the inner harbour and coast, to the south and east.

The Borough is approximately 20 kilometres by road from the Tauranga City Post Office, and although Mount Maunganui and Tauranga City share a similar regional location, they have developed distinct identities through their physical separation, differing soil and topographical details, and their differing characteristics and functions. To this extent, Mount Maunganui is recognised as the Major port for this Bay of Plenty coastline and the port facilities also serve the hinterland of the Waikato and Rotorua region, and the areas to the east in the Bay of Plenty. This port activity dominates the regional importance of the Borough as a service centre, particularly to the forestry and farming industry. Locally, the continued growth of the horticulture industry in the Tauranga County has reinforced the importance of the port locality. The port functions and associated industries occupy the area of land adjoining the Tauranga Harbour and inland to Maunganui Road to the east, and to the Tauranga Airport to the south.

The remainder of the Borough, to the north and east, has developed in the past in response to the attractiveness of the coastline as a holiday and retirement area. Mount Maunganui is a holiday centre of national repute with the coastal environs and the "downtown" area adjacent to the "Mount" in particular being popular. The summer holiday season sees the Borough population of around 10,500 swell to three times this size.

Mount Maunganui, therefore, is recognised as a major centre of regional and national significance for industry and as a holiday and retirement centre.

2.2 A BRIEF HISTORY OF THE BOROUGH

2.2.1 MAORI SETTLEMENT

According to tradition, the sacred Takitimu Canoe, commanded by Tamatea, made one of its various landfalls at Te Awanui (Tauranga). The new arrivals from Hawaiki reputedly found the area in the possession of two aboriginal tribes, the "Purukopenga" (full net), and the Ngamarama. Tamatea, with several of his crew decided to settle amongst the Ngamarama. Under a new command, the Takitimu continued on towards the East Coast to establish eventually the Ngati-Ranginui tribe.

(Legend has it that Tamatea was finally buried on the top of Mount Maunganui. This is one of the reasons why the mountain is held in reverence by the Maori people of the district.)

Many years later the Ngati-Ranginui, under their Chief Ranginui, moved from Hangoroa (between Wairoa and Gisborne) to the Tauranga area. After expelling the Ngamarama from the district, the Ngati-Ranginui established several pas, the most notable being "Ranginui" on the slopes of Mount Maunganui (between Stony Point and the present day reservoir).

For about one hundred and twenty years the Ngati-Ranginui lived undisturbed until, about the beginning of the eighteenth century, they fell foul of the Ngaiterangi of Maketu.

Aided by a Waikato Chief said to be wise and powerful in the arts of divination, Kotorerua, Chief of the Ngaiterangi devised a plan to sack the virtually impregnable Ranginui Pa. Incidentally, the Pa is said to have covered 40 hectares with fortifications that crossed the summit of Mount Maunganui and ran down each side, circling round the base towards the south.

With one hundred and forty of his followers, Kotorerua presented himself before the entrance to the Pa bearing a present for Kononui the principal Chief of Maunganui. The "present" comprised 100 baskets of kokowai or red ochre (in reality the baskets contained earth which was concealed under a thin layer of kokowai) hence the battle that ensued is generally known by this name.

While the two Chiefs busied themselves in diplomatic intercourse, the main body of the Ngaiterangi scaled the northern face of Mount Maunganui, and waited on the summit for the signal to attack the undefended rear of the Pa. With the firing of Kinonui's whare, and the fiery immolation of its occupant, the poised warriors of the Ngaiterangi descended upon the Pa. After a brief, bloody battle, the attacking force emerged as the victors. Subjugation of a few minor Pas on the southern side of the harbour completed the domination of the area by the Ngaiterangi.

On Friday, 3 November 1769, Lieutenant James Cook in the barque 'Endeavour' sailed past Mount Maunganui on his way to observe the transit of Mercury. Describing the mainland opposite Motiti Island Cook wrote in his journal:

"At 2 (p.m.) passed a small high island (Karewa) lying four miles from a high round head (Mount Maunganui) on the Main, from this head the land trends NW as far as we could see and appeared to be very rugged and hilly."

A better description of Mount Maunganui is provided by a deleted passage:

".... a high round hill standing near the sea upon a flat sand beach."

The journal entry continues:

"The weather being very hazy and the wind blowing fresh on shore, we hauled off close upon a wind for the weather-most island in sight which bore us NNE distant 6 or 7 leagues. Under this island we spent the night having a fresh gale at NE to NEBE and hazy weather with rain. This island I have called the 'Mayor'."

The shaping of Endeavour's course towards Mayor Island resulted in the fact that Cook missed completely all the signs of an entrance to the harbour.

About 1818 saw the end of the Mount as a Maori stronghold. In that year the Ngapuhi - one of the earliest tribes to obtain a good supply of firearms - attacked the Ngaiterangi Pa at Maunganui and drove its inhabitants into the sea off the north-west rocks. Certainly, Archdeacon Alfred Brown of the Church Missionary Society's Tauranga Station makes no mention in his journal of the Mount being inhabited after 1835. Further, Dr Ernest Dieffenbach, a surgeon and naturalist in the employ of the New Zealand Company, paid a visit to the area in June of 1841 and spoke of the Mount's complete desertion:

"It's (the Tauranga Harbour) southern headland is formed by a solitary conical hill, Maunga-wai, of about five hundred feet in height, which is connected by low land with the main. It consists of basaltic lava, large blocks of which lie on the sides and are strewn around its base. There are many traces of a former and very extensive native village on its sides; but in consequence of its being exposed to the attacks of a tribe of Roto-rua natives, who live at Muketu, it has been deserted, and the natives live at the other side of the harbour."

Other notable early visitors to Mount Maunganui included the pioneer missionary Henry Williams, the botanist and explorer John Carne Bidwell, and the eminent geologist Dr Ferdinand Hochstetter.

On 20 October 1831 Williams, in the vessel Karere, arrived off the coast at Mount Maunganui on a journey from the Bay of Islands to Rotorua. It is reported that boisterous winds prevented him from landing for three days.

Bidwell, on one of his 'Rambles in New Zealand' arrived in the district in 1839. He describes Mount Maunganui thus:

"The coast here, and for a considerable distance to the southward, is low and level with sandy beaches. One side of the entrance to the harbour is formed by a curious hill, or immense rock of basaltic lava mixed in some places with pumice. It is of conical or irregular pyramidal form, and about six hundred feet high: standing as it does, entirely alone, in the middle of a great extent of low level coast, it forms a very striking object, whether viewed from the sea or land. It was formerly a very strong 'Pa', a native fort or village, for the word means either The land sides (of the Mount) are terraced from top to bottom, and must have been inhabited for a very long period, as the greater portion of the soil of which the terraces are formed is composed of cockle-shells."

Just prior to Bidwell's arrival in the area, a cannibalistic feast involving some twenty unfortunates had taken place at the base of 'Manganorie' (Maunganui). An inspection by Bidwell of the site revealed only too well that such a feast had indeed taken place for the area was strewn with entrails, etc., including a human head. A year later on 14 February 1840, Mount Maunganui became the site of the last recorded instance of cannibalism in the Tauranga area. A small group of people bound for Mayor Island were pursued, killed, and eaten by a party of Rotorua Maoris.

In 1859 in the course of a nine month tour of New Zealand Hochstetter recorded in his journal:

"The distance from Maketu to Tauranga is 16 miles which at a good pace can be travelled in six hours; to us, however, it appeared twice the distance, the road leading in uninterrupted monotony along the sea beach; to the right the blue sea, and the booming surf which sets the foot of the traveller, and to the left, sand-hills and swamps. The isolated cone at the entrance of Tauranga Harbour, the Maunganui (860 feet high) is continually in view, and on nearer approaching seems more and more to recede."

The entry for the following day continues:

"The form of the mountain resembles very much a volcano but a closer examination shows that the hill is a remnant part of the volcanic tableland, consisting of horizontal beds of lava and tuff. Farther out in the sea, east of the Maunganui

2.2.1 MAORI SETTLEMENT (Cont.)

there is a small rocky island, Motu-Otau, upon which the singular lizard, Hatteria punctata Gray, Ruatara of the natives, 18 inches in length, is said to exist, a specimen of which Dieffenbach has brought to London."

2.2.2 EUROPEAN SETTLEMENT

The missionary schooner "Herald" was probably the first European vessel to enter Tauranga Harbour when it called in 1828. The intention to establish a settlement there was thwarted, however, by the intertribal conflicts then raging in the area. Twenty-five years later in 1853 the first chart of the harbour was prepared by Captain Drury and the officers of H.M.S. Pandora. A later harbour survey by H.M.S. Penguin in 1901-02 did little but confirm the accuracy of the earlier charts.

In 1864 the first pilot and harbour master was appointed by the Marine Department. The first house to be built in Mount Maunganui was erected for this self-same pilot in late 1866. During the two years that intervened, the pilot was required to live in a tent.

The port achieved some measure of fame and uniqueness in 1864 when, by a Gazette Notice dated 2 April, a naval blockade was imposed. Tauranga was the only port to suffer such an imposition. The object of the blockade was to prevent the running of arms to local Maoris hostile to the central government.

The "Lady Jocelyn" of 2,172 tonnes was the first large ship to enter the harbour when, 95 days after leaving Gravesend she arrived off the coast on 2 January 1882. She was also the first immigrant ship to call at Tauranga, bringing Irish settlers for the Vesey Stewart settlement of Te Puke.

2.2.3 GROWTH AND DEVELOPMENT

During these early years, the Tauranga area was intimately dependent on sea transport for communications. From 1881 a weekly service connected Tauranga and Whakatane with Auckland. With the construction of roads and railways, the emphasis moved towards these land-based transport modes. The rail link to Hamilton, forged in 1927, caused the steamer passenger service to Auckland to be abandoned.

Prior to the first world war the present Borough area constituted little more than a deserted sandy peninsula. However, after the war, scattered settlements began to appear with the development of Mount Maunganui as a little known holiday resort.

In 1927 Mount Maunganui became a Dependent Town District of the Tauranga County, and in 1937 it was proclaimed an Independent Town District.

2.2.3 GROWTH AND DEVELOPMENT (Cont.)

With the attainment of Borough status in 1945 the trends hitherto implicit in the Mount Maunganui situation accelerated and, coupled with increasing affluence, leisure time and mobility, etc., the popularity of the "Mount" as a beach resort boomed. So too did the Borough.

2.2.4 THE PORT

Running parallel with the growth of the Borough as a holiday venue has been the growth of Mount Maunganui as a port. As far back as 1926 the Mount had possessed a wharf. However, it was a temporary structure built for the purpose of bringing in materials for the construction of the East Coast Main Trunk Railway.

The Tauranga Harbour Board was constituted in 1912. Up until 1952 all operations were based in Tauranga with trade at that time being in the order of 120,000 tonnes per year, most of which was coastal. The depth of the access channels into the harbour prior to 1953 limited shipping to a draught of 4.1 metres.

A short time prior to 1952 the Government authorised a Commission of Enquiry to study the establishment of a new export port to cater in the first instance for forestry produce from the Tasman plant at Kawerau. As a result of the Commission's findings, it was decided that the Port of Tauranga should be developed with deep-water wharves at Mount Maunganui to cater for overseas shipping. Construction was commenced in June 1953 and the first berth was operational in 1955. From the initial 426 metres the wharf has grown in stages to its present length of over 1700 metres.

Since 1966 the port has been New Zealand's largest export port and the fourth largest in overseas tonnage handled. The total throughput handled in 1979/80 was 3.78 million tonnes. The maximum shipping draught has been increased from 4.1 metres in 1953 to 10.7 metres in 1978 by dredging. The area of influence of the port has extended significantly during the intervening years and it is anticipated that the port's influence will extend even further in the future with the recent completion of the Kaimai rail deviation. As the hinterland has grown, so the variety of cargoes passing through the port has continued to diversify, and although the basis of trade is still centred predominantly on forestry and dairy exports, there has also been a significant growth in volume of import cargoes and it is anticipated that this trend will continue. The Bay of Plenty Harbour Board initiated the reclamation of Sulphur Point for future port purposes in anticipation of this general increase in growth.

The bed of the Tauranga Harbour has up until recently been administered by the Tauranga County Council and although this has not created any administrative problems, it is more logical that the reclaimed areas of the sea bed be administered by the immediately adjoining municipalities in the absence of any Maritime Planning Authority. Steps have already been taken for Sulphur Point to be

2.2.4 THE PORT (Cont.)

administered by the Tauranga City Council and it is logical that the Mount Maunganui port area be similarly administered by the Mount Maunganui Borough Council, until such time as a Maritime Planning Authority is formed.

As a part of this administrative and town planning rationalisation process, provision has been made in the Tauranga County's recent District Scheme Review for the reclaimed land at Sulphur Point to be included in the Review by way of a designation. This Review is considered to be an appropriate time to establish complementary zoning provisions for the Mount Maunganui port area. The end result of these procedures will be that the two principal port areas will be administered by the immediately adjoining municipalities, yet at the same time the two areas will have similar town planning status which is important from the Bay of Plenty Harbour Board's point of view.

2.2.5 EXTENSION OF BOUNDARIES

In mid-1979 a major boundary change was implemented with some 500 hectares of County land to the south and east of Papamoa/Te Maunga being brought into the Borough's jurisdiction.

2.3 THE PHYSICAL ENVIRONMENT

2.3.1 GENERAL

The Borough has, by virtue of its physical location, developed in a linear manner, parallel to the coast. The area has relatively few topographical features of significance and is predominantly flat to undulating in appearance. The exceptions are the "Mount" itself at the north-western end of the coastal strip and Mount Drury to the east of the Mount.

The geology, the topography, the soils, and the climate of an area inter-relate to form the physical environment. Within the limits provided by a prevailing technology, it is this physical environment that frequently determines the best use of the land and the land based resources of an area. For this reason an awareness of the factors that comprise the local physical environment is a basic prerequisite to the most efficient delineation of an area planning scheme.

2.3.2 GEOLOGY AND TOPOGRAPHY

When viewed, from a considerable distance seawards, Mount Maunganui resembles an island. Closer inspection reveals that an isthmus of low elevation joins Mount Maunganui to the hills at the southern extremities of the harbour. This relief dichotomy correlates with the geological structure.

The rhyolitic masses of Mount Maunganui, Mount Drury, Moturiki Island and Motuotau Island comprise the remnants of an eroded volcanic tableland. From its rocky base, Mount Maunganui rises abruptly to a height of 232 metres. Motuotau (or Rabbit Island) is 46 metres high at its highest point.

Aside from the domes of the two "mountains" the land peninsula upon which the Borough stands is of comparatively recent origin. Composed in the main of fixed dune sands it is low and fairly flat. What relief exists derives from the ridge and hollow nature of the old dunes.

Along the Ocean Beach there is a narrow strip of recent rolling sand dunes, still unstable, with a wider strip of older fixed dunes of more subdued relief immediately behind. Where the drainage has been cut off by blown sand, peats have developed in the depressions. On the harbour side of the peninsula there are some narrow recent sand beaches, while further south around Waipu Bay the coastline consists of low terraces.

The harbour, which is comparatively shallow with extensive areas of mud flats at low tide, is the result of a downward warping of old greywacke rocks. This warping produced a basin which was subsequently drowned with a general rise in the post-glacial sea level.

Within the Borough, the only mineral resource of any economic consequence is low grade geothermal water. Warm salt water has been discovered which is utilised in the municipal pool and various private pools. Available data suggests most of the Borough is underlain by warm groundwater (30-55°C) of the Tauranga Geothermal Field, at depths below 50 metres. The New Zealand Geological Survey suggests that sensible management of the Field is required to prevent over-exploitation which would show as declining water temperatures and levels of dilution by sea water. The New Zealand Geological Survey, in conjunction with the Bay of Plenty Catchment Commission, is at present investigating this geothermal resource.

(a) SOILS

Most of the soils in the Borough are derived from sand, organic soils and soils derived from volcanic ash, being in the minority.

Sand-based Soils

Two different types of sand-based soils can be distinguished.

- (1) Recent Soils - Those developed on recent beach sands and dunes. These soils occur on a long narrow strip fronting the ocean beach on long dune ridges. They have low natural fertility, are unable to hold moisture and are liable to severe wind erosion if the vegetation cover is broken.
- (2) Yellow Brown Sands - Soils developed on older stabilised sand dunes. Covering the major portion of the isthmus between Papamoa and Mount Maunganui, these soils provide a landscape that is easy rolling. The ridge tops are often sand, but in the hollows finer sediments are found, and occasionally where the water table is high, peats or peaty loams. Yellow brown sands have a low natural fertility, tend to be droughty, and require top-dressing and drought resistant pasture for efficient utilisation. The new administration areas surrounding the state highway and south of Te Maunga are included in this grouping, but further south towards the inner Tauranga Harbour the land is low-lying and, on the harbour fringe, of a swampy nature.

Organic Soils

A small pocket of organic soils is to be found at the head of Waipu Bay.

- (3) Peats and Peaty Loams - Occur on the inland side of the stabilised sand dunes where peat is building up in depressions whose drainage is blocked by the moving sand. They tend to contain amounts of mineral matter which has been washed or blown into the swamps.
- (4) Complex of Yellow Brown Sands and Organic Soils - This complex provides a transition zone between the peat swamps and the backing sand dune soils. Broadly the complex consists of a series of sandy ridges interleaved with peaty hollows.

GEOLOGY AND TOPOGRAPHY (Cont.)(a) SOILS (Cont.)Volcanic Ash-based Soils

While most of the Tauranga District is covered by soils derived from volcanic ash, the area of volcanic soils in the Borough is limited to a modest pocket underlying the present airport.

- (5) Moderately Leached Volcanic Soils - The parent material is Waihi Ash, which fell uniformly over a large area.

(b) ENGINEERING GEOLOGY

The New Zealand Geological Survey advises that although the Borough does not contain areas of particular concern for future settlement and development, with regard to erosion, landslip or ground movement, the following matters are worthy of attention:

Foundations - The variation in thickness, extent and properties of the sediments overlying the rhyolite necessitate foundation investigations and laboratory testing of materials prior to design of large structures.

Coastal Erosion - The foredune environs are susceptible to erosion from wave/wind action and from the movement of people along the coastal strip. Council's policies for the protection of this area are contained in Part 3 of this Scheme Statement.

Subsidence and Drainage - Although the sandy pumiceous subsurface material allows reasonable drainage over most areas of the Borough caution is required in excavations for foundations below the natural water table, due to subsidence of surrounding soil strata.

Seismic Risk - The Borough lies within Zone B as defined by the Standards Association of New Zealand Code of Practice for General Structural Design and Design Loadings for Buildings (NZ Standard 4203 1976). Detailed site investigations are recommended for any large or vital structures.

CLIMATE

The situation of the Bay of Plenty region, sheltered by highlands and mountains in the west, south and east; and lying in a predominantly westerly airflow has important consequences for Mount Maunganui's weather and climate. Mainly, these consequences are a minimisation of shower-type precipitation and a maximisation of sunshine periods.

The following is a brief synopsis of the climatic elements affecting the Borough:

- (a) Wind - Although gales are not unknown in Mount Maunganui they are infrequent. Only about three days in two years have gusts exceeded 52 knots - for comparison Auckland averages 4, Wellington 80, and Christchurch 6. The most frequent and strongest winds are south-west or west.

2.3.3

CLIMATE (Cont.)

- (b) Rainfall - The mean annual rainfall recorded at the Tauranga Aerodrome is 1348 mm spread over 118 raindays (1.0 mm or more).
- (c) Temperature - The annual mean temperature recorded at Mount Maunganui is 14.2°C. Annual mean temperatures exceeding 13.3°C are also recorded in Hawkes Bay, Gisborne, Auckland and Northland. The lowest temperature measured, a May reading, is -5.3°C while the highest, a January reading, is 33.2°C. On the average Mount Maunganui can expect up to five days a year on which the temperature exceeds 26.7°C.
- (d) Sunshine - The station at Tauranga Aerodrome records a mean figure of 2285 hours of bright sunshine. This represents 53% of the possible.
- (e) Other Elements - The low elevation and proximity to the sea makes frost a relatively infrequent phenomenon on the Maunganui Peninsula. An average of 8 screen frosts per year are recorded, occurring during the period May to September.

Winter humidity is much the same as elsewhere in the North Island; but the summer reading tends to be higher than that recorded on the East Coast and lower than that recorded in other North Island districts.

Snowfalls are unknown, hailstorms infrequent, and thunderstorms occasional.

(NOTE: Data from New Zealand Official Year Book 1979, averages based on a 20 year plus period.)

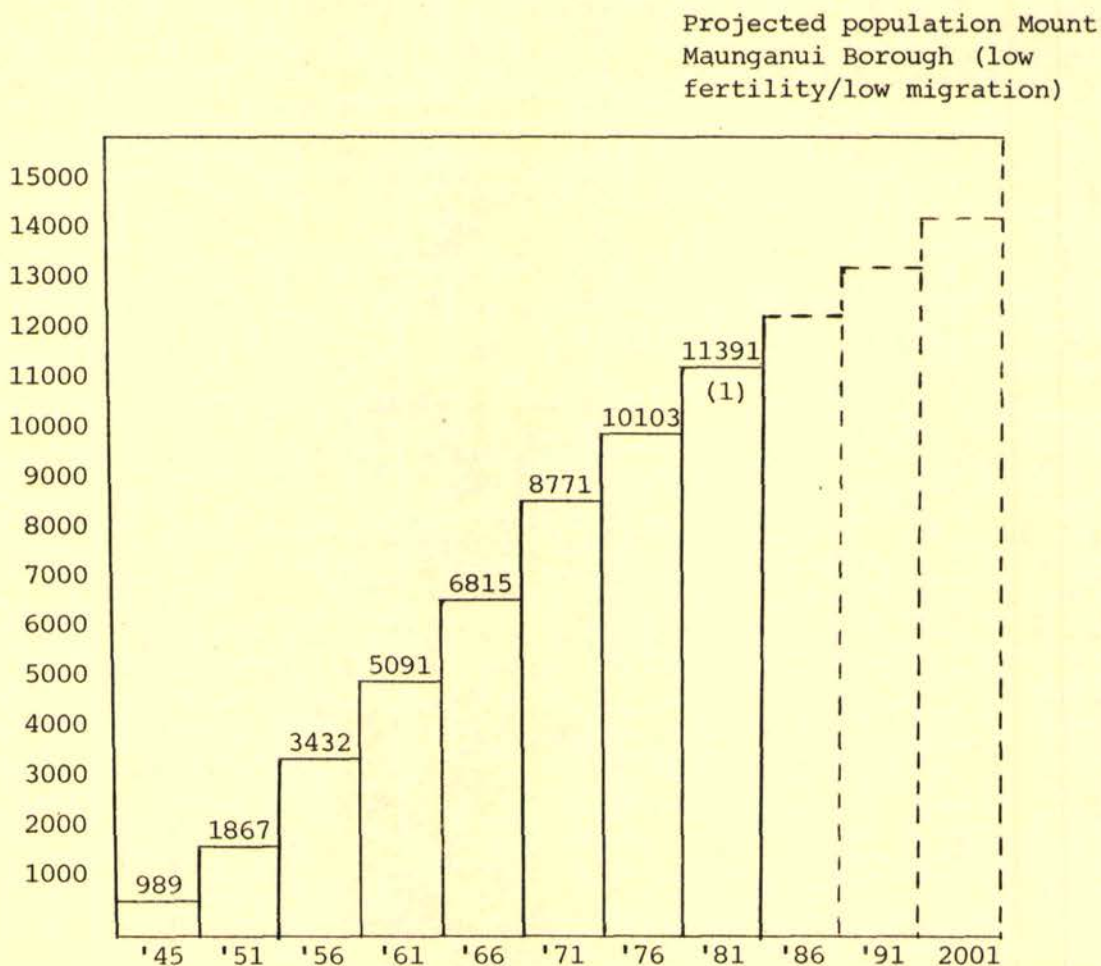
In terms of human comfort, the climate is mild, equable and pleasant. The climate of Mount Maunganui is one of its natural assets and an important part of the Borough's attraction as a pleasant place to reside and its attraction as a retirement holiday centre.

2.4 TRENDS IN POPULATION AND EMPLOYMENT

2.4.1 POPULATION GROWTH

The estimated population of the Borough in 1980 was 10,300, which represents about 21% of the population of the Tauranga urban area. In the period 1945-76, the rate of population growth in the Borough was rapid and constant. It was also significantly higher than the rate of growth for Tauranga City and New Zealand as a whole.

TABLE I - POPULATION MOUNT MAUNGANUI BOROUGH



(1) Including new administration areas

Sources: 1981 Census

At all levels, national, regional and local, the following trends will influence population growth:

- A steadily falling birth rate which, as experienced in overseas countries, will continue to fall.
- Changes in migration patterns, with a tendency for low net gains of population.
- The drift from rural to urban areas within New Zealand.
- The move to northern regions from the south.

2.4.1

POPULATION (Cont.)

As shown in the above table, the population of the Borough will continue to grow but at a slower rate than that experienced in recent years. By the end of the planning period, it is expected that the population of the Borough will be about 13,000.

In devising a land use strategy, the character of the future population is more important than its absolute numbers.

TABLE II - AGE STRUCTURE MOUNT MAUNGANUI BOROUGH 1961-76

Age Group	1961 %		1966 %		1971 %		1976 %	
	Mt M	N Z	Mt M	N Z	Mt M	N Z	Mt M	N Z
0- 4	12.3	12.1	13.4	11.5	10.2	10.4	9.4	9.5
5-14	20.6	21.0	22.1	21.1	24.7	21.3	21.2	20.2
15-20	7.4	7.7	7.9	9.2	8.4	9.1	9.0	9.6
21-64	50.2	50.6	47.8	49.8	48.7	50.7	50.7	51.8
65+	9.5	8.6	8.8	8.4	8.6	8.5	9.7	8.9

The proportion of persons in each group is similar to the national trend. Nearly one-third of the total resident population was aged less than 15 years at the time of the 1976 census. Contrary to expectations, there is little evidence to suggest that the Borough is a retirement centre, for the number of persons aged 65 years or more is not significantly greater than the national average.

During the planning period, it is likely that the proportion of the population in the older age groups will increase, leading to a demand for suitable facilities and housing. To some extent, this trend may be offset by the development of new housing in the new administration area, which will tend to attract young families. Nevertheless, the established parts of the Borough will have a different age structure with differing requirements.

When a population ages, there is a tendency for a lower rate of occupancy of households. Together with the trend to smaller families and to alternative lifestyles, it is probable that the size of households in the Borough will fall. This may have the effect of creating a demand for units and the result will be that the amount of residential building in the Borough will not fall as dramatically as has the rate of population growth.

2.4.1

POPULATION (Cont.)New Administration Areas (Te Maunga/Papamoa)

About 186 hectares of residentially zoned land will become available in the new administration area during the planning period. It is expected that there will be early development of those lands near the beach but that the rest of the area will fill slowly during the next ten years.

The ultimate population, computed on the basis of 27 persons/hectare, will be 5,000. At the predicted rate of growth and given changes in household size, it is unlikely that this number will be achieved in the planning period.

The balance of the land in the new administration areas will be zoned industrial. While additional jobs will be created by its development, its contribution to any increase in population is insignificant.

Seasonal Population

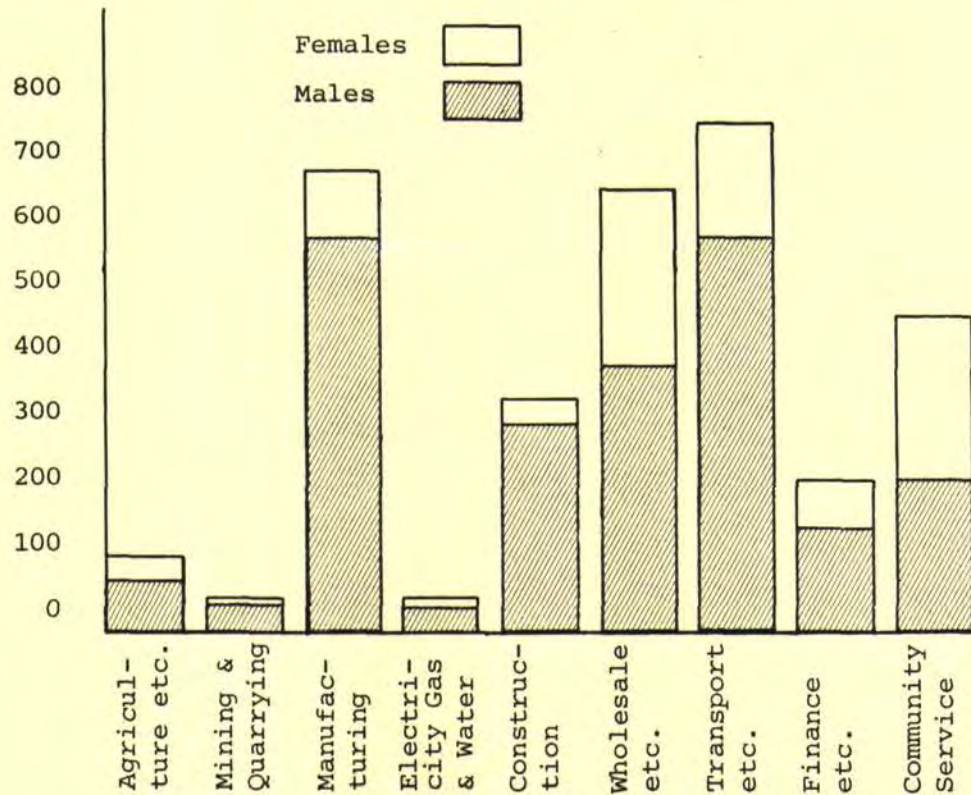
There is no statistical information on the number of visitors to the Mount during the summer. It is estimated that the population increases three or four fold at the peak. In a thesis entitled "Summer Tourism in Tauranga and Mount Maunganui 1978" Longmire concludes that the majority of visitors to the Mount are New Zealanders, many living in Auckland, Hamilton, Wellington, Rotorua and Te Awamutu. Many stayed eight days or longer, indicating that the Mount was their only holiday destination. Family groups predominated and most visitors arrived by motor vehicle. Visitors are attracted by the natural amenities of the area. He anticipates that these trends will continue, because of the high mobility of New Zealanders, increasing leisure time, and the continued growth in population.

It is probable that the transport fuel shortage will confirm the present pattern and it is not expected that the total number of visitors will fall off as a result of fuel shortages.

Additional accommodation facilities will have to be built to cope with the expected increase in summer and holiday visitors. This will result in a lower rate of occupancy at off-peak times which can only be offset by the promotion of additional attractions.

EMPLOYMENT

TABLE III - TOTAL EMPLOYMENT MOUNT MAUNGANUI BOROUGH



Source: 1976 Census

A study of the occupations of residents reflects a national trend in that women tend to be engaged in the clerical, manufacturing and sales fields, whereas men tend to work in manufacturing and transport. Thus, increasing the area of land zoned for industrial development, will tend to lead to development which creates jobs for men and only secondarily for women. Encouragement of offices and other labour intensive activities to set up in the Borough is required to ensure that a wide range of jobs becomes available for all residents.

Currently, a substantial area of industrially zoned land is vacant. Some of it may not be available for development as it appears to be held by companies for the future. The Council considers, therefore, that additional industrially-zoned land should be made available to ensure that there is no hindrance to the setting up of port-related activities which could provide more jobs.

PART 3 - PLANNING STRATEGY

3.1 HOLIDAY RESORT

The holiday function of the district is characterised by the following features:

- (1) A highly seasonal variation in visitor numbers.
- (2) The attractions of beach and climate dominate.
- (3) Visitors tend to fall into three groups - those from the region which come daily, groups and families staying a week or longer and those people who stay a few days before moving on to another resort.
- (4) Low cost accommodation facilities predominate (motels, camping grounds, baches).

The planning issues which arise from this are:

- (a) Very few jobs arise as a result of the holiday industry.
- (b) Accommodation and other facilities are under-utilised for much of the year.
- (c) There are few attractions suitable for all weather and all year usage.
- (d) Expenditure in the Borough by visitors is not as high as it could be.

The Council wishes to reinforce the present holiday function of the Borough through the District Scheme but it also wants to encourage a different style of accommodation and development to add to the diversity of the Borough's facilities and attractions. It is hoped that the present holiday function of the Borough can be augmented by all year, all weather recreational attractions and by more sophisticated beach front accommodation to encourage greater expenditure within the district by holiday-makers and better usage of all facilities. The Council believes that this can be done without turning away the present patrons by providing for a holiday oriented zone, at the western end, adjacent to the main shopping centre and natural amenities.

Within this zone, certain sites have been singled out for special development opportunities as an incentive for their development. Careful control of the scale and design of buildings on these sites will ensure that they are compatible with adjacent land uses.

3.1 HOLIDAY RESORT (Cont.)

The Council's present policy of permitting motels and camping grounds in all general residential zones is continued, to preserve the options for lower cost accommodation to be located near the beach or on less expensive land.

OBJECTIVES

- (1) To promote the holiday industry in the area.
- (2) To conserve the natural amenities of the area, and through careful management to ensure that they remain of a standard that continues to attract visitors.
- (3) To complement the natural attractiveness of the area with a diversity of all year, all weather amenities.
- (4) To add to the range of holiday accommodation available in the Borough.
- (5) To consolidate holiday attractions and accommodation at the western end of the area where the most popular attractions exist.
- (6) To encourage development in the Residential H zone to be of a high standard of design and to upgrade the publicly provided amenities accordingly.

3.2

THE PORT

Undoubtedly the decision in 1950 to develop full port facilities at Mount Maunganui as an outlet for the exotic forests of the hinterland has encouraged major industrial development and growth within the Borough. Industrial uses associated with the port have been established in areas adjacent to the wharf and railway.

The Port of Tauranga, based on the wharves at Mount Maunganui, has now established itself as one of the country's main facilities, especially in exporting, where at present it is New Zealand's largest overseas export tonnage port. Principal exports are in:

Timber products	- newsprint, woodpulp, timber woodchips, logs, etc.
Dairy products	- butter, cheese milk powders, casein, anhydrous milk fat, etc.
Agricultural products	- maize, meat, wool, etc.

Principal imports are in:

Phosphate, sulphur, fuel oils, motor spirits, chemicals, cement, etc.

Back up facilities in the past have been orientated towards the export/import trade and associated service industries, e.g. fertiliser works, flour mills, bulk storage and transport terminals. With the diversification of the hinterland rural horticultural and farming industry, an increase in allied processing plants is anticipated in the industrial areas, e.g. canning plants, dairy produce, cool stores, etc. Light industry is also expected to locate in closer association with these heavier industries, gaining from the local labour source and transport facilities of the port, railhead, main arterial road links and the airport.

It is anticipated, therefore, that the port will continue to enjoy a priority as one of the nation's main ports and will exert regional significance in the Bay of Plenty. This significance has been reinforced with the recent opening of the Kaimai Tunnel and improved cargo handling facilities.

Recent improvements to the port have included extensions to the wharves in a southerly direction together with associated cargo handling areas, the provision of special bulk material handling facilities and the installation of the Bay of Plenty Harbour Board's multi-purpose crane.

It is envisaged that during the planning period the main areas of planning concern to the Borough and the Harbour Board in mutual port-related activities will be in:

- (a) Extensions to wharf and port facilities.
- (b) The effect of increases of transported goods to and from the wharves and the adjoining industrial areas. Consideration will be directed to the proposed shifting of the railway line to the more south-westerly alignment and to the cost/benefits of a possible harbour bridge crossing to Tauranga City.

3.2 THE PORT (Cont.)

- (c) The demand for additional land for industry in areas adjoining the port and, ultimately, at the proposed Te Maunga industrial area.

Although a Maritime Planning Authority has not been constituted under the Act to administer the port and adjoining water areas, the Bay of Plenty Harbour Board administers the activities associated with the Port of Tauranga. At present, administrative responsibility for the planning of the majority of the wharf areas and adjoining waterways of the harbour is with the Tauranga County Council. Because the main effect of port activity and related land uses is towards the Borough areas, it is Council policy to liaise with the Harbour Board on the planning for these adjoining areas.

OBJECTIVES

- (1) To provide for the orderly development of the port and associated industrial land uses.
- (2) To liaise with the Bay of Plenty Harbour Board on planning for the port and water based recreational facilities.
- (3) To ensure the port, associated industrial development and the transportation of related goods does not detract from the residential areas of the Borough and the attractiveness of the coastal environs.
- (4) To enhance the already significant contribution of port and related industries to employment in the region.

3.3

ENERGY

The Council recognises the effect the energy crisis, in all its forms, has on our everyday lives and considers the consequent changes in life-style, attitudes and economics should be reflected in its planning policies. The greatest consequence is in motor transport and the Borough, like all urbanised areas has, in the past, developed in a manner that has assumed the priority of the motor car in our everyday lives. Planning policies are required that will prepare the district for the land use impact of the energy crisis, so that change is orderly and not disruptive. The Borough is fortunate in being well placed to insulate itself against the inevitable changes associated with the transport revolution. Management of future development will not necessarily lead to any reduction of the present standards of amenity in the district and should reduce demands for the consumption of all types of energy.

- (1) The natural amenities of the Mount, especially its climate and proximity to the beach, will keep domestic energy usage low and provide recreational opportunities in close proximity to homes.
- (2) The Borough is a small, compact, community focused on comprehensive and accessible shopping centres.
- (3) The present mixture of land uses is well balanced, so that residents are handy to potential jobs and facilities.
- (4) Most parts of the district are within comfortable cycling distance of each other, and many facilities are within walking distance of homes.
- (5) The holiday function of the Borough will be less affected by transport costs than it would at first appear, as many visitors already make it a practise to stay for a week or more at the Mount and many come from areas fairly close to the district.
- (6) There is substantial land in the district suitable for the safe storage of liquid petroleum fuels.
- (7) Construction of a harbour bridge is currently the subject of a cost/benefit study. Its eventual construction could reduce commuting and goods distribution times and/or costs between certain defined parts of the two municipalities.
- (8) The railway line to the port ensures handling of many goods is cost-efficient in energy terms.

In formulating all its planning objectives and policies, the Council has been aware of the importance of energy conservation measures.

3.3 ENERGY (Cont.)OBJECTIVES

- (1) To promote a wider range of uses in each zone and greater overlap of uses from zone to zone to reduce travelling costs while preserving the amenities of the environment.
- (2) To promote the integration of uses within sites.
- (3) To preserve existing and create new pedestrian networks within the district.
- (4) To permit higher density residential developments near the main shopping centre.
- (5) To encourage the better utilisation of all land through incentives for innovative development and subdivision, and particularly in respect of existing lots of difficult proportions.
- (6) To focus on the individuality and identity of the Mount Maunganui district and encourage its self-containment and independence as a community.