

Committee Name	SmartGrowth Strategy Hearings Panel
Committee Meeting Date	29 February & 1 March 2024
Author (s)	Craig Batchelar, Strategic Advisor Nichola Lennard, Technical Advisor
Purpose	To provide the Hearing Panel with further information on several matters that have been raised that may be relevant to Draft SmartGrowth Strategy deliberations.

SmartGrowth Hearings Panel – Supplementary Report

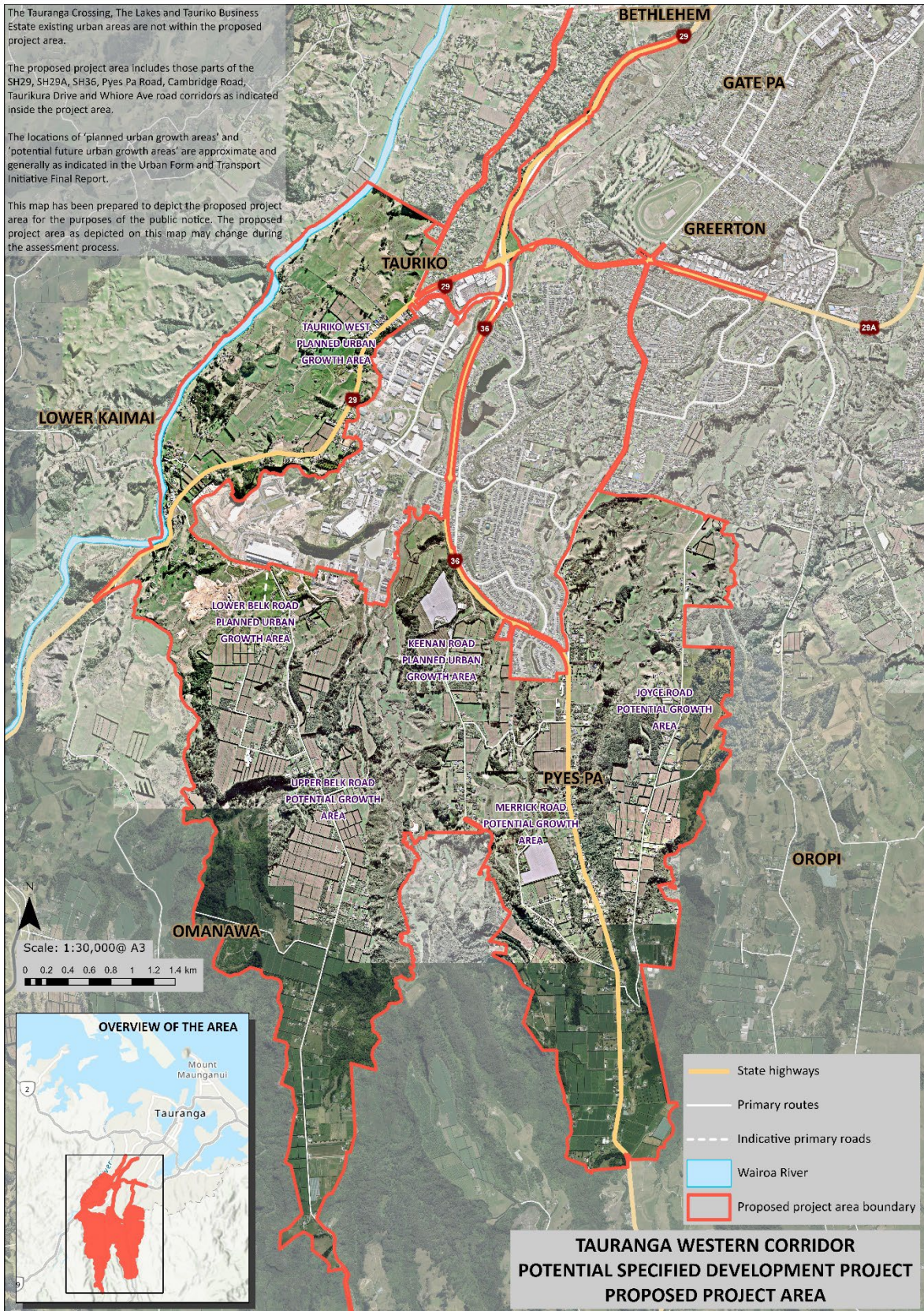
Background

1. The Deliberations on Submissions to the SmartGrowth Strategy report has outlined relevant policy considerations for the Draft Strategy, with the implications of recent central government policy changes assessed in Attachment 8.
2. There have been further policy changes and matters since the deliberations report was issued that require further information.
3. These additional matters include the proposed Western Corridor Specified Development Project, the Draft Bay of Plenty Regional Land Transport Plan being released for public consultation (on Friday 23 February), and the deferral of a decision by Western Bay of Plenty District Council on proposed Plan Change 92 (Council meeting held on Thursday 22 February).

Western Corridor Specified Development Project

4. The Western Corridor Specified Development Project (SDP) is a Kāinga Ora led project which is currently underway. The SDP includes Tauriko West, Keenan Road, Upper Belk Road, Merrick Road and Joyce Road areas. See Figure 1 below.
5. Recommendations have been made to the joint Ministers to consider whether to establish the project as an SDP. The process is understood to be on hold with new Ministers requiring time to fully understand the issues. If the Ministers decide to proceed with the SDP process, it is understood that this will be followed by a period for Council and other agency feedback, Kāinga Ora Board consideration and recommendations, and Ministerial decisions. The timeframes for this are currently not known.

Figure 1: Western Corridor SDP Project Area



6. Changes in the location, timing, type, and scale of urban development may follow from the establishment of the SDP.
7. In the Spatial Plan section (Part 3) of the Draft SmartGrowth Strategy the entire Western Corridor is identified (see Figure 2 below – area circled in red). This aligns with the SDP proposed project area.

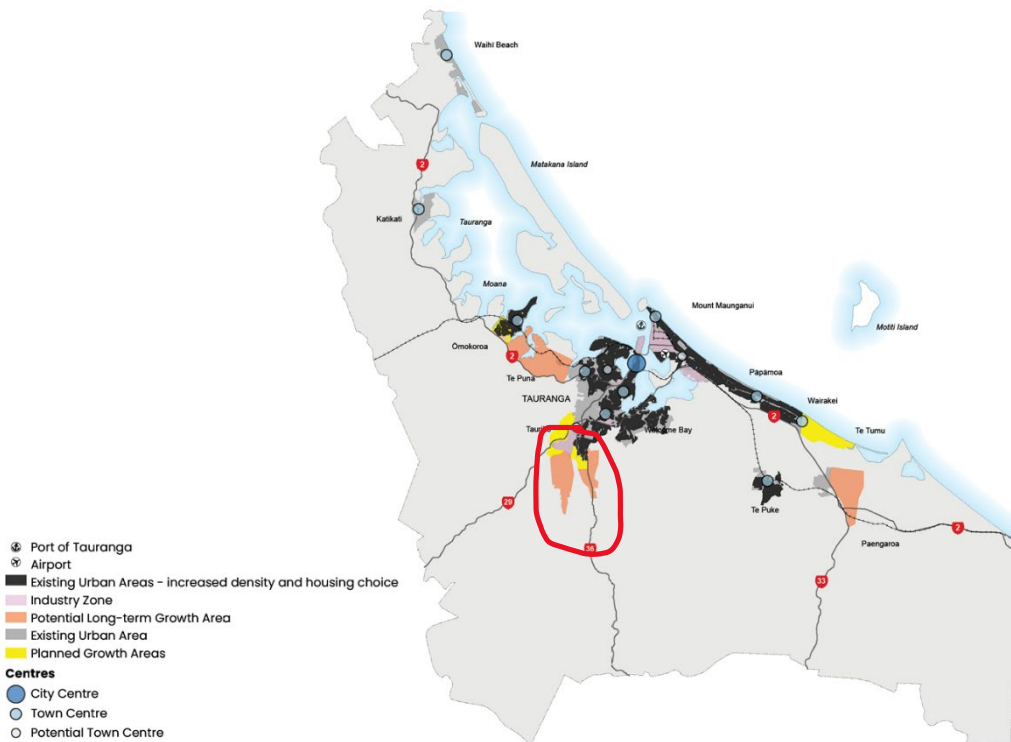
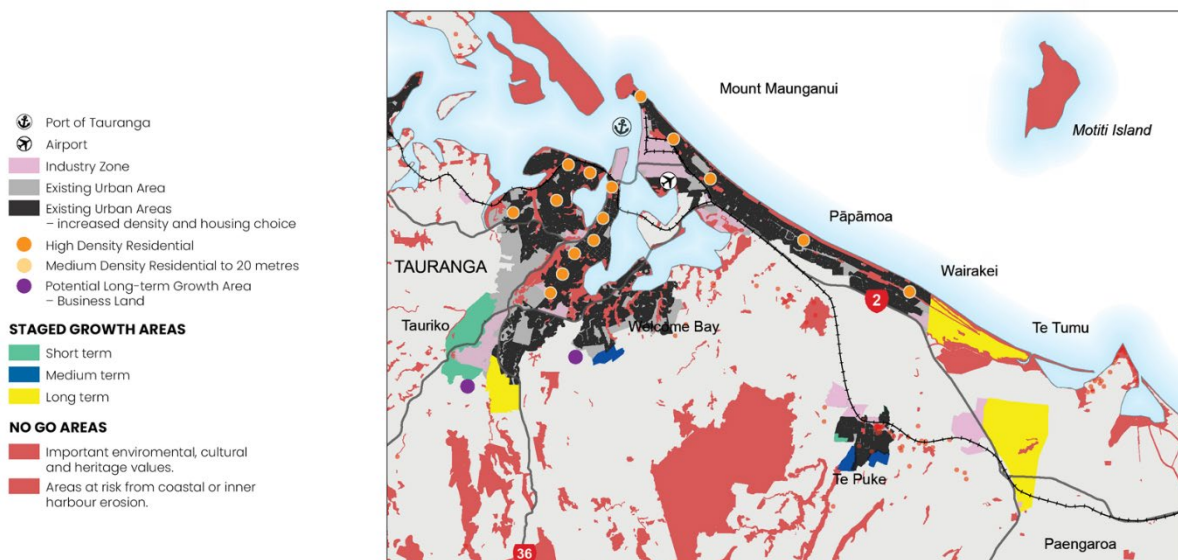


Figure 2: Draft SmartGrowth Strategy – Urban Form Map showing Western Corridor

8. In the Future Development Strategy section of the Draft SmartGrowth Strategy, the map indicates the growth areas over the next 30 years (Part 4, Map 18, p154). It includes Tauriko West, Keenan Rd and there is a recommendation to include Upper Belk as that is seen as the next priority for the Western Corridor. If this recommendation is accepted the map below will be amended to include the Upper Belk area. It can also include the Merrick and Joyce Road areas but indicates that these are longer term. This would then show the full extent of the SDP area.

Figure 3: Draft SmartGrowth Strategy – FDS 30 Year Map



MDRS Plan Changes

9. As outlined in the main Deliberations Report, changes to the Resource Management Act 1991 are proposed in the Coalition Agreement to enable Councils to opt-out of the Medium Density Residential Standards (MDRS), with the need for councils to ratify any use of MDRS, including existing zones. The government needs to pass legislation, and that hasn't been introduced yet. The ramifications of scope and timing are not known.
10. On Thursday 22 February 2024, Western Bay of Plenty District Council decided to defer decision making on Plan Change 92. It is intended that Council will reconsider the decision on Plan Change 92 at its meeting on 4 April.
11. Tauranga City Council is expecting recommendations on Proposed Plan Change 33 from the Independent Hearing Panel (IHP) in March, with Council decisions in April.
12. The Strategy states that the housing supply provided through infill and intensification may change depending on the outcomes of Plan Change 33 (Tauranga City) and Plan Change 92 (Western Bay of Plenty District Council), because Independent Hearing Panels (IHP) are separate statutory processes under the RMA 1991.
13. Based on the recommendations in the FDS Issues and Options paper, there should be sufficient housing supply options in the Draft Strategy to cover any overall changes in the housing numbers as a result of decisions taken in regard to the MDRS.

Bay of Plenty Regional Land Transport Plan



14. The Draft Bay of Plenty Regional Land Transport Plan (RLTP) was publicly notified on Friday 23 February 2024.
15. The Hearings Panel has requested information on whether the Draft SmartGrowth Strategy and the draft RLTP are aligned.
16. The SmartGrowth team have met with the RLTP team during the course of developing the Strategy. The team have also worked closely with the Transport System Plan (TSP) team throughout. There is good alignment between SmartGrowth, the TSP and the Draft RLTP in terms of transport projects and the settlement pattern. A number of the same people who are part of the TSP team also form part of the Regional Advisory Group which completes the technical work for the RLTP.
17. The Transport System Operating Framework (TSOF) which the TSP team worked on has been endorsed by the SmartGrowth Leadership Group. TSOF guides the development of transport projects – all of this has fed into the RLTP.
18. There are some areas of the RLTP which require better alignment with SmartGrowth. For example, the difference in the naming of growth corridors and some updated text on the SmartGrowth Strategy and FDS is required. These should be easy to resolve and SmartGrowth can work with the RLTP team on these matters.
19. The prioritised programme contained in the draft RLTP (page 7) aligns well with the SmartGrowth growth areas. For example, it includes Cameron Rd Multimodal, Tauriko West network connections, Tauranga Northern Link Stage 2, Ōmokoroa projects and various projects that enable growth in the Eastern Corridor.
20. SmartGrowth, the RLTP and the TSP need to undertake further work together on the deliverability of the transport programme that underpins the FDS. This will be a key focus for the Implementation and Funding Plan. This includes consideration of constraints of consenting, physical programming and delivery, and funding and finance constraints. The TSP team will be undertaking a significant piece of work on deliverability of the transport system over the next year.
21. It is also understood that a Draft Government Policy Statement on Land Transport is imminent. Any changes in transport funding priorities should not materially affect the Draft SmartGrowth Strategy but may have an impact on the Implementation and Funding Plan.

Recommendations

That the **SmartGrowth Strategy Hearings Panel**:

1. **Note** the updated information provided in this Supplementary Report.
2. **Requests SmartGrowth advisors provide input to the draft RLTP to ensure policy document alignment.**