



MINUTES

**Urban Form and Transport
Development Committee Meeting
Tuesday, 21 July 2020**

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**MINUTES OF TAURANGA CITY COUNCIL
URBAN FORM AND TRANSPORT DEVELOPMENT COMMITTEE MEETING
HELD AT THE TAURANGA CITY COUNCIL, COUNCIL CHAMBERS, 91 WILLOW STREET,
TAURANGA
ON TUESDAY, 21 JULY 2020 AT 9.30AM**

PRESENT: Cr Larry Baldock (Chairperson), Cr Heidi Hughes (Deputy Chairperson), Mayor Tenby Powell, Cr Jako Abrie, Cr Kelvin Clout, Cr Bill Grainger, Cr Dawn Kiddie, Cr Andrew Hollis, Cr Steve Morris, Cr John Robson, Cr Tina Salisbury, and Te Pio Kawe (Tangata Whenua representative)

IN ATTENDANCE: Marty Grenfell (Chief Executive), Nic Johansson (General Manager: Infrastructure), Christine Jones (General Manager: Strategy & Growth), Andy Mead (Manager: City & Infrastructure Planning), Janine Speedy (Team Leader: City Planning), Carl Lucca (Programme Director: Urban Communities), Alistair Talbot (Team Leader: Transport Strategy & Planning), Campbell Larking (Team Leader: Planning Projects), Peter Siemensma (Senior Transport Planner), Clare Cassidy (Principal Transport Planner), Karen Healey (Team Leader: Strategic Property), Joel Peters (Team Leader: Engagement), Steve Raynor (Resilience Specialist: Infrastructure & Urban Form), Robyn Garrett (Team Leader: Committee Support), and Jenny Teeuwen (Committee Advisor)

1 APOLOGIES

Nil

2 PUBLIC FORUM

Nil

3 ACCEPTANCE OF LATE ITEMS

Nil

4 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

5 CHANGE TO ORDER OF BUSINESS

The Chairperson advised that the order of business could change during the meeting due to staff and external presenters availability and to facilitate item 9.5 – Arataki Bus Facility, being taken at 1pm.

6 CONFIRMATION OF MINUTES

6.1 Minutes of the Urban Form and Transport Development Committee meeting held on 9 June 2020

COMMITTEE RESOLUTION UR4/20/1

Moved: Cr Tina Salisbury

Seconded: Cr Dawn Kiddie

That the minutes of the Urban Form and Transport Development Committee meeting held on 9 June 2020 be confirmed as a true and correct record.

CARRIED

7 DECLARATION OF CONFLICTS OF INTEREST

Nil

8 DEPUTATIONS, PRESENTATIONS, PETITIONS

8.1 Presentation - Transport System Plan - presented by Neil Mason (TSP Project Director), Dean Kimpton (Chair, TSP Governance Group), Alistair Talbot (Team Leader: Transport Strategy and Planning)

A copy of the presentation for this item can be viewed on Tauranga City Council's website in the Minutes Attachments document for this committee meeting.

Attachment

1 Presentation - Western Bay of Plenty Transport System Plan

Key Points

- The purpose of the Transport System Plan (TSP) project was to translate the Urban Form and Transport Initiative (UFTI) into implementation.
- The TSP project was progressing well and currently delivering 'on programme'.
- Steps one to four of the Transport System Operating Framework (TSOF) development had been completed. Step five was currently underway.
- Key achievements included a strong collaboration between partners, investment objectives being signed off by all partners, an escalation process being established, and a successful full day optioneering workshop with partners and specialists.
- The very tight deadline of 1 September 2020 for the Regional Land Transport Plan (RLTP) review was a key challenge.
- The next steps included completing TSOF Step five, and working with partners to prepare RLTP and Long Term Plan (LTP) inputs.

In Response to Questions

- The TSP Governance Group was committed to undertaking community engagement but what that might look like and how that was presented was still being considered.
- How the city develops and grows (its urban form, how we want to live, learn, work and play) was an inherent input to the TSP.
- The financial gap in funding after apportioning costs would require working with the Crown on innovative solutions.

- There was a need for a clear plan and programme for transport capital projects going forward.
- Decisions around the RLTP submission would be made through the Regional Transport Committee.
- State Highway 29A and connections to and from it were high on the priority list.

8.2 Presentation - Tauranga Transport Model - presented by Alistair Talbot (Team Leader: Transport Strategy and Planning), Bala Arumugham (Principal Transport Modeller), and Bruce Robinson (Principal Transport Advisor)

A copy of the presentation for this item can be viewed on Tauranga City Council's website in the Minutes Attachments document for this committee meeting.

Attachment

- 1 Presentation - Tauranga Transport Model

Key Points

- The Tauranga Transport Model (TTM) was a key tool to help understand the transport projects programme and the economics associated with the projects.
- The model is a long-standing partnership activity with Bay of Plenty Regional Council (BOPRC), Western Bay of Plenty District Council (WBOPDC), Tauranga City Council (TCC), and Waka Kotahi (New Zealand Transport Agency – NZTA)
- The model had strategic, operational, cycle, public transport, freight and pedestrian components.
- There was limited capability in the model for ferry and rail modelling.

In Response to Questions

- The TSP was using the model to help inform some of its direction and activities.
- Model design or strategy undertaken was representative of the conditions of an average week day.
- The model did not drive decisions but supported what was trying to be done and would produce forecasts.
- Most of the data sources were available, however, some were confidential.
- It was not common at a practitioner level to have the model run backwards.
- The model was recalibrated every five years, generally post census. The next correction would happen at the end of this year.

At 10.50am, the meeting adjourned.

At 11.05am, the meeting resumed.

At 11.05am, Mayor Tenby Powell left the meeting.

Item 9.7 was taken next.

9 BUSINESS

9.7 Infrastructure Resilience Projects Proposed Scope Cost and Programme for LTP

Staff Steve Raynor, Resilience Specialist: Infrastructure & Urban Form
Campbell Larking, Team Leader: Planning Projects

A copy of the staff presentation for this item can be viewed on Tauranga City Council's website in the Minutes Attachments document for this committee meeting.

Attachment

- 1 Presentation - Resilience Project

Key points

- The Infrastructure Resilience Project was started in 2017.
- Key hazards included liquification, harbour erosion, sea level rise and flooding.
- Some 300 mitigation projects had been identified with total project costs estimated at \$900 million.
- 94% of projects had a flooding component. More than 50% of projects had four or more identified hazards.
- Sufficient information was now available to begin discussions on project inclusion in the 2021/24 LTP.
- Next steps included a technical prioritisation process and reporting back on prioritisation outcomes.
- Any project undertaken would deliver a measured resilience benefit for the city.

In response to questions

- There was no formal integration with the TSP and TTM at this stage. The resilience projects were to be delivered over time. The analysis of where hazard hot spots were would inform infrastructure projects going forward.
- The three waters infrastructure and roading were the primary horizontal assets.
- A list of the most serious hazard issues would be available and considered as part of the LTP process.

COMMITTEE RESOLUTION UR4/20/2

Moved: Cr John Robson

Seconded: Cr Jako Abrie

That the Urban Form and Transport Development Committee:

- (a) Receives the Infrastructure Resilience Projects Proposed Scope Cost and Programme for LTP report.
- (b) Notes the progress made on the Infrastructure Resilience Project.

CARRIED

Item 9.1 was taken next.

9.1 Tauranga City Plan Review Project

Staff Janine Speedy, Team Leader: City Planning
David Phizacklea, Project Manager (Contractor): City Planning
Andy Mead, Manager: City & Infrastructure Planning

A copy of the staff presentation for this item can be viewed on Tauranga City Council's website in the Minutes Attachments document for this committee meeting.

Attachment

1 Presentation - City Plan Review Project

Key points

- There were legislative requirements to review the City Plan every 10 years. There was also the National Planning Standards requirement that the City Plan be notified by 2024.
- Most councils, including regional councils, were going through the same process now.
- Four key drivers – key challenges and opportunities, higher level planning documents, alignment with council strategies, and plan usability and legal risk.
- Four review options – city plan roll-over (bare minimum), delay city plan review, comprehensive review, review incorporating existing plan changes. Option 4 was recommended to meet Resource Management Act requirements and address national planning standards and policy direction.
- The review was an opportunity to engage positively with the community, tangata whenua, stakeholders and developers.
- An external consultant had been engaged to work with TCC's Communications team on a communications and engagement plan which would be continuously revisited and reviewed throughout the project.
- The project structure included governance, sponsors, project direction, implementation and workstreams.
- There were two governance options - through the Urban Form and Transport Development Committee (UFTD) or a City Plan Sub-Committee. Both options required full Council to approve the release of draft and proposed new Tauranga City Plan.
- Three risks in particular were highlighted - timing of the Regional Policy Statement (RPS) review, proposed Resource Management Act (RMA) reforms, and the project scope increasing and resourcing being insufficient.
- There was funding in the LTP for the project planning process, however, this had been identified as being insufficient and it was proposed that additional funding be provided to ensure all workstreams could be carried out.
- The total cost for the City Plan Review was estimated at \$19.7 million, the majority had already been budgeted for.

In response to questions

- Alignment with WBOPDC's plan review was as much as was possible. There had been no conversation regarding one plan. It was expected that both plans would look the same, but would have different content.
- TCC was currently within the RMA timeframe.
- Governance costs included were for hearing submissions.
- The NPS-Urban Development decision was due to be released on 23 July 2020.
- It was intended that the principles for the wider community and tangata whenua engagement be the same.
- The UFTI work was being converted into a full spatial plan which would include the concept of an iwi spatial plan layer, and this would require engaging with iwi land trusts.
- RMA accreditation would not be required to sit on the review sub-committee but it would be helpful.

- An open workshop for councillors on the city plan review would happen sometime in September/October.

COMMITTEE RESOLUTION UR4/20/3

Moved: Cr Larry Baldock

Seconded: Cr John Robson

That the Urban Form and Transport Development Committee:

- (a) Endorse the Tauranga City Plan Review – Project Plan (Attachment 1);
- (b) Proceed with Option 4 to undertake a comprehensive review, incorporating the existing plan changes.

CARRIED

Item 9.6 was taken next.

9.6 Covid-19 Recovery (Fast-track Consenting) Bill

Staff Andy Mead, Manager: City & Infrastructure Planning
Campbell Larking, Team Leader: Planning Projects

Key points

- The Bill was in response to Covid-19 and to re-stimulate the economy.
- TCC was largely in support of the Bill, however some key issues needed to be addressed. These were outlined in the report.
- The Environment Committee would consider submissions and make recommendations to parliament. The bill was expected to be passed into law within the next one to two months.

In response to questions

- There was confidence that the right outcomes would be achieved when using the fast-track consenting option.
- The process for the Fast-track Bill and Special Housing Areas were not dissimilar. The Fast-track Bill was broader as also dealt with infrastructure and other types of assets, not just housing.
- Any risk regarding Development Contributions would be in the process, and not the legislation.

At 12.22pm, Cr Dawn Kiddie left the meeting.

COMMITTEE RESOLUTION UR4/20/4

Moved: Cr Jako Abrie

Seconded: Cr Kelvin Clout

That the Urban Form and Transport Development Committee receives the submission (Attachment 1) on the Covid-19 Recovery (Fast-track) Consenting Bill lodged with the Environment Committee on 20 June 2020.

CARRIED

At 12.30pm, the meeting adjourned.

At 1pm, the meeting resumed

At 1.00pm, Cr Dawn Kidde re-entered the meeting.

Item 9.5 was taken next.

9.5 Arataki Bus Facility

Staff Alistair Talbot, Team Leader: Transport Strategy & Planning
Clare Cassidy, Principal Transport Planner
Karen Healey, Team Leader: Strategic Property
Joel Peters, Team Leader: Engagement

External David Cosgrove, Divisional Development Manager, AMP
Bron Healy, Principal Advisor - Regional Development, Bay of Plenty Regional Council
Anthony Cross, Contractor, Bay of Plenty Regional Council

A copy of the staff presentation for this item can be viewed on Tauranga City Council's website in the Minutes Attachments document for this committee meeting.

Attachment

1 Presentation - Arataki Bus Facility

Key points

- Farm Street was currently the second busiest public transport facility across the network, both from an origin of destination and transfer perspective. The site was inadequate for its current and future use.
- Many sites had been investigated. Two sites had been shortlisted – the site currently used by St John Ambulance on Girven Road and a location within the Bayfair site accessed from Farm Street.
- Manoeuvring around the St John site was difficult. Transport modelling on this site showed that delays would be created on Girven Rd and Farm St, however this could be eased through traffic light phasing.
- Both sites were technically feasible but both had issues. The Bayfair site did out-perform the St Johns site on some of the issues.
- Both options required the development of a business case to be eligible for National Land Transport Fund investment.
- Both sites were likely to require a publicly notified resource consent process.
- As part of the engagement programme structure, a joint stakeholder reference group was proposed which would include representatives of all interest groups.
- The next steps included further development of the design and cost for one or both options and to progress with stakeholder and wider public engagement.
- Mr Cosgrove provided the following details for Bayfair. Bayfair covered 42,500 square metres and had 6.5 million visitors annually. There were 1937 carparks, 102 new carparks being added recently. Bayfair believed that having the bus facility be part of their site was eminently suitable. They were happy to work with Council and were ready to go now.

In response to questions

- The Bayfair boarding numbers did not include the number of passengers getting off the bus

- or the number of passengers already on the bus.
- There was a significant number of school children using the facility travelling to and from school.
- The integrated ticketing system being introduced next week would provide better user number information from the Regional Council but the information gathered over the first month was likely to be mixed.
- The survey sample size was around 400.
- An express service down Maunganui Rd was being considered as part of the TSP project.
- The stakeholder reference group would decide how best to capture all interest groups. It was likely that Bayfair staff would be represented on the group.
- The St Mary's site (across the road from the St John site) had been previously discounted as being too small.
- The draft AP included \$100,000 for design costs. Engagement costs would be in addition to that.
- Bayfair staff numbers were around 1,200 maximum at any one time.

At 1.40pm, Mayor Tenby Powell re-entered the meeting.

At 1.40pm, the discussion on this item was continued in the Public Excluded session.

11 PUBLIC EXCLUDED SESSION

RESOLUTION TO EXCLUDE THE PUBLIC

COMMITTEE RESOLUTION UR4/20/5

Moved: Cr Dawn Kiddie

Seconded: Cr Kelvin Clout

That the public be excluded from the following parts of the proceedings of this meeting, with the exception of Mr David Cosgrove, Divisional Development Manager, AMP, as spokesperson for the owners of Bayfair, and Mr Bron Healy, Principal Advisor Regional Development and Mr Anthony Cross, Contractor, from Bay of Plenty Regional Council, as their specialist knowledge of The Arataki Bus Facility report will assist in the discussion of item 11.2 – Arataki Bus Facility.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
11.1 - Public Excluded Minutes of the Urban Form and Transport Development Committee Meeting held on 9 June 2020	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

11.2 – Arataki Bus Facility	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
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CARRIED

At 1.55pm, the meeting resumed in Open Council and continued with Item 9.5 – Arataki Bus Facility

9.5 Arataki Bus Facility

COMMITTEE MOTION

Moved: Cr Heidi Hughes
 Seconded: Cr John Robson

That the Urban Form and Transport Development Committee:

- a) Receives the report “Arataki Bus Facility”
- b) That TCC engage with Regional Council on a concept of revised Governance and management arrangements with the purpose of a more integrated approach to infrastructure and system planning for public transport in Tauranga.
- c) Engage with a joint stakeholder reference group and broader community on the multi-modal options and their implications for transport facilities in the Arataki area.
- d) That information from the public transport integrated ticketing system is used to inform decision making when it becomes available.

Mayor Tenby Powell and Deputy Mayor Tina Salisbury were required to attend another meeting. The Mayor requested that the Motion be left to lie on the table until their return as both wanted to participate in the debate and decision for this item.

COMMITTEE RESOLUTION UR4/20/6

Moved: Mayor Tenby Powell
 Seconded: Cr Andrew Hollis

That the Motion for item 9.5 – Arataki Bus Facility be left to lie on the table until later in the meeting when Mayor Tenby Powell and Deputy Mayor Tina Salisbury would be present to participate in the debate and decision for this item.

CARRIED

At 2.35pm, Mayor Tenby Powell and Deputy Mayor Tina Salisbury left the meeting.

At 2.38pm, Te Poi Kawe left the meeting.

Item 9.3 was taken next.

9.3 Transport & Water Strategy and Planning Projects Progress Report - July 2020

Staff Andy Mead, Manager: City & Infrastructure Planning
Alistair Talbot, Team Leader: Transport Strategy & Planning

Key points

- Waters – the Nanako Stream stormwater consent to enable development of the Kennedy Road area in Pyes Pa West (The Lakes) had now been lodged with Bay of Plenty of Plenty Regional Council.
- Transport – discussions with Waka Kotahi (NZTA) were ongoing in respect of options and design elements of the Tauranga Northern Link (TNL) project and the Tauriko business case.
- The Urban Form and Transport Initiative (UFTI) project had been completed.

In response to questions

- The Parking Strategy had been underway for a couple years and was awaiting direction from UFTI to proceed. UFTI had now been delivered and an options paper to consider the next steps for the Parking Strategy would be brought back to an upcoming UFTD Committee meeting.
- The 'Point of Entry' submitted to the NZTA delegations approval committee for urgent safety improvements on Totara Street, provided background information and referred to the point where the investigation should begin.
- Tasman Quay as an option for truck transport would be considered as part of the Transport System Plan (TSP) project.
- Modelling to show the effects on traffic volumes on Cameron Road if there was an available connection to Takitimu Drive would be included in the UFTI and TSP modelling.

COMMITTEE RESOLUTION UR4/20/7

Moved: Cr Kelvin Clout

Seconded: Cr Jako Abrie

That the Urban Form and Transport Development Committee receives the Transport & Water Strategy and Planning Progress Report – July 2020.

CARRIED

At 2.55pm, the meeting adjourned.

At 3.10pm, the meeting resumed.

Item 9.4 was taken next.

9.4 Emergency Vehicle Access 17th Avenue to State Highway 2/29

Staff Peter Siemensma, Senior Transport Planner
Alistair Talbot, Team Leader: Transport Strategy & Planning

External Anne Fosberry, Technical Director, Infrastructure, Aurecon

In response to questions

- The final design was not yet available from NZTA. An emergency path between the bridge abutments would be challenging in terms of acceleration and site lines.

COMMITTEE RESOLUTION UR4/20/8

Moved: Cr Larry Baldock

Seconded: Cr Jako Abrie

That the Urban Form and Transport Development Committee:

- (a) Agrees to not progress with further investigation including design and engagement on a potential 17th Avenue emergency vehicle access to state highway at this stage.
- (b) Agree that the Cameron Road short-term multi-modal project will consider how responses may support improved access for emergency vehicles (through use of bus clearways; intersection priority) along Cameron Road.
- (c) Agrees Tauranga Transport Operating System SCATS investigation (through TTOC) will consider the benefits of purchasing a module with an extension element for emergency vehicles.

CARRIED

At 3.20pm, the meeting adjourned.

At 3.30pm, the meeting resumed.

At 3.30pm, Mayor Tenby Powell and Cr Tina Salisbury re-entered the meeting.

The meeting returned to Item 9.5 – Arataki Bus Facility

9.5 Arataki Bus Facility

COMMITTEE MOTION

Moved: Cr Heidi Hughes

Seconded: Cr John Robson

That the Urban Form and Transport Development Committee:

- (a) Receives the report “Arataki Bus Facility”
- (b) That TCC engage with Regional Council on a concept of revised Governance and management arrangements with the purpose of a more integrated approach to

infrastructure and system planning for public transport in Tauranga.

- (c) Engage with a joint stakeholder reference group and broader community on the multi-modal options and their implications for transport facilities in the Arataki area.
- (d) That information from the public transport integrated ticketing system is used to inform decision making when it becomes available.

AMENDMENT

Moved: Cr Larry Baldock

Seconded: Cr Kelvin Clout

That a clause (e) be added:

- (e) Agrees to undertake the minimum work necessary to progress the concept design, costing and planning for both shortlisted sites (Bayfair and St. John Ambulance site off Girven Road) using funding included in the draft 2020/21 Annual Plan, to inform the engagement of the joint stakeholder reference group and broader community.

In Favour: Mayor Tenby Powell, Crs Larry Baldock, Jako Abrie, Kelvin Clout, Bill Grainger, Steve Morris and Tina Salisbury

Against: Crs Heidi Hughes, Dawn Kiddie, Andrew Hollis and John Robson

CARRIED 7/4

The substantive motion as amended, was then put.

COMMITTEE RESOLUTION UR4/20/9

Moved: Cr Heidi Hughes

Seconded: Cr John Robson

- (a) Receives the report "Arataki Bus Facility"
- (b) That TCC engage with Regional Council on a concept of revised Governance and management arrangements with the purpose of a more integrated approach to infrastructure and system planning for public transport in Tauranga
- (c) Engage with a joint stakeholder reference group and broader community on the multi-modal options and their implications for transport facilities in the Arataki area.
- (d) That information from the public transport integrated ticketing system is used to inform decision making when it becomes available.
- (e) Agrees to undertake the minimum work necessary to progress the concept design, costing and planning for both shortlisted sites (Bayfair and St. John Ambulance site off Girven Road) using funding included in the draft 2020/21 Annual Plan, to inform the engagement of the joint stakeholder reference group and broader community.

CARRIED

Item 9.2 was taken next.

9.2 Te Papa Spatial Framework and Housing Choice Plan Change - Shape your City Engagement Summary and Response

Staff Janine Speedy, Team Leader: City Planning
Andy Mead, Manager: City & Infrastructure Planning
Carl Lucca, Programme Director: Urban Communities

A copy of the staff presentation for this item can be viewed on Tauranga City Council's website in the Minutes Attachments document for this committee meeting.

Attachment

1 Presentation - Te Papa and Housing Choice Plan Change

Key points

- Engagement under the banner "Shape your City" occurred over 7 April to 19 May 2020.
- Feedback received was generally supportive. A detailed overview of the feedback received was available in Attachments one, two and three.
- Two key themes were identified – the geographical extent of the Te Papa Spatial Plan, and how to enable detached versus attached housing through the rules framework.
- Key view shafts agreed with tangata whenua were already in the City Plan and allowed for the sight of Mauao for marae.
- Feedback received regarding Merivale included that Merivale be included in the 'increased housing choice area'; that work continued to provide housing, public places, facilities and services; and that more social housing in Merivale was firmly opposed.
- It was recommended that two to three storey apartments, terraces and duplexes be provided through Plan Change 26, higher density options be investigated in partnership with key stakeholders, and LTP and partner funding to support a liveable and connected Merivale be confirmed.
- The purpose of the Housing Choice Plan Change was to help address residential development capacity constraints, enable more housing choice, reduce pressure on urban expansion, and support good quality design and amenity outcomes.
- An options analysis had been undertaken for both the Te Papa Spatial Framework – Te Papa Housing overlay geographic extent and the Plan Change – Housing Choice.
- For the Te Papa Spatial Framework – Te Papa Housing overlay geographic extent, option one was recommended.
- For Plan Change 26 - Housing Choice, option four was recommended.

In response to questions

- There would not be an opportunity outside of this Plan Change 26 to do anything further regarding rezoning ahead of the City Plan review.
- More time would be needed to further investigate adding a separate Merivale residential zone.
- Improvements for Merivale were programmed to start in the second half of the next RLTP and LTP with investigations starting in 2022-2023.
- The MPS-UD document was due out on Thursday 23 July and this would be worked through to align the plan change. In terms of carparking requirements, there would be additional work but this had been planned for and would be carried out within the required timeframes.
- Submissions to include, or not include, Merivale could still be made during the formal plan change process.
- Specific elements or issues of the plan change would be workshopped with councillors.
- Both people density and dwellings density would be taken into account.

At 4.47pm, Cr Andrew Hollis left the meeting.

At 4.51pm, Te Pio Kawe re-entered meeting.

The recommendations were taken in parts.

COMMITTEE RESOLUTION UR4/20/10

Moved: Cr Larry Baldock

Seconded: Cr Dawn Kiddie

That the Urban Form and Transport Development Committee:

- (a) Receive Shape Your City engagement reports (Attachment 1 and Attachment 2);

In Favour: Mayor Tenby Powell, Crs Larry Baldock, Heidi Hughes, Jako Abrie, Kelvin Clout, Bill Grainger, Dawn Kiddie, Steve Morris, John Robson and Tina Salisbury

Against: Nil

CARRIED 10/0

- (b) Endorse Option 1 on the Te Papa Housing Overlay geographic extent to be proposed through the Te Papa Spatial Framework and Plan Change 26 – Housing Choice;

In Favour: Mayor Tenby Powell, Crs Larry Baldock, Kelvin Clout, Bill Grainger, Dawn Kiddie, Steve Morris, John Robson and Tina Salisbury

Against: Crs Heidi Hughes and Jako Abrie

CARRIED 8/2

- (c) Endorse Option 4 on the built form options to be proposed through Plan Change 26 – Housing Choice.

In Favour: Mayor Tenby Powell, Crs Larry Baldock, Heidi Hughes, Jako Abrie, Kelvin Clout, Bill Grainger, Dawn Kiddie, Steve Morris, John Robson and Tina Salisbury

Against: Nil

**CARRIED 10/0
CARRIED**

10 DISCUSSION OF LATE ITEMS

Nil

The meeting closed at 5.15pm.

The minutes of this meeting were confirmed at the Urban Form and Transport Development Committee meeting held on 1 September 2020.

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CHAIRPERSON