



AGENDA

Ordinary Council meeting Monday, 13 June 2022

I hereby give notice that an Ordinary Meeting of Council will be held on:

Date: Monday, 13 June 2022

Time: 9.30am

**Location: Bay of Plenty Regional Council Chambers
Regional House
1 Elizabeth Street
Tauranga**

Please note that this meeting will be livestreamed and the recording will be publicly available on Tauranga City Council's website: www.tauranga.govt.nz.

**Marty Grenfell
Chief Executive**

Terms of reference – Council

Membership

Chairperson	Commission Chair Anne Tolley
Members	Commissioner Shadrach Rolleston Commissioner Stephen Selwood Commissioner Bill Wasley
Quorum	<u>Half</u> of the members physically present, where the number of members (including vacancies) is <u>even</u> ; and a <u>majority</u> of the members physically present, where the number of members (including vacancies) is <u>odd</u> .
Meeting frequency	As required

Role

- To ensure the effective and efficient governance of the City
- To enable leadership of the City including advocacy and facilitation on behalf of the community.

Scope

- Oversee the work of all committees and subcommittees.
- Exercise all non-delegable and non-delegated functions and powers of the Council.
- The powers Council is legally prohibited from delegating include:
 - Power to make a rate.
 - Power to make a bylaw.
 - Power to borrow money, or purchase or dispose of assets, other than in accordance with the long-term plan.
 - Power to adopt a long-term plan, annual plan, or annual report
 - Power to appoint a chief executive.
 - Power to adopt policies required to be adopted and consulted on under the Local Government Act 2002 in association with the long-term plan or developed for the purpose of the local governance statement.
 - All final decisions required to be made by resolution of the territorial authority/Council pursuant to relevant legislation (for example: the approval of the City Plan or City Plan changes as per section 34A Resource Management Act 1991).
- Council has chosen not to delegate the following:
 - Power to compulsorily acquire land under the Public Works Act 1981.
- Make those decisions which are required by legislation to be made by resolution of the local authority.
- Authorise all expenditure not delegated to officers, Committees or other subordinate decision-making bodies of Council.
- Make appointments of members to the CCO Boards of Directors/Trustees and representatives of Council to external organisations.
- Consider any matters referred from any of the Standing or Special Committees, Joint Committees, Chief Executive or General Managers.

Procedural matters

- Delegation of Council powers to Council's committees and other subordinate decision-making bodies.
- Adoption of Standing Orders.
- Receipt of Joint Committee minutes.
- Approval of Special Orders.
- Employment of Chief Executive.
- Other Delegations of Council's powers, duties and responsibilities.

Regulatory matters

Administration, monitoring and enforcement of all regulatory matters that have not otherwise been delegated or that are referred to Council for determination (by a committee, subordinate decision-making body, Chief Executive or relevant General Manager).

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- 1 OPENING KARAKIA**
- 2 APOLOGIES**
- 3 PUBLIC FORUM**
- 4 ACCEPTANCE OF LATE ITEMS**
- 5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN**
- 6 CHANGE TO THE ORDER OF BUSINESS**

7 CONFIRMATION OF MINUTES

7.1 Minutes of the Council meeting held on 11 April 2022

File Number: A13558881

Author: Robyn Garrett, Team Leader: Committee Support

Authoriser: Robyn Garrett, Team Leader: Committee Support

RECOMMENDATIONS

That the Minutes of the Council meeting held on 11 April 2022 be confirmed as a true and correct record.

ATTACHMENTS

1. Minutes of the Council meeting held on 11 April 2022



MINUTES

**Ordinary Council meeting
Monday, 11 April 2022**

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MINUTES OF TAURANGA CITY COUNCIL**ORDINARY COUNCIL MEETING
HELD AT THE BAY OF PLENTY REGIONAL COUNCIL CHAMBERS, REGIONAL HOUSE,
1 ELIZABETH STREET, TAURANGA
ON MONDAY, 11 APRIL 2022 AT 10AM**

PRESENT: Commission Chair Anne Tolley, Commissioner Shadrach Rolleston,
Commissioner Stephen Selwood, Commissioner Bill Wasley

IN ATTENDANCE: Tony Aitken (Acting General Manager: People & Engagement), Paul Davidson (General Manager: Corporate Services), Barbara Dempsey (Acting General Manager: Community Services), Nic Johansson (General Manager: Infrastructure), Christine Jones (General Manager: Strategy & Growth), Steve Pearce (Acting General Manager: Regulatory and Compliance), Gareth Wallis (General Manager: Central City Development), Josephine Meuli (Council Controlled Organisation Specialist), Anne Blakeway (Manager: Community Partnerships), Carl Lucca (Programme Director: Urban Communities), Alastair McNeil (Manager: Legal & Commercial), Mike Naude (Director: Civic Redevelopment), Brendan Bisley (Director of Transport), Nigel McGlone (Manager: Environmental Regulation), Will Hyde (Senior Transportation Engineer), Coral Hair (Manager: Democracy Services), Robyn Garrett (Team Leader: Committee Support), Sarah Drummond (Committee Advisor), Anahera Dinsdale (Committee Advisor)

1 OPENING KARAKIA

Commissioner Rolleston opened the meeting with a karakia.

2 APOLOGIES

Nil

3 PUBLIC FORUM

Nil

4 ACCEPTANCE OF LATE ITEMS

Nil

5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

6 CHANGE TO THE ORDER OF BUSINESS

Nil

7 CONFIRMATION OF MINUTES

Nil

8 DECLARATION OF CONFLICTS OF INTEREST

Nil

9 DEPUTATIONS, PRESENTATIONS, PETITIONS

Nil

10 RECOMMENDATIONS FROM OTHER COMMITTEES

Nil

11 BUSINESS

11.1 Council Controlled Organisations' Half Yearly Reports to 31 December 2021

Staff Josephine Meuli, Council Controlled Organisation Specialist

External Simon Clarke (Chair) and Chad Hooker (Chief Executive), Bay Venues Limited
Rosemary Protheroe (Chair) and Stephen Cleland (Director), Tauranga Art Gallery Trust
Russ Browne (Deputy Chair) and Oscar Nathan (General Manager), Tourism Bay of Plenty

Key points

Bay Venues Limited (BVL)

- Noted key achievements which included: quick responses to Covid requirements e.g., vaccine passes being introduced and then removed; becoming a living wage employer; installation of pou at Mount Hot Pools.
- Despite Covid, schools' water safety programmes were maintained in BVL pools.
- Had been a challenging six months, particularly financially; the impact of only having limited events had hit hard. Were still struggling with restrictions on indoor events.
- Noted the latest forecast deficit of \$3.6m; BVL was working hard to manage costs and minimise impact. In the short-term it was proposed to have loan funding increased for the next 12-18 months; however, there needed to be a larger conversation around what BVL funding should look like.
- Noted the work to date on the strategy refresh – new vision and mission statement; new draft values. Still a work in progress.
- Outlined venue/facility strategy and what this looked like moving forward; a network approach had been taken.
- Outlined key challenges and risks.
- Noted the work undertaken by the Board – venue/asset tour; Cultural Connections course; new board intern appointed; working towards a tangata whenua appointment. A Board review was planned for June 2022.

Tauranga Art Gallery Trust (TAGT)

- A strong cohesive board, with an intern joining in May and the appointment of a mana whenua representative being progressed.
- Noted the challenges faced with Covid, particularly with gaining external funding and with the reduced footfall in town with roadworks, construction and the upcoming CBD development.
- Successful period in terms of exhibitions; had noted key events in Tauranga's calendar e.g., the Rena exhibition. Challenged the Gallery to bring in more

diversity and communities not necessarily included in gallery exhibitions previously.

- Noted the importance of collaboration – the Gallery had partnered with several venues across the city e.g., Baycourt, the Historic Village, Bayfair.
- Noted the visitor numbers – onsite visitation trended low but good engagement citywide with offsite events. Education programme had also experienced lower numbers and cancellations due to lower/unpredictable student numbers. More online education resources had been provided.
- Working more closely with Toi Ohomai, launched an emerging artist programme for new graduate artists in the region.
- Low visitation rates in central city and cancellation of inner-city events affected the Gallery significantly. Unlikely to meet end of year visitation targets; also noted impacts on revenue.
- Higher than normal staff turnover in this period, which had placed pressure on HR budget lines.
- Had reduced programming for the first half of the year to minimise unnecessary risk and to maintain staff welfare.

Tourism Bay of Plenty (TBOP)

- Challenged with Covid interruptions. Domestic tourism had been hard, with unsettled visits from Auckland and Hamilton. TBOP was looking forward to the gradual reintroduction of international travel as the borders opened.
- TBOP was improving and building on stakeholder relationships; noted the work of the Commission; increasing collaboration with other CCOs.
- Have had to target the right people at the right time with the right messages – very challenging in the unpredictable Covid environment. Increased focus on local market.
- Bay of Plenty as a region performed better than many other regions, fortunate that it was an attractive local destination. A campaign to maintain Bay of Plenty top of mind as a local destination had used local band LAB for the soundtrack.
- Noted a tightening of KPIs for next year, considered 31 KPIs were too many. 26 were on track; five were at risk but becoming more manageable as Covid restrictions were eased.
- Two KPIs were not achieved - cruise visitation not achieved; deferred Qualmark auditing.
- Noted key milestones delivered – organisation realignment and talent recruitment; specific focus on cycleways and waterfalls to target local audiences; noted use of MBIE funding received; noted the inaugural Flavours of Plenty Festival; distribution of the Regional Events Fund with TECT partnership; partnered with Mount Mainstreet in terms of tourism activations and iSite Ipod; Memorandum of Understanding signed with a local tourism provider hapū.
- TBOP was making significant progress with iwi liaison and key Māori business.

In response to questions

BVL

- BVL was involved in the community centre strategy; comfortable with its direction.
- Healthy School Kai new three-year contracts were being signed; a couple of local schools were looking to provide part themselves and would work with BVL. During Covid school lunches were down by about 20%.
- Synergies with other CCOs were being explored, there were ongoing conversations between CCOs to ensure alignment and understand opportunities. BVL was keen to work with other CCOs and there had been work on governance-to-governance discussions; opportunity particularly between TBOP and local events; also the opportunity to get 'Brand Tauranga' working well.
- BVL was working with TCC on a masterplan with the Baypark site, with Ngā Pōtiki,

in terms of mana whenua input and creating a sense of place.

TAGT

- Suggestion to work more closely with TBOP in terms of marketing to increase foot traffic; need to think differently how to get messages out beyond the building.
- Noted the possible use of public spaces for smaller exhibitions to encourage people to then visit the Gallery e.g., exhibition in Bayfair. Noted increase of partnerships and collaboration e.g., TCC, Historic Village; it was important to find alignment areas with other projects happening around the city and not operate in isolation.
- Civic centre redevelopment was an exciting opportunity; TAGT had been in conversation with TCC for some time. The Gallery needed to grow to meet the demands of the city, TAGT would work with TCC and the civic centre redevelopment to achieve that. TAGT was well-placed to run a world-leading programme and be a leader in NZ but were constrained by the building, are boxed-in.
- TAGT were consciously building expertise within the gallery staff to develop relationships with galleries around the world to gain the level of prestige necessary to bring international exhibitions in and promote NZ artists internationally.

TBOP

- International marketing was an opportunity for TBOP – main partner was Tourism NZ; also worked with Pacific Coast Highway partners and established international marketing alliances (IMAs). It was too expensive for TBOP to undertake international marketing on its own.
- Wayfinding, signage and directions were key for development of cycleways.
- The Regional Events Fund was a one-off fund from MBIE to stimulate domestic tourism; was provided to the nine IMAs. The Bay of Plenty IMA ran a contestable fund process, in conjunction with TECT, and 15 events were funded. Funding for the events was spread over three years; some follow-up events were being renegotiated for timing of delivery as impacted by Covid.
- Noted opportunities with the Mainstreets throughout the city.
- Noted the opportunity for further linkage between trails and cycleways with local and regional parks, particularly active recreation parks. Significant work was being planned around natural landscapes and storytelling.

Discussion points raised

- Acknowledged the very difficult time that the CCOs had been through with Covid and its impacts, and the good examples of governance and leadership being provided by the various Boards.

RESOLUTION CO6/22/1

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the Council-Controlled Organisations' Half Yearly Reports to 31 December 2021 Report.
- (b) Receives Bay Venues Limited's report on its performance for the six months to 31 December 2021, as required by the 2021-2022 Statement of Intent.
- (c) Receives Bay of Plenty Local Authority Shared Services Limited's report on its performance for the six months to 31 December 2021, as required by the 2021-2022 Statement of Intent.
- (d) Receives Tauranga Art Gallery Trust's report on its performance for the six months to 31 December 2021, as required by the 2021-2022 Statement of Intent.
- (e) Receives Tourism Bay of Plenty's report on its performance for the six months to 31 December 2021, as required by the 2021-2022 Statement of Intent.
- (f) Receives the Local Government Funding Agency's report on its performance for the six months to 31 December 2021, as required by the 2021-2022 Statement of Intent.

CARRIED

Attachments

- 1 Presentation - BVL - 11 April 22 TCC Commission Half Year Update
- 2 Presentation - Tauranga Art Gallery - TCC-6-month presentation
- 3 Presentation - Tourism Bay of Plenty - 6-month report presentation to TCC 11 April 2022

11.2 Shareholder Feedback to the Draft Statements of Intent for Council Controlled Organisations 2022/2023 to 2024/2025

Staff Josephine Meuli, Council Controlled Organisation Specialist
Anne Blakeway, Manager: Community Partnerships

Key points

- Included group-wide feedback.
- There were very few changes this year, mainly minor amendments and rewording of targets.
- Noted there were still challenges ahead with the unpredictability of Covid.
- CCOs were in a much better place than 12 months ago, had worked hard and had developed good visions.
- Noted the two-way loan agreement between BVL and TCC outlined in the report.

Discussion points raised

- Important to see more transparency around CCO operations; ratepayers should know how their money was being spent. Had been good progress in this area.
- A joined-up strategy across the CCOs and with TCC was very important, looking forward to that alignment developing.

RESOLUTION CO6/22/2

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the Shareholder Feedback to the Draft Statements of Intent for Council Controlled Organisations 2022/2023 to 2024/2025 report.
- (b) Receives the draft Statements of Intent for Bay Venues Limited, Tauranga Art Gallery Trust, Tourism Bay of Plenty, Bay of Plenty Local Authority Shared Services Limited, and Local Government Funding Agency for 2022/23 to 2024/2025.
- (c) Notes that as joint shareholder of Tourism Bay of Plenty, Western Bay of Plenty District Council (WBOPDC) will be asked to approve the shareholder comments on the draft Statement of Intent for TBOP at their 6 April 2022 Council meeting.
- (d) Approves a request, on behalf of Bay Venues Limited, for an increase of \$5 million to the Intra-Group Two-Way Loan Agreement between Tauranga City Council and Bay Venues Limited, from \$25 million to \$30 million.

Noting that this is subject to Tauranga City Council being able to remain within its Treasury Policy limits, and to Bay Venues Limited continuing to work with Council staff in monitoring their cashflow position.

CARRIED

11.3 Executive Report

Staff Nic Johansson, General Manager: Infrastructure Services
Barbara Dempsey, General Manager: Regulatory & Compliance
Paul Davidson, General Manager Corporate Services
Christine Jones, General Manager: Strategy & Growth
Tony Aitken, Acting General Manager: People and Engagement
Gareth Wallis, General Manager: Central City Development
Steve Pearce, Acting General Manager: Regulatory and Compliance

Key points

- Noted work to be done with the Civic Art collection in terms of policy review; a resolution was sought to deaccession 25 items.
- Explained the water usage graph at paragraph 20 of the report and the comparative rates of usage; noted the correlation with rainfall. Noted the current status of water sources.
- Noted the opening of He Puna Manawa, very positive feedback. Tours of the Heritage Collection had been booked out. Noted how busy the Events team had been during a very difficult time.
- Marine precinct continued to be quiet, similar around the country. Fees for smaller vessels were being refined to stimulate those vessels coming into dry dock.
- The SAP finance upgrade was a significant project; Digital Services was working with the communications team in terms of how to use more digital channels to reach out to the community.
- Noted the request from Kāinga Ora for reduction in the Te Papa Infrastructure Acceleration Fund (IAF) request; still uncertain about the level of Waka Kotahi funding. Very complex processes with tight timeframes.
- The Local Government Commission had endorsed the Council's proposed representation arrangements with no changes.

- Noted the appointment of an additional Emergency Management co-ordinator; highlighted the good IANZ audit result; and noted a decrease in building consent applications.

In response to questions

- Civic art works could be displayed in public spaces where appropriate. Also opportunities to display taonga in public places such as libraries would be considered.
- Feedback and behaviour indicated that people had been mindful of water usage over this very dry summer and that the Water Watchers campaign had been successful. Utilisation was important not just supply.
- The current two sources were aquifer-fed, and there was limited understanding of aquifer supply and use. The joint project with WBOPDC and BOPRC to establish a sub-regional working party would help address this gap; the development of the freshwater management tool would also assist understanding. Noted that there would be significant changes coming to freshwater management; important to ensure sufficient supply was planned.
- Could still do a better story for the community in terms of what TCC was doing in the infrastructure space; need to ensure that infrastructure projects were well communicated.
- Water storage – currently almost a hand-to-mouth system with focus on treatment of water rather than availability; supply and storage issues would be addressed as part of the tripartite project. Finding other sources was now increasingly important with diminishing supply. Grey water systems were important from a sustainability and environmental perspective rather than necessarily a water supply perspective.
- Noted the extension of the epidemic preparedness notice; there was some sector work towards enabling the continued use of remote meetings and use of technology.

Discussion points raised

- Was a need to align the policies between the Civic Art collection and the heritage collection.
- Acknowledged the tremendous work done by the Events team for the ICC Women's World Cup.
- Compliments to Democracy Services team for the representation review work.

RESOLUTION CO6/22/3

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the Executive Report
- (b) Approves the recommendation to formally deaccession 15 items from the Civic Art Collection.
- (c) Approves the appointment of Paula Naude as an Emergency Management Recovery Manager.

CARRIED

11.4 Greerton Maarawaewae Study Update

Staff Christine Jones, General Manager: Strategy & Growth
Carl Lucca, Programme Director: Urban Communities

External Elizabeth Hughes

Key points

- The report provided feedback from the community engagement process and consultant multi-criteria analysis for the Racecourse options study.
- No decisions were sought at the stage; there would be a further report in June.
- Outlined the purpose of the engagement. Need to bring the community along on a conversation to consider the use of the reserve land; wanted to bring together the widest range of community views and not provide specific options or preconceived ideas. Highlighted the need to factor in the future needs of the city, both for housing and recreational space.
- Sought input from mana whenua from the outset of the process. There was a strong desire to keep as the Racecourse reserve as recreation space - any change in use could lead to mana whenua discussions with the Crown over land ownership.
- Outlined the process of community engagement undertaken. Two phases - first – what was the best use; second – which of seven options was preferred. Face-to-face consultation was important as it allowed deeper questioning and conversations.
- Summarised feedback from existing users.
- Community feedback showed strong support for retaining/creating a multi-purpose green space (included retention of the status quo); strong support for creating active recreational spaces and other community amenities e.g., a multi-cultural community centre. There was limited support for housing on the reserve land.
- Outlined the seven options taken out to the community. Option 7 was created after contact was made by the District Health Board and interest expressed in a health precinct.
- Three 'plus' options were developed following feedback for options 3, 6 and 7. Option 3 Plus – central park; Option 6 Plus – homes, plus destination park (reduced residential from option 6); Option 7 Plus – health services and recreation (slight reduction in health services site).
- Outlined the assessment process undertaken to take into account community feedback alongside TCC needs and the needs of the city. Used a matrix approach to assess each option. Explained the weightings applied to the various multi-assessment criteria, being the needs of city and existing users (scored horizontally) and technical and engagement considerations (scored vertically). Each option was marked with and without costs. Option 7 Plus ranked highest both with and without costs. Options which included the racecourse did not come through into the top four rankings.
- Establishment of a cross-organisational working group was recommended for identification of suitable sites for a sub-regional racing facility.

In response to questions

- Concern expressed about numbers of people that took part in the process – about 1500. Noted continuing discussions with mana whenua and the Tauranga Racing Club. Suggested a further community consultation/input process on selected options could be useful before any final decision was made.
- Noted that existing users had entered into this process in good faith; should try to provide those users with some certainty.
- Would be informative to know how representative of a wider community view was the input received, as was different from a more formal traditional process.

Discussion points raised

- Acknowledged the work of the consultant team and staff to get to this point. Had been an open and interactive process.
- Importance of connecting the space to Kopurererua Valley was a recurring theme.
- People needed to know what options there were if existing users were displaced, could inform their opinions on the options.

- Ngai Tamarawaho had lodged a claim regarding this land; emphasised the importance of continuing the dialogue.

RESOLUTION CO6/22/4

Moved: Commission Chair Anne Tolley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the Greerton Maarawaewae Study report and attachments, and notes the community feedback received on the study options.
- (b) Approves further engagement to be undertaken with mana whenua and existing Tauranga Racecourse Reserve users in relation to the additional study options developed following community engagement and the option assessment.
- (c) Supports Tauranga City Council participating in a cross-organisational working party to identify potential sites for a sub-regional equine racing facility, with a lead role by New Zealand Thoroughbred Racing and Tauranga Racing Club and including key stakeholders
- (d) Notes that a full report and recommendations for the preferred options from the study will be provided to Council in June 2022.

CARRIED

11.5 Dog Registration Fees 2022/23

Staff Nigel McGlone, Manager: Environmental Regulation

Key points

- The report was taken as read.

RESOLUTION CO6/22/5

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the Dog Registration Fees 2022/23 report.
- (b) Increases the dog registration standard fee by \$5.00 to \$97.00 per dog.
- (c) Sets the penalty for dogs that are not registered by 31 July at 50% of the standard fee.

CARRIED

11.6 Traffic & Parking Bylaw 2012 Amendment 36

Staff Brendan Bisley, Director of Transport

Key points

- The bylaw amendments contained the adjustments required for the temporary CBD bus interchange.

RESOLUTION CO6/22/6

Moved: Commissioner Stephen Selwood
 Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the Traffic and Parking Bylaw 2012 Amendments Report.
- (b) Adopts the proposed amendments to the Traffic and Parking Bylaw 2012 Attachment as per Appendix B, relating to the interim CBD bus interchange, to become effective from the date of works completion.
- (c) Adopts the proposed amendments to the Traffic and Parking Bylaw 2012 Attachment as per Appendix C, relating to minor changes for general safety purposes, to become effective from 12 April 2022.

CARRIED

12 DISCUSSION OF LATE ITEMS

Nil

13 PUBLIC EXCLUDED SESSION**RESOLUTION TO EXCLUDE THE PUBLIC****RESOLUTION CO6/22/7**

Moved: Commissioner Bill Wasley
 Seconded: Commissioner Stephen Selwood

That the public be excluded from the following parts of the proceedings of this meeting.

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
13.1 - Reappointment of Board Members to Tourism Bay of Plenty and Bay Venues Limited 2022	<p>s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p> <p>s7(2)(c)(i) - The withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied</p>	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

13.2 - Civic Programme - Procurement of Development Manager	s7(2)(g) - The withholding of the information is necessary to maintain legal professional privilege	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
13.3 - Exemption from Open Competition for Plant & Equipment for Clarifier 3	s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	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

CARRIED

At 1pm the meeting adjourned.

At 1.30pm the meeting reconvened in public excluded session.

14 CLOSING KARAKIA

Commissioner Rolleston closed the meeting with a karakia.

The meeting closed at 1.47pm.

The minutes of this meeting were confirmed as a true and correct record at the Ordinary Council meeting held on 13 June 2022.

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CHAIRPERSON

7.2 Minutes of the Council meeting held on 13 December 2021

File Number: A13558856

Author: Robyn Garrett, Team Leader: Committee Support

Authoriser: Robyn Garrett, Team Leader: Committee Support

RECOMMENDATIONS

That the Minutes of the Council meeting held on 13 December 2021 be confirmed as a true and correct record.

ATTACHMENTS

- 1. Minutes of the Council meeting held on 13 December 2021**



MINUTES

**Ordinary Council meeting
Monday, 13 December 2021 &
Wednesday, 15 December 2021**

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13.5	Lease Negotiations 90 Devonport Road update	6
11	Business	6
11.3	Twelfth Avenue Community Issues Update	6
11.1	Adoption of Tauranga City Council Annual Report 2020/21 for the year ended 30 June 2021	7
11.2	Annual Plan 2022/23 - Indicative Draft Budget	8
11.4	Update - Three Water Reforms	9
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MINUTES OF TAURANGA CITY COUNCIL

**ORDINARY COUNCIL MEETING
HELD AT THE TAURANGA CITY COUNCIL, COUNCIL CHAMBERS,
91 WILLOW STREET, TAURANGA ON
MONDAY, 13 DECEMBER 2021 AT 2.52PM AND
WEDNESDAY, 15 DECEMBER 2022 AT 9AM**

Monday, 13 December 2021 at 2.52pm

PRESENT: Commission Chair Anne Tolley, Commissioner Shadrach Rolleston, Commissioner Stephen Selwood, Commissioner Bill Wasley

IN ATTENDANCE: Marty Grenfell (Chief Executive), Paul Davidson (General Manager: Corporate Services), Barbara Dempsey (General Manager: Regulatory & Compliance), Susan Jamieson (General Manager: People & Engagement), Nic Johansson (General Manager: Infrastructure), Christine Jones (General Manager: Strategy & Growth), Gareth Wallis (General Manager: Community Services), Kathryn Sharplin (Manager: Finance), Tracey Hughes (Financial Insights & Reporting Manager), Paul Mason (Safe & Resilient Communities Advisor), Anne Blakeway (Manager: Community Partnerships), Josie Meuli (CCO Specialist), Cathy Davidson (Manager: Directorate Services), Marin Gabric (Senior Financial Accountant), Jim Taylor (Manager: Transactional Services), Coral Hair (Manager: Democracy Services), Robyn Garrett (Team Leader: Committee Support), Sarah Drummond (Committee Advisor)

1 OPENING KARAKIA

Commissioner Rolleston opened the meeting with a karakia.

2 APOLOGIES

Nil

3 PUBLIC FORUM

3.1 John Robson

Key points

- Annual Plan – considered that the commissioners had started to address the inequities between commercial and residential ratepayers, and encouraged this continue to make an equitable city.
- Development community – requested that more emphasis be placed on the role of development contributions. Was still a significant level of inequity in funding in the draft Annual Plan; suggested an increase in the contribution required from the development community so that development properly funded itself and did not put an increased burden on the residential ratepayers.
- The commissioners had the opportunity in this Annual Plan to make a significant move towards establishing an equitable and sustainable city.

4 ACCEPTANCE OF LATE ITEMS

4.1 Late reports

RESOLUTION CO24/21/1

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council accepts the following item for consideration at the meeting:

- Late report – Letters of Expectation 2022-2023 for Council-controlled Organisations (supplementary late agenda)
- Late report – Establish Joint Committee (tabled)

The above items were not included in the original agenda because they were not available at the time the agenda was issued, and discussion cannot be delayed until the next scheduled meeting of the Council.

CARRIED

5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

6 CHANGE TO THE ORDER OF BUSINESS

Noted that the order of business of the meeting may alter as the meeting progressed dependent on timing and staff availability.

7 CONFIRMATION OF MINUTES

7.1 Minutes of the Council meeting held on 8 November 2021

RESOLUTION CO24/21/2

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Bill Wasley

That the minutes of the Council meeting held on 8 November 2021 be confirmed as a true and correct record.

CARRIED

8 DECLARATION OF CONFLICTS OF INTEREST

Nil

9 DEPUTATIONS, PRESENTATIONS, PETITIONS

9.1 Papamoa Residents and Ratepayers Association - Links Ave Petition

External Philip Brown, Papamoa Residents and Ratepayers Association

Key points

- The trial of Links Ave turning it into a cul-de-sac was against the wishes of the people who used the road, caused congestion and continued traffic and parking issues.

- Council should consult with residents and road users to achieve a more practical way of achieving the outcomes desired.
- The perceived safety issue between buses and pedestrians, especially school children, could be resolved by removing the bus lanes.
- Feedback obtained from an online poll had been shared with council staff. 98% polled opposed Links Ave being a cul-de-sac; 67% supported the bus lane being removed.
- Would like a hearing to be held as a response to the petition.
- Safety of the children was first priority, amenity of the residents second priority.
- Buses were part of future transport solutions but needed to be on the right roads e.g., Maunganui Rd. Bus travel times must be equitable to car travel times for bus use to be successful.
- New thinking was needed and councils/Waka Kotahi needed to work with the community. Suggested a formal collaboration group be established.

Discussion points raised

- Chairperson Tolley advised that a report on Links Ave and the petition would be brought back to Council in the New Year, and noted that the Links Ave trial finished on Friday.

Attachments

- 1 Links Ave petition - PRRA

10 RECOMMENDATIONS FROM OTHER COMMITTEES

Nil

The Chairperson advised the meeting would move into Public Excluded session.

13 PUBLIC EXCLUDED SESSION

RESOLUTION TO EXCLUDE THE PUBLIC

RESOLUTION CO24/21/3

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the public be excluded from the following parts of the proceedings of this meeting, with the exception of members of the Otamataha Trust for item 13.3; and Ms Jo Dudson, Mr Tim Richardson and Mr Paul Bedford for item 13.2.

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
13.1 - Public Excluded Minutes of the Council meeting held on 8 November 2021	s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons s7(2)(g) - The withholding of the information is necessary to maintain legal professional privilege	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

	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)	
13.2 - Access Options to Parau Farms	<p>s7(2)(g) - The withholding of the information is necessary to maintain legal professional privilege</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>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)</p>	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
13.3 - Civic Precinct - Otamataha Trust Accord	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
13.5 - Lease Negotiations 90 Devonport Road update	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	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

CARRIED

11 BUSINESS

Agenda item 11.3 was taken as the next item of business.

11.3 Twelfth Avenue Community Issues Update

Staff Paul Mason, Safe & Resilient Communities Advisor
Anne Blakeway, Manager: Community Partnerships

Key points

- Council had worked closely with the police, community outreach programmes and Kāinga Tupu.
- Police had noticed a significant decrease in activity being reported from that area; did not support creating an alcohol-free area.
- Had not specifically moved people to another location, there were other pockets of the city that experienced similar issues, but not so much in residential streets.
- Had developed a good relationship with the business community in the 12th Avenue area.

In response to questions

- Council was working with agencies for safer areas for car sleepers, particularly regarding access to toilets and ablutions.

Discussion points raised

- Supported continuing the proactive monitoring of the area.

RESOLUTION CO24/21/4

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the Twelfth Avenue Community Issues Update Report.

CARRIED

Commissioner Rolleston closed the meeting with a karakia.

At 5.35pm the meeting adjourned.

Wednesday, 15 December 2021 at 9am

At 9.00am on 15 December 2021 the meeting reconvened.

Commissioner Rolleston opened the meeting with a karakia.

The Chairperson noted that this was the last Council meeting to be held in the Willow Street Chambers.

11 BUSINESS *(continued)***11.1 Adoption of Tauranga City Council Annual Report 2020/21 for the year ended 30 June 2021**

Staff Paul Davidson, General Manager: Corporate Services
Kathryn Sharplin, Manager: Finance
Tracey Hughes, Finance Insights & Reporting Manager

External Clarence Susan and Warren Goslett, Audit NZ

Key points

- Thanks to Audit NZ for their assistance in achieving completion of the Annual Report and audit by the statutory deadline.
- Noted that the Annual Report had been brought to the Strategy, Finance and Risk Committee as a draft. Explained the process for adoption of the Annual Report.
- Noted significant changes since the draft such as the revaluation of three waters assets.
- An additional note around water reforms was included; noted the numbers sitting on the misstatement sheet - \$18m valuation; \$1m of depreciation.
- Update financials were tabled.

Audit NZ

- Audit opinion was unmodified; only the report was modified.
- Outlined the rationale and amounts for the misstatements.

Discussion points raised

- The Commission thanked staff and noted that it had been a marathon effort to complete the Annual Report by the end of the year. The Report was well-presented and gave a good picture of what TCC had done during the year.
- Noted it had been a difficult year with the impacts of Covid on the staff.

RESOLUTION CO24/21/5

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives Report – Adoption of Tauranga City Council Annual Report 2020/21.
- (b) Receives the Audit report on the Annual Report 2020/21.

CARRIED

RESOLUTION CO24/21/6

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Bill Wasley

That the Council:

- (c) Adopts the Audited Tauranga City Council Annual Report 2020/21 pursuant to the provisions of the Local Government Act 2002.
- (d) Authorises the Chief Executive to make any necessary minor numerical, drafting or presentation amendments to the Annual Report 2020/21 prior to final printing.
- (e) Notes the audited summary annual report will be published using summarised material from the approved annual report. It will be presented to council for information in February 2022.

CARRIED

Attachments

- 1 Annual Report Section 7 - Financials
- 2 Annual Report - Additional pages
- 3 Audit Report - 30 June 2021

11.2 Annual Plan 2022/23 - Indicative Draft Budget

Staff Paul Davidson, General Manager: Corporate Services

Key points

- Noted the OPEX 1% movement in rate number from the original Long-term Plan number; reflected rises in operational costs and external market costs.
- Capital programme was a slightly lower number than in the Long-term Plan, with some net adjustments needed for recent settlements.
- The draft budget recognised the overall policy to move the rating ratio towards commercial weighting; residential valuations would be rebalanced by the commercial differential change.
- Options around a transport rate would be brought back for consideration, with a staged approach to spread adjustments over several years.
- Noted that the inflation forecast in the Long-term Plan was 2%, and had been adjusted to 5%.

In response to questions

- The rebalancing of the commercial differential was to respond to concerns raised during the Long-term Plan process, to ensure that growth funded growth and the commercial sector paid a fair share in relation to benefits received from community assets e.g., roading infrastructure.
- The 1% increase on forecast reflected general inflation and costs rising for supplies e.g., construction materials and the effect on capital programme.
- Would bring back various options for the rating differential and the optimum setting for the commercial sector. Other targeted rate options were also being investigated as another mechanism.
- In comparison with other metros in terms of commercial differential, TCC was noticeably lower than the majority.

Discussion points raised

- Highlighted the need to bring equity to the conversation about who benefits and who pays – through the use of development contributions or adjustment of the commercial differential to achieve equity particularly for residential ratepayers.
- Certainty was important to the commercial and development sectors, emphasised the need to be clear and specific in the Annual Plan.
- Highlighted the need to deliver on promises made to ratepayers – deliver the capital programme and the operating plan for the city. The message from ratepayers was that they were willing to pay more but wanted to see the benefits and the outcomes delivered.

RESOLUTION CO24/21/7

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report Annual Plan 2022/23 - Indicative Draft Budget
- (b) Endorses in principle the Annual Plan draft budget for capital and operations as summarised in Attachments A.
- (c) Confirms the funding mix for general rates, stormwater, resilience and community targeted rates between the commercial/industrial sector and the residential sector will at least be maintained at 76%/24% once the property revaluation process on capital values is completed for the 2022/23 financial year
- (d) Endorses the principle that the benefits provided by the transport activity be further considered in February 2022, to more fairly allocate rate revenue funding between the commercial/industrial sector and residential sector, for inclusion in the draft 2022/23 draft Annual Plan.
- (e) Plan to consult with the community during the 2022/23 Annual Plan process on how best to transition to a higher differential for the commercial/industrial sector to align with benefits received from council investment to ensure the rate funding mix is better balanced across all its activities.

CARRIED

Item 11.3 - Twelfth Avenue Community Issues Update - has been moved to another part of the document.

11.4 Update - Three Water Reforms

Staff Nic Johansson, General Manager: Infrastructure
Cathy Davidson, Manager: Directorate Services

Key points

- Explained the setup of the four entities and summarised the proposed new structure.
- The Water Services Entities Bill was now delayed to the New Year to allow for the newly established governance working group to make recommendations.
- Three Waters reform was a major initiative. TCC was trying to stay ahead of it to be able to influence the process; noted the effort from staff to respond comprehensively to the MBIE survey. Extra work on top of already substantial workloads.

In response to questions

- Government had made it clear that the reform was happening; critical that TCC water services were set up in a way that could be easily transferred to the new entity, particularly in terms of rating, income and costs. The collaborative three waters project established with Western Bay of Plenty District Council (WBOPDC) was almost a mini version of what was to come. Important that the water rate could be clearly extracted – there was some complication with the stormwater infrastructure as it served multiple purposes; also an issue to sort in terms of overhead allocation to those activities.
- Some minor wording amendments to the submission itself were suggested.

Discussion points raised

- Noted that Mayor Webber from WBOPDC was on the local government governance working party.
- Important that the voice of the community was clearly heard. The Bill being delayed meant that the regulation regime side of the reform could be well developed. Had been a lack of oversight of water services by some councils.

RESOLUTION CO24/21/8

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report Update - Three Waters Reform; and
- (b) Approves that Tauranga City Council provides a response to the Ministry of Business, Innovation and Employment (MBIE) on proposed economic and consumer protection regulation regime for Three Waters.

CARRIED

11.5 Letters of Expectation 2022-2023 for Council-Controlled Organisations

Staff Gareth Wallis, General Manager: Community Services
Josephine Meuli, Council Controlled Organisation Specialist

Key Points

- Letters of Expectation had been reviewed to incorporate feedback received from the Commissioners at the previous Council meeting.
- Outlined the changes made to the various letters.
- Noted the increasing transparency of the CCO operations and reporting; also the implementation of the living wage.
- Increased emphasis on delivery of social and community outcomes.

RESOLUTION CO24/21/9

Moved: Commission Chair Anne Tolley

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the Letters of Expectation 2022-2023 for Council-Controlled Organisations report.
- (b) Approves the Letter of Expectation from Tauranga City Council to Bay Venues Limited (Attachment 1).
- (c) Approves the Letter of Expectation from Tauranga City Council to Tauranga Art Gallery Trust (Attachment 3).
- (d) Approves the Letter of Expectation from Tauranga City Council to Tourism Bay of Plenty (Attachment 4), noting that approval of the Western Bay of Plenty District Council as joint shareholder will be sought at their Council meeting on 16 December 2021.
- (e) Approves the Statement of Intent template for all three council-controlled organisations (Attachment 5).
- (f) Approves the amendment to Tourism Bay of Plenty's Statement of Intent for 2021-2024.

CARRIED

12 DISCUSSION OF LATE ITEMS**12.1 Report - Establish Joint Committee****Key Points**

- The report established a joint Tauranga Public Transport Committee between Tauranga City Council (TCC) and Bay of Plenty Regional Council (BOPRC), with two members appointed to the committee from each council.
- The Terms of Reference for the joint committee would be confirmed in the New Year.
- Chair Tolley and Commissioner Selwood would be appointed for TCC; BOPRC was considering the same report at its meeting the following day and would also appoint two members.
- The report had been received as a late item for consideration earlier in the meeting.

Discussion points raised

- It was integral that public transport service provision and infrastructure be co-ordinated and collaborative between BOPRC and TCC. The intention of the joint committee was to work together with stronger alignment between the two authorities regarding public transport, as the Regional Council had the responsibility for running a public transport system/service and TCC had the responsibility of providing transport infrastructure and the urban planning for the city.
- While the scope and Terms of Reference for the joint committee required further development, the committee would bring together the two authorities at a governance level to set strategic and operational direction for an integrated public transport system for Tauranga.
- The joint committee would provide a very clear focus for public transport; achieve agreed outcomes with governance direction.
- The Links Avenue trial was an example of where a transport issue had implications for both TCC and BOPRC functions and highlighted the need for public transport to be treated as an integrated system.

RESOLUTION CO24/21/10

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Bill Wasley

That the Council:

- (b) Pursuant to clause 30(1)(b) Schedule 7 of the Local Government Act 2002, establishes a Joint Committee (name to be confirmed) of the Tauranga City Council and the Bay of Plenty Regional Council to set the strategic and operational direction for an integrated public transport system for Tauranga City.
- (c) Notes that the Terms of Reference for the Joint Committee will be confirmed at the first Council meeting in 2022.
- (d) Appoints the following members on behalf of the Tauranga City Council to the Joint Committee:
 - (i) Commission Chair Anne Tolley
 - (ii) Commissioner Stephen Selwood.

CARRIED

Attachments

- 1 Report - Establish Joint Committee

13 PUBLIC EXCLUDED SESSION (continued)**RESOLUTION TO EXCLUDE THE PUBLIC****RESOLUTION CO24/21/11**

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the public be excluded from the following parts of the proceedings of this meeting.

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
13.4 - Marine Precinct Strategic Refresh	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	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

CARRIED

14 CLOSING KARAKIA

Commissioner Rolleston closed the meeting with a karakia.

The meeting closed at 10.15am, 15 December 2021.

The minutes of this meeting were confirmed as a true and correct record at the Ordinary Council meeting held on 13 June 2022.

.....
CHAIRPERSON

8 DECLARATION OF CONFLICTS OF INTEREST

9 DEPUTATIONS, PRESENTATIONS, PETITIONS

Nil

10 RECOMMENDATIONS FROM OTHER COMMITTEES

Nil

11 BUSINESS

11.1 Links Avenue 2nd Trial residents petition

File Number: A13533805

Author: Brendan Bisley, Director of Transport

Stuart Goodman, Team Leader: Regulation Monitoring

Authoriser: Nic Johansson, General Manager: Infrastructure

PURPOSE OF THE REPORT

1. The purpose of this report is to provide a staff response to the petition received from Matt Nicholls regarding the 2nd trial currently underway on Links Avenue to improve safety for vulnerable users and to reduce the traffic volumes back to a level that is appropriate for what it should be as a residential street.
2. The petition requested the following actions from Council:
 - Council refunds the tickets issued for the infringement notices for drivers using the bus lanes
 - Council removes the trial
 - Council undertakes widespread consultation on any future changes to Links Avenue

RECOMMENDATIONS

That the Council:

- (a) Receives the report and staff recommendations as follows:
 - Tickets that have been and will be issued during the trial are not refunded
 - The trial continues for the intended full duration to correctly assess its impact
 - The residents surveys are completed, staff report back on the trial in August and the community panel is formed as soon as possible to discuss alternative layouts for the street to implement the safety outcomes needed beyond the current trial. The community panel recommendations are also reported back in August ideally.

DISCUSSION

3. Council has been approached by concerned residents about the safety of the layout on Links Avenue since a bus lane was installed approximately 3 years ago and the impact on the proximity of the traffic lanes to the shared path. The bus lane was installed to improve reliability for the bus services as they were significantly impacted by the increasing traffic volumes using Links Avenue after the B2B project started construction.
4. Traffic volumes have tripled on Links Avenue in the three years and have gone from 2-2500 vehicles per day (vpd) to 7-7,500vpd in Oct 2021. Volumes had increased by 2,000vpd in the 12 months up to October 2021 so the anticipated volumes without safety intervention would be approximately 9,000vpd.
5. In addition to the normal commuter traffic, we saw large commercial vehicles and inter regional bus services drive through Links Ave to avoid congestion.
6. Links Avenue is a local residential road, and its function is to provide access to properties that are located along the street and for the streets that come directly off it. This should result in a volume that is approximately 2,500 vehicles per day. Links Avenue is not an arterial road and has not been designed to carry high traffic volumes. As a result the pavement on Links

Avenue has suffered significant degradation and will require a full reconstruction to bring it back to an acceptable standard once the B2B contract is complete.

7. Links Avenue has high numbers of school children that use the street to get to and from the three schools in the area. In addition, a high number of school students catch bus services from Links Avenue. These services were moved to Links Avenue after safety concerns about the bus services being located on Maunganui Road due to the higher speed limits (up to 70km/h) and multiple lanes that passengers needed to cross to get to their destination.
8. The B2B contract was supposed to have been completed in late 2021 but is running approximately 2 years behind schedule due to ground conditions, Covid etc. This means traffic patterns in and around that project may not return back to normal until late 2023 or early 2024.
9. Council had received information from staff over that period and also received an options report on potential solutions that could be implemented in Links Avenue in Oct 2020. Council left this report sitting on the table and did not make a decision on the preferred outcome.
10. Commissioners requested staff undertake a Safe System review in March 2021 and this was completed in June. This identified that the street had an unacceptable risk of a serious or fatal accident occurring between a vehicle and a vulnerable user (pedestrian or cyclist). Previous to the Safe System review, previous safety audits and reviews had indicated that the road was safe, but these were undertaken when the traffic volumes were significantly lower. The higher traffic volumes have altered the road from being safe to a risky and unsafe route.
11. In response to the safe system report, staff recommended a trial of the cul-de-sac option that had been identified in the options report provided to Council in 2020. The cul-de-sac is the best option to lower traffic volumes and provides the highest increase in safety for the vulnerable users on Links Avenue and the residents that live on Links Avenue.

Links Avenue Trial #1

12. The first trial was undertaken in October/November 2021 and was located near Ascot Avenue. This trial showed the impact of the restriction did improve safety, but the location was inconvenient for the majority of residents who responded to the survey. The trial also showed that the wider transport network did cope with the redistribution of the traffic flows, but the trial was not long enough to see the change in behaviour that would eventuate from a permanent closure.
13. In trial #1, Council did not issue infringements for drivers using the bus lane. The reasons for this related to the short duration of the trial (6 weeks), the road layout being harder to make clear, bylaw descriptions of the bus lanes and the desire to see if drivers would modify behaviour without enforcement.
14. During the course of the trial, there was a reduction in the number of daily drivers using the bus lanes, but it was still high, and the numbers only dropped when the media discussed infringements but would climb again after a few days.
15. Residents were granted a waiver approximately half way through the trial due to the impacts of the location. This did result in more drivers using the bus lanes from other areas as they followed the residents through probably assuming it was not being enforced as they were seeing high numbers of cars driving through the bus lanes.

Links Avenue Trial #2

16. A second trial was undertaken this year and is located at Concorde Avenue as this was the preferred location that the majority of the residents who responded to the feedback survey. The trial is planned to run for a minimum of 4 months, and this will an assessment of the impact of the location as well as being in place long enough to assess the impacts on the wider transport network.

17. Infringement notices are being issued in this trial and the bus lanes have been well sign posted, with drivers passing between 2-5 signs (depending on direction of travel) before entering the bus lanes. The bus lanes themselves have a sign on either side and are painted green with 'BUS LANE' written in large letters so drivers can clearly see it is no longer a normal road and they should not enter. Drivers that are receiving infringements are choosing to disregard the warning signs and continue through the bus lanes. The signage is consistent with other bus lanes in Tauranga (and across the country) so drivers from both Tauranga and elsewhere are used to the signage being displayed.

This is the layout as drivers approach from the Concorde Avenue end of the bus lanes.



18. Council has camera's in place to monitor the bus lanes 24/7 and these record the offending vehicles driving through as well as the license plate. The camera's allow Council to review the footage and see if vehicles have accidentally driven into the bus lane and this footage can be used as part of the review if the fines will be waived if a request is made by the driver.
19. Since the start of the trial the number of infringement notices has trended downwards and the data up to the point of writing the report was:

Mon 11 th	393	Mon 18 th	266	Mon 25 th	198	Mon 2 nd	254	Mon 9 th	180	Mon 16 th	303	Mon 23 rd	237	Mon 30 th	128
Tue 12 th	554	Tue 19 th	430	Tue 26 th	375	Tue 3 rd	318	Tue 10 th	201	Tue 17 th	266	Tue 24 th	207	Tue 31 st	158
Wed 13 th	488	Wed 20 th	459	Wed 27 th	430	Wed 4 th	338	Wed 11 th	189	Wed 18 th	260	Wed 25 th	220	Wed 1 st	157
Thu 14 th	221	Thu 21 st	559	Thu 28 th	530	Thu 5 th	91	Thu 12 th	227	Thu 19 th	360	Thu 26 th	194	Thu 2 nd	
Fri 15 th	570	Fri 22 nd	555	Fri 29 th	440	Fri 6 th	388	Fri 13 th	274	Fri 20 th	358	Fri 27 th	331	Fri 3 rd	
Sat 16 th	994	Sat 23 rd	480	Sat 30 th	370	Sat 7 th	371	Sat 14 th	281	Sat 21 st	360	Sat 28 th	285	Sat 4 th	
Sun 17 th	279	Sun 24 th	293	Sun 1 st	277	Sun 8 th	243	Sun 15 th	234	Sun 22 nd	181	Sun 29 th	192	Sun 5 th	
3499		3042		2620		2003		1586		2088		1666		443	

20. This shows an approximate 52% reduction in volume over the trial period, and we would expect this to continue to drop as drivers continue to receive infringements. Council has waived approximately 20% of the tickets issued already, typically for first time offenders.
21. Approximately 8,500 warning notices were also issued during the first two weeks of the trial and infringement tickets were not issued until week three of the trial. Council has also had extensive media advertising of the closure, and this is continuing during the trial. This has involved radio advertisements (The Breeze, The Rock, More FM and The Edge), social media posts (Facebook and Instagram articles), the digital banner on Sunlive and NZME in addition to the TCC website, letter drops, the Arataki newsletter and media releases etc that occurred. The extensive social media comment about the trial is evidence in itself that commuters are aware of the trial and the implications of illegally using the bus lane.
22. In relation to the tickets issued, 150 offenders have received 3 or more tickets (one driver has 26 tickets issued). The majority of these drivers had also received a warning letter during the initial two-week period. Approximately 25% of the infringement tickets issued have already been paid.
23. Council is intending to undertake the surveys with the community in June as well as further traffic counts and will continue to monitor the travel time data for the key routes being monitored.
24. In relation to this trial, there are other roadworks underway in the area that are increasing congestion (Maunganui Road and Granada), but we expect that to reduce in early June as the Tui St roundabout will be completed as will the Granada St sewer works. The B2B project is also expected to reduce congestion at the Baypark intersection from mid to late June which will make this a more attractive route for drivers.

Petition Recommendation

25. In relation to the specific requests of the petition, staff have the following responses:
26. **Infringements** – In the first trial, high numbers of drivers continued to use the bus lanes when tickets were not issued. The issuing of tickets appears to be the only way Council is able to achieve the behaviour change of drivers and reduce the traffic volume on Links Avenue. The bus lanes are well sign posted and marked so drivers that drive through the bus lanes have ample opportunity to stop and turn around before they incur the fine. Those that do drive through are knowingly driving through a bus lane. Staff do not support the refunding of tickets and support that the bus lanes continue to be enforced through the duration of the trial, given the number of tickets being issued continues to decrease and would appear to be influencing driver behaviour.

- 27. Abandon the Trial** – The Safe System review highlighted an unacceptable level of risk; therefore it is not safe to leave the street in the layout it was prior to the trial starting. Simply removing the bus lanes will result in an excessive volume of traffic returning to using Links Avenue as a through route and this will impact on the reliability of the bus services and will also decrease the safety for vulnerable users. Prior to 2019 and the implementation of the bus lanes, there had been 11 crashes on Links Avenue: 1 serious, 6 minor and 3 non-injury in 4 years, even with the lower traffic volumes.
- 28.** Staff do not support the removal of the current trial until it has run for its intended duration. If the bus lanes were not to remain, an alternative layout would be required in order to maintain the ability for buses to use the street (as 2/3 of the passengers are school children), maintains the lower traffic volumes and ensures Links Avenue remains a residential street, not a through route.
- 29.** Stopping the trial early would not allow time for the driver behaviour change and for drivers to adjust the time of the day they travel, the mode they use and the route. The trial needs to continue for the planned full duration for that to occur.
- 30. Community Consultation** – Full face to face consultation with the community has been impacted by the restriction imposed via Covid restrictions. This limited the ability to have face to face meetings during the first trial and severely limited the numbers that could be involved prior to the start of the second trial. Some face-to-face meetings were held with the residents from Links Avenue and the surrounding streets, but the numbers were limited by the venue size under the orange traffic light setting. Council is intending to undertake a survey with the affected residents in June as well as the wider community, the schools in the area and users of the park on Links Avenue. The Commissioners have advocated for the residents jury and staff will work with Commissioners and the community to get this up and operating to consider the potential layout of the street post completion of the trial.

COMMUNITY PANEL

- 31.** The overwhelming community interest in these trials has given rise to Council proposing – a community panel for the final design on Links Ave.
- 32.** A community panel could be established if there is sufficient community interest. The community panel would be invited to design a permanent solution to the safety concerns on this road.

What is a community panel?

- A community panel is a group of people who are invited to develop a community-led solution based on (a) commitment to agreed outcomes (b) local knowledge and (c) independent advice.
- The Council's contribution is (a) commitment to agreed outcomes (b) provision of data and information and (c) resourcing.

Required outcomes from the Council's perspective

- 33.** Any solution proposed on Links Avenue needs to achieve the following criteria:
- The street must be safe for vulnerable users throughout the day and on weekends due to the presence of the schools in the area, its importance as a cycle connection through Arataki and to and from the park.
 - Traffic volumes need to be maintained at the 2-2,500 vehicles per day level to ensure it remains at a residential level.
 - Bus services need to be maintained on Links Avenue as a high number of students use the bus services and pickup and drop-off on Links Avenue. Bus journey time reliability must be maintained along Links Avenue.

- Under the TSP framework, Links Avenue has walking and cycling and PT priority modes and these need to be maintained.
- The available budget for changes is \$1.5million and this includes professional fees.
- The draft designs are required ideally by late August 2022.

To establish the community panel, the Council proposes:

34. Inviting community groups in the area to nominate panel members and also to invite individuals from a variety of backgrounds, who have shown a keen interest in the trials, to participate.
35. providing independent traffic engineering and urban design expertise to work with the community panel.
36. providing resourcing to support the community panel to meet e.g. meeting room, administration.
37. agreeing a process and timetable for reporting back to the Council.
38. Note: it will be important that the panel is made up of a variety of different road users and representatives from both those living on Links Ave and those that use facilities the surrounding areas. It's envisaged that there will be 10-15 panel members with the majority directly impacted by the current trial.

NEXT STEPS

39. The trial needs to continue for the planned duration to ensure we can correctly assess the impact of the changes and the ability of the transport network to cope. It also allows drivers to adjust their behaviours to try alternative modes etc.
40. The community surveys will get underway in June and work is underway to implement to the residents jury to develop concepts that could be implemented upon completion of the current trial. Staff are intending to report back to Council in August on the current trial and ideally it would be good to have the alternate options available for consideration at that time.

ATTACHMENTS

Nil

11.2 A Vision for Tauranga

File Number: A13522169

Author: Sarah Stewart, Strategic Advisor

Lindsay Price, Strategic Community Relations Advisor

Jeremy Boase, Manager: Strategy and Corporate Planning

Authoriser: Christine Jones, General Manager: Strategy & Growth

PURPOSE OF THE REPORT

1. This report presents a vision for Tauranga City to be endorsed by Council for external use and to be adopted as the overarching vision for Tauranga City Council.

RECOMMENDATIONS

That the Council:

- (a) Acknowledges the valuable contribution made by the community that has enabled the development of a vision for Tauranga.
- (b) Endorses the following Vision for Tauranga:

Tauranga, together we can

- ***Prioritise nature***

Tauranga is a city where we celebrate, protect and enhance our natural environment.

- ***Lift each other up***

Tauranga is a city where we foster and grow our communities, celebrate our differences, and lift-up those who are vulnerable.

- ***Fuel possibility***

Tauranga is a city where we foster creativity and innovation, celebrate our arts and culture, and empower our changemakers to create a vibrant city into the future.

*With everyone playing their part
Together we can create the change our city needs*

*Kei a tātou te pae tawhiti
The future is all of ours
Because, Tauranga, together we can.*

- (c) Adopts the Vision for Tauranga (as per (b) above) as the overarching vision for Tauranga City Council.

BACKGROUND

2. During late 2019 and early 2020, Tauranga City Council gathered a range of inputs as the first phase of developing and delivering a shared future vision and multi-partner action plan for Tauranga City. This work highlighted that many city leaders had a strong appetite for a vision that would propel our city forward. As such, Council's Policy Committee approved the City Futures Project concept on 16 June 2020.

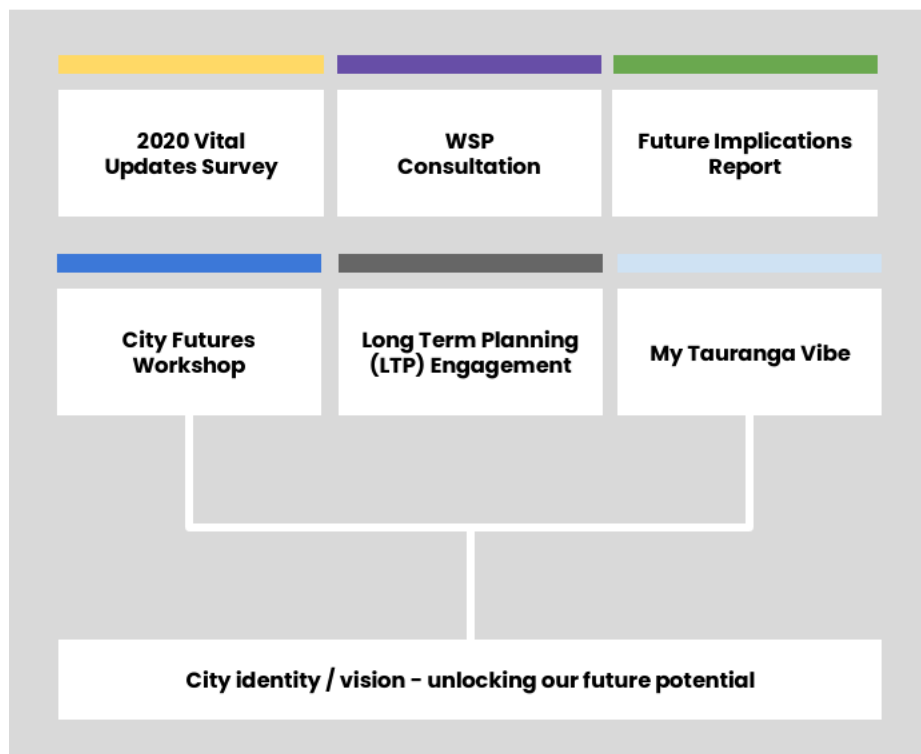
3. A range of factors contributed to rethinking the City Futures Project, including the need to respond to the challenges brought by the 2020 COVID-19 pandemic, various local government reform initiatives underway and changes to Council's political leadership.
4. As a result, it was proposed that the envisaged multi-partner City Futures Project be superseded by the Strategic Framework Refresh Project, which included a vision for Tauranga City. It was acknowledged that all City Futures Project inputs to date would continue to be valuable to the city vision and the wider Strategic Framework Refresh Project.
5. The Strategy, Finance and Risk Committee approved the Strategic Framework Refresh Project concept (including the City Vision) on 28 June 2021, resolving that the Committee:
 - *Supports a focussed Council-led approach to the development of a city vision, drawing on information received through prior engagement processes and seeking further community input through a further defined engagement process.*
6. The city vision project is one of ten workstreams of the Strategic Framework Project. A separate report on the strategic framework will be provided at the next council meeting for consideration.

CITY VISION PURPOSE

7. The purpose of a vision for Tauranga is to create a shared vision with the community that:
 - Acknowledges where we've come from and the challenges of today
 - Creates a foundation of shared identity for everyone in the city
 - Brings our communities together and inspires meaningful change.
8. Key outcomes of this project are that Tauranga City has a vision agreed and owned by the Tauranga community, that people in the city know what the city stands for, and that the vision resonates for people that live, work, play and learn here.
9. For Council, the vision will establish an enduring pathway forward and will guide Council's work with our community to achieve a positive future. It will inform all that Council does to ensure we are working together to achieve the same goals. Council's response and contribution to the vision for the city will be achieved through the delivery of key projects and initiatives via the strategic framework.

DEVELOPMENT OF A VISION FOR TAURANGA

10. Over the last couple of years there have been numerous community engagements that have provided insight to what our communities' aspirations are for the future of our city.
11. Analysis and synthesis of these previous works have been used to inform the development of a vision for the city. Key pieces of work are outlined in the diagram below, and include the 2020 Vital Update Survey, Strategic Conversations through the City Futures Workshops, WSP Future Ready workshops, Long Term Plan community feedback and many other Council projects that have involved an element of consultation or engagement. For further detail, refer to Attachment 1- City vision findings report.



MY TAURANGA VIBE CAMPAIGN

12. The final community engagement was decided on 30 August 2021 when Council approved the concept design and proposed method for My Tauranga Vibe. At this meeting consideration was given to the uncertainty of the Covid-19 situation, including the impact of Level 3 and Level 4 lockdown restrictions impacting on the safety and ability for people to gather. It was agreed that the city vision project was to progress primarily using on-line methods with the aim to deliver the majority of outputs by December 2021, with the vision being finalised in 2022.
13. My Tauranga Vibe, a primarily online campaign, was develop and launched in November 2021 (including the creation of a website, video and social media) with the help of Stanley Street (a fully integrated creative agency offering creative strategy, media and design services). My Tauranga Vibe enabled people to tell us what they value today and gained a sense of understanding around what is going to be important to them in the future. The campaign was designed to be fresh and youthful as a way of encouraging rangatahi and those who do not usually engage with Council to become involved.
14. The four week campaign resulted in 19,000 people visiting the My Tauranga Vibe website with the thoughts of just under 4,000 people being captured, in addition to engagement with many more on social media. This included a good response from younger age groups with 11 percent of respondents aged between 16-24 years.
15. For more detail on My Tauranga Vibe refer to Attachment 2 – My Tauranga Vibe campaign report.

WHAT OUR COMMUNITIES HAVE TOLD US

16. There has been substantial consultation and engagement with city partners and our communities over the last two years. We have been listening to our communities and have heard from over 10,000 people through the various pieces of work described above.

17. More recently, we have been working with an external consultancy 'Stanley Street' to help bring together the key themes from consultation to develop a vision for Tauranga on behalf of our communities.
18. Three key themes were clearly expressed as being important for a future Tauranga – environment, community and inclusivity, and vibrancy:

- **Environment – prioritising nature**

Our communities have told us that protecting and enhancing the natural environment is the first priority for our future Tauranga. More accessible green spaces, bringing nature back into our city and looking after our own backyard are crucially important for our communities.

- **Community and inclusivity – lifting each other up**

Over coming years, Tauranga's population is projected to get older and more diverse, changing the needs of our population. With an increasingly diverse community coupled with a widening socio-economic gap, it might be easy to think that the future of our city looks divided. On the contrary, our communities have told us that a more inclusive Tauranga, a city where social cohesion is a priority and where we lift-up those more vulnerable is of utmost importance to them.

- **Vibrancy – fuelling possibility**

Our communities have told us that they desire a future that is full of energy, possibility, and personality. The need for vibrancy in our city was a key theme captured through the city vision work. People want more events and activities, and increased opportunities for young people. Other clear messages we have heard include that we have underinvested in our city for too long and we do not have the infrastructure and community facilities we need. Also, that our city needs and deserves a heart we can all be proud of.

A VISION FOR TAURANGA – 'TAURANGA, TOGETHER WE CAN'

19. A vision for Tauranga is presented below. The three key themes or pillars clearly expressed by our communities (environment, community and inclusivity, and vibrancy) form the basis of the vision statement.

Tauranga, together we can

Prioritise nature

Tauranga is a city where . . . we celebrate, protect and enhance our natural environment,

Lift each other up

Tauranga is a city where . . . we foster and grow our communities, celebrate our differences, and lift-up those who are vulnerable

Fuel possibility

Tauranga is a city where . . . we foster creativity and innovation, celebrate our arts and culture, and empower our changemakers to create a vibrant city into the future

With everyone playing their part

Together we can create the change our city needs

Kei a tātou te pae tawhiti

The future is all of ours

Because, Tauranga, together we can.

20. 'Tauranga, together we can' is founded in the concept of Hoki whakamuri, haere whakamua (Walking backwards into the future). This acknowledges our past through the values of our kaumatua and focuses on the future through the hearts and minds of our rangatahi, as it is their voices that will shape the city they are set to inherit.
21. 'Tauranga, together we can' is a call to action for individuals, communities, and organisations to both individually and collectively work towards creating the change our city needs. We intend that community groups, organisations and businesses will support the vision for Tauranga and consider how they can best take action to work towards the three key pillars of the vision – Because **Tauranga, together we can**.
22. To assist with dissemination, a video has been developed to communicate the vision to the community and to inspire all to take action to work together to make our city a better place now and in the future.

STRATEGIC / STATUTORY CONTEXT

23. For Council, the vision will help inform all that Council does to ensure we are working together to achieve the same goals. Council's response and contribution to the vision for the city will be achieved through the delivery of key projects and initiatives via the strategic framework.

OPTIONS ANALYSIS

24. Two options are identified in the tables below for consideration. The tables outline the benefits, disadvantages and key risks for each option.

Option 1 – Endorse the Vision for Tauranga for use by the wider community and adopt the vision for Tauranga as the overarching vision for Tauranga City Council

Description		
Endorse the Vision for Tauranga for use by the wider community and adopt the vision for Tauranga as the overarching vision for Tauranga City Council.		
Benefits	Disadvantages	Key risks
Is founded on our	None	Reputational risk:

<p>communities' aspirations for future Tauranga and therefore creates a foundation of shared identity for everyone in the city.</p> <p>Provides a call to action so that everyone can individually and collectively create and inspire meaningful change for the future.</p> <p>Is supported by city leaders and partners across the city.</p>		<p>Success of the vision requires others to buy-in to the vision and apply it to their own work. This may require socialisation, and brand and collateral development, if this is to be a vision for the city as well as a council vision.</p>
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Option 2: Do not endorse the Vision for Tauranga for use by the wider community and/or do not adopt the vision for Tauranga as the overarching vision for Tauranga City Council

Description		
Do not endorse the Vision for Tauranga for use by the wider community and/or do not adopt the vision for Tauranga as the overarching vision for Tauranga City Council.		
Benefits	Disadvantages	Key risks
More time to engage or consult with communities and stakeholders.	<p>Will take time to plan and scope new methods if more consultation is required.</p> <p>Lack of overarching vision for the city to inspire meaningful change.</p> <p>Lack of overarching vision for Council to guide the strategic framework and delivery of Council projects.</p> <p>Delays may impact the wider Strategic Framework Project.</p>	<p>Reputational risk:</p> <p>Potential negative community and stakeholder perception following communication about the city vision process and the overwhelming support received from stakeholders when shared with them.</p>

25. Option one is the recommended option. Option one recognises that there is substantial information from previous community engagement activities that provides a strong foundation for the creation of a vision for Tauranga. This option clearly articulates what our communities have told us. It also has support from our city partners, through Te Rangapū Mana Whenua o Tauranga Moana Partnership and the Kaumātua Forum, and is supported by other city leaders including the business community, community groups and neighbouring councils.

FINANCIAL CONSIDERATIONS

26. Financial costs for this project totalled approximately \$310K in the 2021/22 financial year. This includes both the My Tauranga Vibe campaign (creative strategy and design, website creation and maintenance and video production) and analysis and distillation of themes from all previous community engagement activities. Budget was available within the approved 2021/22 budget.

LEGAL IMPLICATIONS / RISKS

27. This report has no legal implications.

28. The key risk to this project is 'take-up' from external organisations. It is intended that council staff continue to work alongside our city partners and community organisations to ensure the success of the 'Tauranga, together we can' vision across the city.
29. If adopted by Council, it should be noted that the vision statement will become Tauranga City Council's vision that will help guide all that we do as a Council.

CONSULTATION / ENGAGEMENT

30. As described above, there have been many community engagement activities that have provided insight to what our communities' aspirations are for the future of our city.
31. In addition, our city leaders (community groups/organisations, businesses, and other councils) and city partners (through Te Rangapū Mana Whenua o Tauranga Moana Partnership and the Kaumātua Forum) were invited to presentations held in May 2022 for the purpose of:
 - sharing key findings and key themes from the city vision work
 - presenting our thinking on the city vision outcomes and outputs
 - gauging support and/or endorsement from our city partners
 - exploring how to socialise and utilise the city vision with our communities.
32. Feedback from these sessions was supportive and suggestions have been incorporated into the final version.

SIGNIFICANCE

33. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
34. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
 - (a) the current and future social, economic, environmental, or cultural well-being of the district or region.
 - (b) any persons who are likely to be particularly affected by, or interested in, the decision.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
35. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of high significance.

ENGAGEMENT

36. Taking into consideration the above assessment, that the decision is of high significance, officers are of the opinion that no further engagement is required prior to Council making a decision. There has been considerable engagement over the last three years that has been used in the development of the vision.

NEXT STEPS

37. The next steps are:

- Work in partnership with city partners and community organisations to develop collateral and branding to ensure the successful take-up across the city
- Work across Council to embed the vision through the strategic framework project and other council processes and initiatives.

ATTACHMENTS

1. **Attachment 1 - City Vision Findings Report - A13533845 (Separate Attachments 1)** 
2. **Attachment 2 - My Tauranga Vibe Campaign Report - A13541846 (Separate Attachments 1)** 

11.3 Greerton Maarawaewae Future Options Study

File Number: A13188599

Author: Carl Lucca, Programme Director: Urban Communities

Authoriser: Christine Jones, General Manager: Strategy & Growth

PURPOSE OF THE REPORT

1. To recommend the preferred Greerton Maarawaewae Study options to be taken forward for consultation with mana whenua, existing users and the community, and for subsequent decision making.

RECOMMENDATIONS

That the Council:

- (a) Approves consultation on the following options for the future use of the Tauranga Racecourse Reserve:
 - (i) Consultation Option A: Merged option of:
 - (1) Health and Recreation (Study Option 7plus); and
 - (2) If Health New Zealand and the Crown decide not to progress with a health facility on the site, then reverts to Central Park (Study Option 3plus).
 - (ii) Consultation Option B: Central Park (Study Option 3plus)
 - (iii) Consultation Option C: Enhanced status quo (Study Option 2).
- (b) Approves 'Consultation Option A' in (a) (i) above as the preferred option.
- (c) Delegates the Chief Executive to approve consultation material, based on the information contained within this report and the attachments, and also the 11 April Council report and attachments.
- (d) Removes general residential housing options from further consideration and undertakes the following consequential actions:
 - (i) Removes reference to 'comprehensively developed housing' as it relates to the Greerton Racecourse Reserve from the Te Papa Spatial Plan and other relevant strategic documents.
 - (ii) Recommends to the SmartGrowth Leadership Group that the Tauranga Racecourse Reserve be recognised as assessed as not providing a future residential housing opportunity.

EXECUTIVE SUMMARY

2. The purpose of the Greerton Maarawaewae Study (GMS) is to:
 - Identify opportunities that will support wellbeing and liveability as the city continues to grow over the short, medium and long term; and
 - Provide certainty to current users of the Greerton Racecourse and Golf Course and to the general community of the intended medium and long term use of the site.
3. The 85ha study area includes the Greerton Racecourse and Golf Course, as described in the Tauranga City Council (TCC) Reserves Management Plan.
4. At the 11 April 2022 Council meeting an update on progress of the study was provided, including outcomes of community engagement, option development and the consultants' option assessment. The consultants' reporting ranked the top study options as follows:

Rank	Without Costs	With Costs
1	Option 7plus: Health and Recreation	Option 7plus: Health and Recreation
2	Option 6plus: Homes and Community Park	Option 6plus: Homes and Community Park
3	Option 4: Community Spaces & Active Recreation Destination Park combined with Equestrian	Option 3plus: Central Park
4	Option 3plus: Central Park	Option 4: Community Spaces & Active Recreation Destination Park combined with Equestrian

5. Following receipt of the study update, the following resolutions were made at that meeting:
 - (a) *That the Council:*
 - (i) *Receives the Greerton Maarawaewae Study report and attachments, and notes the community feedback received on the study options.*
 - (ii) *Approves further engagement to be undertaken with mana whenua and existing Tauranga Racecourse Reserve users in relation to the additional study options developed following community engagement and the option assessment.*
 - (iii) *Supports Tauranga City Council participating in a cross-organisational working party to identify potential sites for a sub-regional equine racing facility, with a lead role by New Zealand Thoroughbred Racing and Tauranga Racing Club and including key stakeholders*
 - (iv) *Notes that a full report and recommendations for the preferred options from the study will be provided to Council in June 2022.*
6. Clear direction was also provided by commissioners that further consultation with the community be undertaken on any recommended options prior to a final decision being made.
7. Following the 11 April Council meeting, the consultants' reporting has been finalised, with no further feedback or other matters having resulted in changes to the above top-ranking options.
8. This report considers the consultants' top ranked options and seeks to confirm which options or blend of options should proceed to further consultation and which options are removed from consideration. The report also outlines the proposed consultation process.
9. In summary, it is recommended that the following options be carried forward for consultation:
 - (a) Consultation Option A (preferred option): Merged option of:
 - (i) Health and Recreation (Study Option 7 plus); and
 - (ii) If Health New Zealand and the Crown decide not to progress with a health facility on the site, then reverts to Central Park (Option 3 plus).
 - (b) Consultation Option B: Central Park (Study Option 3 plus)
 - (c) Consultation Option C: Enhanced status quo (Study Option 2)
10. It is further recommended that all other options are removed from further consideration.
11. It is also noted that at the time of writing, a cross-organisational working party to identify potential sites for a sub-regional equine racing facility is being established (which will also include consideration of equestrian eventing facilities).

BACKGROUND AND CONTEXT

12. A full outline of the background and context to the project is contained in the 11 April Council meeting report on the study. This section provides a recap of the study scope and consultants' option analysis and rankings presented at that meeting.
13. As outlined above, the purpose of the GMS is to identify opportunities that will support wellbeing and liveability as the city continues to grow, and to provide certainty as to the future use of the site. Within this context, the agreed scope for the study included:
 - (a) Preparation of broad options for the subject site, to form the basis for engagement, assessment and recommendations on the future use of the site. Options shall range from status quo through to mixed open space / residential land use.
 - (b) Development and consideration of any options will include engagement with mana whenua through the process, including consideration of their aspirations for the land.
 - (c) Engagement with the community, existing users, government partners and key stakeholders to:
 - (i) provide an understanding of the subject site's potential opportunities in the context of city growth and community wellbeing
 - (ii) understand the aspirations for the site from existing and potential future users, to be incorporated into option development and recommendations for future use.
 - (d) Following on from previous engagement, the importance of the open space to the community was also acknowledged as a key area to further explore with the community.
 - (e) As part of the options study assessment, feasibility, risks, relocation requirements and delivery timeframes shall inform any recommendations.
14. The study has been led by consultants SGL and Boon, with expertise and support in the following areas:
 - (a) Steve Bramley (SGL): strategic leadership, leisure planning and business feasibility, capital funding and project management of community projects
 - (b) Glen Brebner (Boon): master planning, specialising in recreation and leisure facility design and project delivery
 - (c) Elizabeth Hughes: communications and engagement lead
 - (d) Martin Udale: Residential and commercial lead
 - (e) Rawlinsons: costings.
15. Broader inputs including transport, open space and community facilities considerations, and communications and engagement support have been provided by TCC.
16. The study has been supported by Kāinga Ora – Homes and Communities as part of their broader partnership with Council to support quality urban development within our growing city for people and whānau to live, work, learn and play. Further input from Crown agencies will be required where a change in use is proposed as a result of the study.
17. 10 options were prepared for the study – refer **Attachment A: Study Options Report**. These options are summarised as follows:

Study Option	Racing	Golf	TESA ¹	Description
1 – Status quo	Yes	Yes	Yes	Some community use; no walking or cycling access to Kopurererua Valley
2 – Enhanced status	Yes	Yes	Yes	Sportsfields/artificial turfs within the Racecourse area; possible community

¹ Tauranga Equestrian Sports Association

quo				centre with multipurpose bookable rooms; enhanced connections to Kopurererua Valley and cultural values; reduced equestrian space
3 -Community spaces & active recreation combined with golf & equestrian	No	Yes	Yes	A destination recreation park with outdoor courts, sports fields, artificial turfs and play space; community centre with multipurpose bookable rooms; enhanced connections to Kopurererua Valley and cultural values
3plus – Central Park	No	Yes	No	As per option 3, with refinements (including equestrian relocated)
4 – Destination park combined with equestrian	No	No	Yes	A destination parkland; sports pavilion and outdoor sports fields, artificial turfs, etc; community centre with multipurpose bookable rooms; enhanced connections to Kopurererua Valley and cultural values
5 – Golf course and new homes	No	Yes	No	700 to 1000 new homes with a range of housing types; enhanced connections to Kopurererua Valley and cultural values; option for new school and community centre
6 – Destination park, new homes & potentially a new school	No	No	No	A destination parkland; 1000 to 1500 new homes with a range of housing types; enhanced connections to Kopurererua Valley and cultural values; option for new school and community centre
6plus – Homes and community park	No	No	No	As per option 6, with refinements; 900 to 1300 new homes with a range of housing types
7 – Enhanced community spaces, golf course, active recreation & potential health services	No	Yes	No	Active recreation; health precinct; community centre with multipurpose bookable rooms; enhanced connections to Kopurererua Valley and cultural values
7plus – Health and Recreation	No	Yes	No	As per option 7, with refinements

18. The consultant team undertook a multi criteria assessment (MCA) of the 10 options. The key challenge was to develop a process which genuinely took into account community engagement responses for each option alongside the strategic needs of the city. The options were considered and ranked with and without costs:

Rank	Without Costs	With Costs
1	Option 7plus: health and recreation	Option 7plus: Health and recreation
2	Option 6plus: homes and community park	Option 6plus: Homes and community park
3	Option 4: community spaces & active recreation destination park	Option 3plus: central park

	combined with equestrian	
4	Option 3plus: Central Park	Option 4: Community Spaces & Active Recreation Destination Park combined with Equestrian

19. A full summary of the MCA is attached to the 11 April 2022 Council meeting report.

Mana Whenua Engagement

20. Council staff have met with representatives of mana whenua (specifically Ngāi Tamarāwaho) on five occasions since the inception of the study, most recently as part of a hui with TCC Commissioners.
21. Ngāi Tamarāwaho has advised that they support the ongoing recreation reserve status of the land and would seek to have land ownership discussions should an alternative or revised use be proposed. A formal statement of claim has been lodged with the Waitangi Tribunal and there has been correspondence provided to the Crown.
22. As stated in the Waitangi Tribunal claim, the Ngāi Tamarāwaho kōrero is that the return of the reserve lands and indeed all lands within its rohe used for public or community purposes was not pursued as part of its historic Treaty claim. Ngāi Tamarāwaho have also indicated through correspondence that they are happy for the land to continue to be used for community recreational purposes and would support use of the land for a wider range of recreational uses such as walking and biking pathways through the racecourse and golf course lands.
23. TCC will continue to engage directly with mana whenua on these matters and acknowledge that as owners of the land, ongoing kōrero with the Crown will also be necessary if any changes to the existing use are proposed.

Engagement with Existing Users, Community and Key Stakeholders

24. A full summary of engagement to date was provided as part of the 11 April Council meeting report.
25. The overall community engagement outcomes are summarised as follows.
- (a) Extremely strong support for creating a multi-purpose destination green space for the city with improved access to Kopurererua Valley.
 - (b) Very strong support for creating active recreational spaces and for other community amenities – including telling the cultural story of the whenua and providing a multi-cultural community centre.
 - (c) Some support for relocating the racecourse (if a suitable location can be secured).
 - (d) Some support for relocating equestrian (if a suitable location can be found).
 - (e) Not much support for relocating the golf course.
 - (f) Limited support for housing on this reserve land.
 - (g) Some support for a public health precinct / future hospital facility (more when the possibility of housing on the existing hospital site is factored in).
26. There were also ongoing meetings and discussions held throughout both phases with existing users. These were integral to understanding existing user needs and the potential for these to be considered as part of any options or potential for relocation.
27. More specially, **Racing Tauranga** have stated that they support options 1 and 2; they do not support options 3-7; and have stated that they would like to ensure the TCC is committed to ensuring the appropriate land and funding is available to achieve a relocation of Racing Tauranga in the Tauranga Region if indeed one of options 3-7 eventuate.

28. **Tauranga Golf Course** has stated that they do not support the relocation of the golf course and could work with Council on options 1, 2, 3 and 7. They have further indicated the willingness to contribute to some of the broader objectives of enhanced utilisation of the Reserve.
29. **TESA** strongly support the retention and/or expansion of the current equestrian offering at the Tauranga Racecourse reserve location.

Relevant 2022/23 Annual Plan Decisions

30. As part of recent Annual Plan decisions, TCC will have made the following relevant decisions:
- TCC supports investigations of a potential racecourse relocation site in the Bay of Plenty by providing partial funding for stage 1 of the proposed cross-organisational working party study. The cross-organisational working party study shall also consider specific equestrian eventing opportunities.
 - TCC will continue to work with the Tauranga Equestrian Sports Association (TESA) to complete a concurrent relocation site options study for day-to-day equestrian activities.

MATTERS CONSIDERING IN MAKING RECOMMENDATIONS

31. As outlined above, this report considers the consultants' top ranked options and seeks to confirm which options or blend of options should proceed to further consultation and which should be discounted as not practicable or not considered appropriate to proceed further with.
32. The recommendations in this report have included consideration of:
- (a) **The consultants' multi criteria assessment:** This included consideration of the needs of the city and existing users alongside technical and engagement considerations:
 - (i) Need for a health site
 - (ii) Provision of green space for 'broad' public benefit plus active recreation and community facilities
 - (iii) City housing needs
 - (iv) Current site stakeholder requirements (i.e., Tauranga Racing, Tauranga Golf Club and TESA).
 - (v) Need to occur on this site (ready choice of alternate options and/or challenge of relocation)
 - (vi) Importance of public transport corridor and urban spatial plan on this site
 - (vii) Community engagement support
 - (viii) Overall importance to the city
 - (ix) Net Costs.
 - (b) **Mana whenua engagement outcomes:** Specific consideration has been given to mana whenua views, including the matters raised in the Waitangi Tribunal claim and correspondence, as outlined above.
 - (c) **Community engagement outcomes:** Specific consideration has been given to community views, as outlined above.
 - (d) **The need for safe, reliable public health facilities:** Through the initial engagement stages, the Bay of Plenty District Health Board (DHB) identified potential for the subject site to provide for health services. This is pertinent given a need to respond to significant seismic issues (with an upgrade or rebuild required within 12.5 years) and address accommodation pressures for the longer term. In feedback provided, the DHB indicated that the site could provide for relocation of the hospital, allowing the existing hospital site to be released for development, including medium to high residential.

Ministry of Health are now working with the DHB (soon to be Health NZ) on a business case looking at future options.

- (e) **New Zealand Thoroughbred Racing direction for racing in the Region:** As outlined in the NZTR Directions Paper, for the Bay of Plenty area *“NZTR has met with the Racing Rotorua and Racing Tauranga and encouraged them to work together on what the future of racing will be for the Bay of Plenty region. While acknowledging the Bay of Plenty is a population growth hub, NZTR is of the view that thoroughbred racing in the region may be best sustained in the long-term if there is only one venue for racing in the region”.*
- (f) It is noted that at the time of writing, a cross-organisational working party to identify potential sites for a sub-regional equine racing facility is being established (which will also include consideration of equestrian eventing facilities).
- (g) **Active reserves need for the city:** TCC's Spaces and Places team have assessed the opportunities for active reserves over the site. The site provides an excellent potential location for a community sports hub, including sportsfields, indoor courts, hardcourts and a suite of outdoor play and leisure opportunities. It could also provide a suitable space for a 'hub' community centre. The catchment for these facilities would be the southern part of Te Papa, the Western Corridor and a wider City West arc from Bethlehem through to Ohauti. Alternative locations for recreational spaces are very limited in the Western Corridor, are increasingly expensive due to demand for land for housing and would displace an alternative housing use.
- (h) **Level and breadth of community utilisation of existing racecourse and golf course:** Overall, it is considered that the use of the racecourse land (11-13 race meetings per annum and about 20-25 horses train at the course daily) is relatively low comparative to broader opportunities for the community (e.g., active sports). In addition, given the existing use, the community does not benefit from open access to the site as a green space. While it is acknowledged the facilities provide for wider community activities, potential exists for these to be rehoused on site as part of a new 'hub' community centre. Relocation of equestrian activities is also considered feasible.
- (i) With regard to the golf course, Tauranga Golf Club has about 984 members (Nov 2021) and catered for about 46,000 total rounds in the 2021 year. This land is considered to have higher potential for enhancing general public access, including walking and cycling connections to Kopurererua Valley and broader provision of activities on site (e.g., use of the club rooms by general public, and a wider range of events / activities on site).

OPTIONS ANALYSIS

- 33. This section includes a summary of the advantages and disadvantages relating to each of the consultants' top ranked options, including recommendations as whether the option be carried forward.
- 34. The 'Enhanced status quo' (Study Option 2) is included and recommended to be carried through for consultation.
- 35. **Merged option: Option 7plus (health and recreation) and Option 3plus (Central Park):**

Advantages	Disadvantages
<ul style="list-style-type: none"> Supports need for public health site (potential for hospital relocation), with opportunity for significant health facility improvements for the sub-region and opportunities to work with tangata whenua and Health NZ (Hauora Aotearoa) to enhance hauora Māori. Supports broader city housing needs through potential to open up future land for higher 	<ul style="list-style-type: none"> Requires relocation of existing Tauranga racing and equestrian related facilities.

<p>density residential on the existing hospital site over the longer term.</p> <ul style="list-style-type: none"> • Supports provision of green space for ‘broad’ public benefit. • Provides for wider city active recreation needs. • Provides opportunity for community facilities. • Retains golf course, with opportunity to enhance overall public benefit associated with this area of land.² • Good alignment with community engagement outcomes. • Mana whenua have stated support for continued community recreational purposes (noting, they have indicated they would seek to have land ownership discussions should an alternative or revised use be proposed, which may include a health precinct). • Should the public health component not come to fruition, the future site use can revert to active and passive recreation, in line with option 3plus (recommended below). • Provides for enhanced pedestrian and cycling connections to Kopurererua Valley. • Provides opportunity to enhance cultural values and narratives over the site. • May over time, release the existing hospital site for redevelopment including for housing purposes. 	
<p>Recommendation to carry forward: Yes</p> <ul style="list-style-type: none"> • Overall, this option generally aligns with engagement outcomes to date and supports wider city needs including active recreation, health and housing opportunities (off-site). 	

36. Option 6plus: homes and community park:

Advantages	Disadvantages
<ul style="list-style-type: none"> • Supports broader city housing needs through provision of higher density residential on the site (900-1,300 dwellings). • Provides opportunity for community facilities. • Supports provision of green space for ‘broad’ public benefit including community facilities. • Provides for enhanced pedestrian and cycling connections to Kopurererua Valley. 	<ul style="list-style-type: none"> • Residential use of the site is not supported by mana whenua. • Residential use on the site has received very limited support from the community through engagement to date. • Does not support broader city needs such as active recreation and/or health. • Requires relocation of existing Tauranga racing facilities, TESA related facilities and golf course facilities • High costs of golf course relocation relative to other options.

² As outlined in the submission from Tauranga Golf Club dated 17 February 2022, the Club believes it can “contribute to some of the broader objectives of enhanced utilisation of the Reserve”. This includes “cycle and pedestrian access ways to the Kopurererua Valley”, greater community access to the clubhouse, and so forth. The Club recommends proposes that it enter into a Memorandum of Understanding with Council as a next step in the process to achieving these outcomes.

<ul style="list-style-type: none"> Provides opportunity to enhance cultural values and narratives over the site. 	
Recommendation to carry forward: No <ul style="list-style-type: none"> Overall, this option does not align with engagement outcomes to date and does not support wider city needs such as active recreation and/or health. 	

37. Option 3plus: Central Park:

Advantages	Disadvantages
<ul style="list-style-type: none"> Supports provision of green space for 'broad' public benefit. Provides for wider city active recreation needs. Provides opportunity for community facilities. Good alignment with community engagement outcomes. Mana whenua have stated support for continued community recreational purposes. Retains golf course, with opportunity to enhance overall public benefit associated with this area of land. This option remains interchangeable with option 7plus in relation to health precinct opportunities. Provides for enhanced pedestrian and cycling connections to Kopurererua Valley. Provides opportunity to enhance cultural values and narratives over the site. 	<ul style="list-style-type: none"> Requires relocation of existing Tauranga racing facilities and TESA related facilities. Does not support broader city needs such as health and/or housing.
Recommendation to carry forward: Yes <ul style="list-style-type: none"> Overall, this option aligns well with engagement to date and provides a good balance between benefits for the city. 	

38. Option 4: community spaces & active recreation destination park combined with equestrian:

Advantages	Disadvantages
<ul style="list-style-type: none"> Provides opportunity for community facilities. Supports provision of green space for 'broad' public benefit plus active recreation and community facilities. Good alignment with community engagement outcomes. Mana whenua have stated support for continued community recreational purposes. Provides for enhanced pedestrian and cycling connections to Kopurererua Valley. 	<ul style="list-style-type: none"> Does not support broader city needs such as health and/or housing. Requires relocation of existing Tauranga racing facilities, golf course facilities and equestrian eventing. Equestrian related facilities and activities would be limited and unable to provide for broader functional needs of large events, which would need to be relocated. High costs of golf course relocation relative to other options.

<ul style="list-style-type: none"> Provides opportunity to enhance cultural values and narratives over the site. 	
Recommendation to carry forward: No <ul style="list-style-type: none"> Overall, while this option aligns well with engagement to date, the costs are much greater in relation to other top ranking options and overall benefits achieved. 	

39. Option 2: Enhanced status quo:

Advantages	Disadvantages
<ul style="list-style-type: none"> Provides for some wider city active recreation needs (however, with limitations). Provides opportunity for community facilities. Ongoing provision of existing user's needs. Mana whenua have stated support for continued community recreational purposes. Provides for enhanced pedestrian and cycling connections to Kopurerua Valley. Provides some opportunity to enhance cultural values and narratives over the site. 	<ul style="list-style-type: none"> Is limited in the ability to support provision of green space for 'broad' public benefit, given requirements of racing. Does not support broader city needs such as health and/or housing. Does not support active recreation on meaningful level. Potential compromises of equestrian and/or active recreation activities given incompatibilities and limited area available for both.
Recommendation to carry forward: Yes <ul style="list-style-type: none"> Overall, this option is not considered to meet the needs of the city and would likely see both existing and proposed activities compromised.; however, it is considered appropriate to keep on the table for engagement, allowing the community to provide feedback on existing uses. 	

40. Having regard to the above, it is recommended that the following options be carried forward for consultation:

- (a) Consultation Option A (preferred option): Merged option of:
 - (i) Health and Recreation (Study Option 7 plus); and
 - (ii) If Health New Zealand and the Crown decide not to progress with a health facility on the site, then reverts to Central Park (Option 3 plus).
- (b) Consultation Option B: Central Park (Study Option 3 plus)
- (c) Consultation Option C: Enhanced status quo (Study Option 2)

41. It is further recommended that all other options are removed from further consideration.

CONSULTATION / ENGAGEMENT

42. Having regard to the above, the following consultation process is recommended, in line with Local Government Act requirements. The consultation will:

- (a) Assist in determining Council's final preferred option for the future use of the Racecourse Reserve, including any refinement to the proposed preferred option.
- (b) Enable those who want to be heard by the commissioners, the opportunity to do so

- (c) Gauge levels of public support for options
 - (d) Continue the conversations with mana whenua and existing users on the proposals around future use of the land
43. Key elements of the consultation shall include:
- (a) Engagement with mana whenua, including in relation to the matters raised in the Waitangi Tribunal Claim.
 - (b) Collateral provided during the consultation period focusing on “which of the options do you prefer and why?”
 - (c) Collateral will include:
 - (i) advertising
 - (ii) website
 - (iii) social media
 - (iv) letter-drop
 - (v) submission form
 - (vi) email update to the database
 - (vii) options material available for public access.
 - (d) People will be invited to make submissions and offered the opportunity to attend the Commissioners Panel on set dates and times (to be confirmed). A final report with recommendations shall go to Council for the decision following engagement and submissions being heard.
44. Consultation is proposed to be undertaken over the following timeframes:
- (a) Mid-July to mid-August 2022 (proposed Monday 18 July to Monday 15 August): phase 3 consultation period (four weeks) with two community open days (weekday evening and weekend Sat afternoon)
 - (b) Mid–August to mid–September: Analysis of submissions and preparation for hearings
 - (c) Mid-September 2022: Hearing of submitters
 - (d) October 2022: Final decision (Council meeting)
45. In parallel to the consultation, ongoing conversations with existing users and other key stakeholders (including Crown) will be undertaken, to inform the process.
46. Consultation material shall be based on the information contained within this report and the attachments.

FINANCIAL CONSIDERATIONS

47. Financial costs and benefits have been considered as part of the assessment of options and are included in the assessment reporting.
48. Costs of engagement shall be met through existing operational budgets.

SIGNIFICANCE

49. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council’s Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
50. In making this assessment, consideration has been given to the likely impact, and likely consequences for:

- (a) the current and future social, economic, environmental, or cultural well-being of the district or region
 - (b) any persons who are likely to be particularly affected by, or interested in, the matter.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
51. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter of the future of Greerton Racecourse Reserve is of high significance, with interest from mana whenua, existing users, key stakeholders and the local community.
52. Having regard to the above, section 77 of the Local Government Act requires that:
- (1) *A local authority must, in the course of the decision-making process, -*
 - (a) *seek to identify all reasonably practicable options for the achievement of the objective of a decision; and*
 - (b) *assess the options in terms of their advantages and disadvantages; and*
 - (c) *if any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water, sites, waahi tapu, valued flora and fauna, and other taonga.*
53. It is also acknowledged that the subject site is of significance to mana whenua and that the specific attention needs to give to section 4 of the Local Government Act:
- In order to recognise and respect the Crown's responsibility to take appropriate account of the principles of the Treaty of Waitangi and to maintain and improve opportunities for Māori to contribute to local government decision-making processes, Parts 2 and 6 provide principles and requirements for local authorities that are intended to facilitate participation by Māori in local authority decision-making processes.*

OTHER LEGAL CONSIDERATIONS

54. In addition to Local Government Act requirements, any change to the reserve status would require a further process to step through. The reserve is Crown owned land, TCC is the Administering body of the reserve, appointed to manage and control the reserve under the Reserves Act. Section 24 of the Reserves Act 1977 outlines the required steps for a revocation or reclassification process. In summary, this includes:
- (a) Either Council or the Minister of Conservation can initiate the change process. If initiated by Council, they must consult with Minister of Conservation prior to advertising the proposed change and the reasons for the proposal.
 - (b) Following public notification of the proposed reserve change, a Council Committee considers the submissions and decides whether to pass a resolution requesting the change to the reserve.
 - (c) Where the reserve status is revoked, the resolution and submissions are then forwarded to the Minister of Conservation to make a decision as soon as practicable on the proposed change to the reserve. Where the reserve status is changed (but remains reserve), the decision making can be delegated to Council. If approved, the Administering body completes the reserve change by registering a Gazette Notice.
55. The application of section 4 of the Conservation Act 1987 (and the requirement to give effect to the principles of the Treaty of Waitangi) is a key consideration in these Reserves Act 1977 processes.
56. There is also a possible pathway for change to reserve status if a future Specified Development Area (SDP) is progressed and if that SDP includes the Racecourse area.

NEXT STEPS

57. Consultation be undertaken with mana whenua, the community, existing users and other key stakeholders (including Crown), as outlined in this report.
58. Following consultation and hearing of submissions, council staff prepare a report outlining recommendations of the study, including a final recommended option and next steps.

ATTACHMENTS

1. **Greerton Maarawaewae Study Options Report - A13529883 (Separate Attachments 1)**



11.4 Aotearoa New Zealand's First Emissions Reduction Plan

File Number: A13533660

Author: Jeremy Boase, Manager: Strategy and Corporate Planning
Alistair Talbot, Team Leader: Transport Strategy & Planning

Authoriser: Christine Jones, General Manager: Strategy & Growth

PURPOSE OF THE REPORT

1. To share the local government relevant actions in the government's first emissions reduction plan.

RECOMMENDATIONS

That the Council:

- (a) Receives the report titled Aotearoa New Zealand's First Emissions Reduction Plan.

DISCUSSION

2. On 16 May 2022, the government published *Te hau mārohi ki anamata – Towards a productive, sustainable and inclusive economy: Aotearoa New Zealand's first emissions reduction plan* ("the ERP"). The ERP was published following a period of consultation on the draft emissions reduction plan during October and November 2021. Council's submission was considered at the 15 November Council meeting.
3. The ERP sets out the actions the government believes need to occur to meet the emissions budgets published in accordance with the Climate Change Response Act, and to contribute to global efforts to limit temperature rise to 1.5 degrees Celsius above pre-industrial levels.
4. The full ERP document is 348 pages long and can be found on the Ministry for the Environment's website [here](#). A separate table of all actions was also published and can be found online [here](#).
5. There are 292 separately identifiable actions and sub-actions listed in the document spread over 15 categories.
6. Each action and sub-action has a lead agency or agencies identified. Most of the lead agencies are central government ministries or departments. 'Local government' is a co-lead agency (with Waka Kotahi and, in one instance, the Ministry of Transport) for five sub-actions within the Transport section:
 - Action 10.1.1 – Incorporate transport emissions impact assessments into transport plans (timeline 2024)
 - Action 10.1.2A – Develop vehicles kilometres travelled ("VKT") reduction programmes for Aotearoa New Zealand's major urban areas (Tiers 1 and 2) in partnership with local government, Māori and community organisations (timeline – 2023-24)
 - Action 10.1.2B – Support a major uplift in all urban bus networks nationwide, including by improving bus driver terms and conditions (timeline – starts in 2022)
 - Action 10.1.2C – Substantially improve infrastructure for walking and cycling (timeline – 2022 and ongoing)
 - Action 10.1.2E – Improve walking and cycling infrastructure to and along school routes, in schools, and in surrounding neighbourhoods (timeline – by 2025)

7. There are 109 actions and sub-actions where 'local government' is referenced as a key stakeholder or partner. A full list of the actions referencing local government is included as **Attachment 1** to this report.
8. Particular areas of interest to Council are noted below.

Planning and infrastructure

9. All seven actions in the planning and infrastructure chapter reference local government. These actions include:
 - Address infrastructure funding and financing challenges with a proposed output of 'Policy changes to address infrastructure and financing challenges in a way that aligns with emissions reductions and climate resilience objectives (and other objectives)'
 - Improve the evidence base and tools for understanding and assessing urban development and infrastructure emissions
 - Promote innovation in low-emissions, liveable neighbourhoods, through Crown-led urban regeneration projects (led by Kāinga Ora).

Transport

10. The transport section of the ERP has the largest number of actions and sub-actions (83) and by far the largest number where local government is either the lead or a stakeholder or partner (53).
11. The government has identified three focus areas in their approach to reducing transport emissions:
 - reduce reliance on cars and support people to walk, cycle and use public transport
 - rapidly adopt low-emissions vehicles
 - begin work now to decarbonise heavy transport and freight.
12. To support these focus areas, the government has set four transport targets:
 - Target 1 – Reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities.
 - Target 2 – Increase zero-emissions vehicles to 30 per cent of the light fleet by 2035.
 - Target 3 – Reduce emissions from freight transport by 35 per cent by 2035.
 - Target 4 – Reduce the emissions intensity of transport fuel by 10 per cent by 2035
13. To achieve these targets the ERP identifies that Government will work with key partners including local government to take the initial actions outlined in the first emissions budget period between 2022-2025. Examples of the initial actions include:

By end of 2022: Sub-national light vehicle VKT targets for Tier 1 (e.g. Tauranga) areas are published, following consultation with local government, iwi/Māori and community representatives. These targets will align with the national target of reducing total kilometres travelled by the light fleet by 20 per cent by 2035.

2022 onwards:

- Substantially improving infrastructure for walking and cycling.
- Supporting initiatives to increase the uptake of e-bikes.
- Working with local government to make public transport more affordable, with a particular focus on low-income users.

2022-23:

- Public Transport Operating Model (PTOM) review completed mid-2022 and implemented in 2022–23.
- National walking, cycling and micro-mobility plans completed.
- Implementing Accessible Streets proposals nationwide to support safe walking, cycling/scootering and other active modes.
- Completing assessments of joint spatial plans and implementation plans for all Urban Growth Partnerships, to understand transport emission and funding impacts, and to identify key risks and opportunities for reducing transport emissions.

2023-24: VKT reduction programmes for Tier 1 (e.g. Tauranga) areas published. These programmes will identify the combination of activities required to meet sub-national VKT reduction targets by 2035, the funding required to deliver them at the scale and pace required, and the critical dependencies to achieve targets.

By 2024: Regional Land Transport Plans and amended Resource Management Act 1991 plans incorporate assessments of vehicle kilometres travelled (VKT) by light vehicles, mode share, and transport emissions. These assessments will be required to meet eligibility for transport funding.

2024-25:

- Require new investments for transport projects to demonstrate how they will contribute to emissions-reduction objectives and set a high threshold for approving new investments for any transport projects if they are inconsistent with emissions-reduction objectives
- Establish a high threshold for new investments to expand roads, including new highway projects, if the expansion is inconsistent with emissions-related objectives

By 2025:

- Public transport national strategy published that provides a set of principles for planning and funding diverse kinds of public transport, within and between towns and cities, to enable the development of a national public transport network
- Working with local government to deliver public transport, cycling and walking improvements in low socio-economic areas and for transport disadvantaged groups (including disabled people)
- Require only zero-emissions public transport buses to be purchased and set a target to decarbonise the public transport bus fleet by 2035, and support regional councils to achieve these outcomes through additional funding
- Exploring a pilot Mobility as a Service project (MaaS)
- Setting targets for active travel to and from schools and work with councils and schools to implement active transport plans around schools
- Walking and cycling infrastructure improvements made to/along school routes, in schools, and in surrounding neighbourhoods.

Building and construction

14. Among the actions of relevance for Council (either as a local authority or as a building consent authority) are the following:

- Realise cross-sector opportunities to reduce whole-of-life embodied emissions
 - Explore requiring waste minimisation or recovery plans for building consent
 - Investigate barriers to reusing, repurposing and recycling building materials

- Identify and explore potential options to address financial barriers to low-emissions buildings.

Waste

15. The focus of the ERP's waste section is the reduction of organic waste (food and garden waste, paper, cardboard, timber, etc). Thirteen of the fourteen actions in the waste section reference local government, including many that are consistent with Council's current operations such as:

- Support participation in improved kerbside collections
- Improve household kerbside collection for food and garden waste

... and others that are consistent with potential improvements to services such as:

- Enable businesses to reduce food waste
- Invest in organic waste processing and resource recovery infrastructure
- Require the separation of organic waste (households and businesses)
- Invest in sorting and processing infrastructure for construction and demolition waste.

USEFUL COMMENTARY

16. Naturally there has been much commentary about the ERP since it was published. A relevant and easily digestible summary has been published by one of Council's legal advisors, Simpson Grierson. A copy is included as **Attachment 2** to this report.

NEXT STEPS

Transport specific

17. The actions identified in the ERP will need to be considered for their implications to Council's existing transport programme as represented by the Urban Form and Transport Initiative ("UFTI") and the Western Bay Transport System Plan ("TSP") and also at a project level (e.g. individual multi-modal corridor improvement projects like Cameron Road Stage 2). To aid this work Waka Kotahi has advised that they will be releasing national guidance on the ERP. This guidance, which it is understood will be released soon, is intended to ensure a consistent response to the ERP is provided by all councils and Waka Kotahi as transport programmes and projects are developed and delivered.
18. To aid Council's own understanding of the potential for specific interventions or levers (e.g. travel demand management; increasing uptake of electric vehicles; improvements to the carbon efficiency of fuel, etc) staff are continuing to develop a Transport Emissions Analysis Tool. Using the TSP as its base this tool will allow different interventions options to be tested to identify their relative impact on overall emissions from transport as anticipated by the TSP. This tool is viewed as an important information base to support engagement with Government and partners as different interventions options are considered to achieve the ERP.

Tauranga Climate Plan

19. Council is about to embark on the development of its first climate plan (consultant engagement is almost complete at the time of writing). A key element of the brief for the climate plan project is that it considers and responds to the government's ERP and establishes a Tauranga-specific response to the opportunities and challenges that it sets.
20. The first Tauranga Climate Plan is due to be completed by the end of 2022 to inform the 2023/24 Annual Plan process and then the 2024-34 Long-term Plan process.

ATTACHMENTS

1. **Emissions Reduction Plan Local Government Actions - A13533668** [↓](#) 
2. **Simpson Grierson - Emissions Reduction Plan - A13544882** [↓](#) 

ERP: Extracted Local Government actions

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List of Agencies

DIA	Department of Internal Affairs
DOC	Department of Conservation
EA	Electricity Authority
EECA	Energy Efficiency and Conservation Authority
HUD	Ministry of Housing and Urban Development
IRD	Inland Revenue Department
Kāinga Ora	Kāinga Ora – Homes and Communities
MBIE	Ministry of Business, Innovation and Employment
MFAT	Ministry of Foreign Affairs and Trade
MfE	Ministry for the Environment
MOE	Ministry of Education
MOH	Ministry of Health
MOT	Ministry of Transport
MSD	Ministry of Social Development
MPI	Ministry for Primary Industries
Te Arawhiti	The Office for Māori Crown Relations – Te Arawhiti
Te Waihanga	Te Waihanga (New Zealand Infrastructure Commission)
TPK	Te Puni Kōkiri
Transpower	Transpower New Zealand
TSY	Treasury
Waka Kotahi	Waka Kotahi New Zealand Transport Agency

Empowering Māori (Chapter 2)

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
2.3 Support development of a Māori climate strategy.	<ul style="list-style-type: none"> A Māori climate strategy and action plan that prioritises mātauranga Māori, adaptation and mitigation aspirations, addressing barriers for the Māori economy, and local iwi and hapū objectives. Investigate options for creating a climate planning and education toolbox. 	2022–24	MfE	Māori, government agencies, local government, private sector

Equitable transition (Chapter 3)

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
Objective 1: Seize the opportunities of the transition				
Objective 2: Support proactive transition planning				
3.2.2 Support regions and industries to manage the transition.	<ul style="list-style-type: none"> Use the Regional Strategic Partnership Fund to support the development of more productive, resilient, sustainable, inclusive and Māori-enabling regional economies. Improve community wellbeing and regional partnerships through the Regional System Leadership framework. Progress Industry Transformation Plans to transform industries to an agreed future state, including improved environmental outcomes. 	First emissions budget and ongoing	MBIE/MSD	Regions, local government, Māori, businesses, industry, unions, workers
3.2.3 Implement the Just Transition Partnerships Programme.	<ul style="list-style-type: none"> Implement Just Transition Partnerships in Taranaki, Southland and other regions facing transition challenges with tailored levels of support. Publish guidance to support regional partners to develop their own just transition plans. 	First emissions budget and ongoing	MBIE	Regions, local government, Māori, businesses, industry, unions, workers

Objective 3: An affordable and inclusive transition to support all New Zealanders

3 Aotearoa New Zealand's first emissions reduction plan: Table of actions

Objective 4: Build the evidence base and tools to monitor and assess impacts

Objective 5: Informed public participation

3.5.3 Support localised and community-based solutions.	<ul style="list-style-type: none"> Options investigated to support communities and Māori to champion local actions and share ideas that encourage adoption of low-emissions behaviours. 	2023	MfE	Māori, local government, community groups
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Working with nature (Chapter 4)

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
4.1 Prioritise nature-based solutions.	<ul style="list-style-type: none"> Where possible, nature-based solutions are prioritised in policy, planning design and decision-making over solutions that do not enhance nature. This will be for both carbon sequestration and climate change adaptation. 	2022 onwards	DOC/MfE	Māori, non-governmental organisations (NGOs), industry, local government

Emissions pricing (Chapter 5)

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
Focus area 1: NZ ETS settings				
Focus area 2: Adjust the NZ ETS to drive a balance of gross and net emissions reductions				
Focus area 3: Market governance of the NZ ETS				
Focus area 4: The risk of emissions leakage				
Focus area 5: The voluntary carbon market				
5.5 Develop a voluntary carbon market framework.	<ul style="list-style-type: none"> Voluntary carbon market framework to drive emissions abatement in addition to what the NZ ETS incentivises. 	2022 onwards	MfE	Private and public sector

Funding and finance (Chapter 6)

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
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Planning and infrastructure (Chapter 7)

Actions for delivery	Proposed outputs	Timeline	Lead (support)	Key stakeholders/partnerships
7.1 Improve the resource management system to promote lower emissions and climate resilience.	<ul style="list-style-type: none"> Embed climate outcomes in new legislation (eg, the Natural and Built Environments Act and Strategic Planning Act). Assess existing and emerging national direction against the policy intent of the emissions reduction plan. 	2022–25	MfE	Māori, government agencies, including Te Waihangā, local government, industry stakeholders
7.2 Support emissions reductions and climate resilience via policy, guidelines, direction and partnerships on housing and urban development.	<ul style="list-style-type: none"> Implement urban-development and housing policies and work programmes that include climate change objectives. Introduce urban design guidance to support local authorities to deliver low emissions urban design initiatives. 	2022 onwards	HUD/MfE/MOT (Waka Kotahi, Kāinga Ora)	Local government, Māori, government agencies
7.3 Address infrastructure funding and financing challenges.	<ul style="list-style-type: none"> Policy changes to address infrastructure funding and financing challenges in a way that aligns with emissions reductions and climate resilience objectives (and other objectives). 	2022–23	TSY/MOT/HUD (Te Waihangā, MfE, DIA)	Local government, government agencies
7.4 Improve the evidence base and tools for understanding and assessing urban development and infrastructure emissions.	<ul style="list-style-type: none"> Improve the evidence base and develop a nationally consistent toolkit to enable quantification of the emissions impact of urban development and infrastructure decisions. Assess the extent to which existing policy and programmes are aligned with emissions reduction goals. 	2022–23	MfE/HUD (Te Waihangā, MOT, Kāinga Ora, Waka Kotahi)	Local government, infrastructure providers
7.5 Promote innovation in low-emissions, liveable neighbourhoods, through Crown-led urban regeneration projects.	<ul style="list-style-type: none"> Identify and aim to pilot innovative approaches that deliver low-emissions alternatives to traditional neighbourhood and infrastructure approaches. Kāinga Ora – Homes and Communities may lead this work within an existing project or projects. 	2022–27	Kāinga Ora (HUD, Waka Kotahi, MOT, MfE, Te Waihangā)	Māori, local government, infrastructure providers
7.6 Identify ways to support the private sector to deliver lower emissions development.	<ul style="list-style-type: none"> Identify ways to support the private sector to deliver urban development that has a low emissions profile. 	2023–24	MfE/HUD	Local government, private sector partners, including not-for-profit, community and iwi/Māori housing providers

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7.7	Integrate climate mitigation into government decisions on infrastructure.	<ul style="list-style-type: none"> Review central government frameworks, guidelines and tools, to factor climate outcomes into decision-making on infrastructure investment. 	2022–23	TSY (Te Waihangā, MOT, Waka Kotahi, HUD, MfE)	Local government, government agencies, industry stakeholders
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Research, science, innovation and technology (Chapter 8)

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
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Circular economy and bioeconomy (Chapter 9)

Actions for delivery	Proposed outputs	Timeline	Lead (support)	Key stakeholders/partnerships
9.1 Commence a Circular Economy and Bioeconomy Strategy.	<ul style="list-style-type: none"> A Circular Economy and Bioeconomy Strategy, that aligns with the Waste Strategy's vision and principles, has meaningful engagement with Māori and other key stakeholders, and will include the five actions below. <ul style="list-style-type: none"> 9.1.1 Move to a more circular public sector. 9.1.2 Innovation, skills and investment. 9.1.3 Align regulatory systems and the business environment. 9.1.4 Enable Māori to shape and benefit from the transition to a circular economy and thriving bioeconomy. 9.1.5 A bioeconomy framework to guide the use of our bioresources and maximise wellbeing. 	2022–25	MBIE	Government agencies, local government, industry, communities, Māori
9.3 Integrate circular practices across government, communities and businesses.	<ul style="list-style-type: none"> The Government will build on public and private-sector achievements, to unlock the potential of the circular economy. Examples include the Government's procurement policy, which supports a circular economy. 	2022–23	MBIE	Government agencies, local government, industry, Māori

Actions for delivery	Proposed outputs	Timeline	Lead (support)	Key stakeholders/partnerships
9.5 Investigate a circular economy hub.	<ul style="list-style-type: none"> The Government will consider partnering with key industry, Māori and local-government stakeholders to launch a circular economy hub, to support deployment of circular practices in Aotearoa. 	2022–24	MBIE	Government agencies, local government, industry, communities, Māori
9.6 Accelerate sustainable and secure supply and uptake of bioenergy in Aotearoa.	<ul style="list-style-type: none"> The Government will set up a work programme that is consistent with the bioeconomy objectives and energy strategy, and takes account of the needs of rural communities. This will consider: <ul style="list-style-type: none"> establishing a baseline for the supply and demand of bioenergy feed stocks developing a framework to choose the right type of bioenergy supply from our bioresources considering the regulatory framework for bioenergy markets helping to match the supply of bioenergy with demand undertaking demonstration projects and private-public partnerships. 	2022–24	MBIE (MPI)	Government agencies, EECA, regional councils, Māori, industry
9.7 Support research and development and accelerate investment in the bioeconomy to commercialise bioeconomy technology and products.	<ul style="list-style-type: none"> This action will build on existing research and development funding in this area, as well as potentially new initiatives to turn our bioresources into new bio-based products and biomaterials (eg, low-carbon wood products, marine derived pharmaceuticals). 	2022–24	MBIE (MPI)	Government agencies, local government, industry, communities, Māori

Transport (Chapter 10)

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
Focus area 1: Reduce reliance on cars and support people to walk, cycle and use public transport				
Action 10.1.1: Integrate land use planning, urban development and transport planning and investments to reduce transport emissions				
Better integrate transport planning and land use planning through the resource management reforms.	<ul style="list-style-type: none"> Regional Land Transport Plans (RLTPs) will have regard to Regional Spatial Strategies and Natural and Built Environment Act plans in their development. 	2023	MfE/MOT	Central government agencies, infrastructure agencies and local government
Develop the evidence base and tools to quantify and assess transport emissions from proposed transport and urban developments.	<ul style="list-style-type: none"> Assessment tools published. 	2023–24	MOT/Waka Kotahi/HUD	HUD, infrastructure agencies and local government
Assess spatial plans to understand emissions implications and key risks and opportunities for reducing emissions.	<ul style="list-style-type: none"> Completed assessments of joint spatial plans and implementation plans for all Urban Growth Partnerships, to understand transport emission and funding impacts, and to identify key risks and opportunities for reducing transport emissions. 	2022–23	Urban growth partners	Central government agencies, infrastructure agencies and local government
Incorporate transport emissions impact assessments into transport plans.	<ul style="list-style-type: none"> RLTPs and amended Resource Management Act 1991 plans incorporate assessments of vehicle kilometres travelled (VKT) by light vehicles, mode share, and transport emissions. These assessments will be required to meet eligibility for transport funding (see funding settings below). 	2024	Waka Kotahi/local government	Central government agencies, infrastructure agencies and local government

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
Identify ways to incentivise developments that avoid/reduce the need to travel and encourage travel by public transport, walking and cycling.	<ul style="list-style-type: none"> Identify transport sector and planning sector incentives and investment rules to incentivise low-emission urban form that avoids/reduces travel and encourages travel by public and active modes. 	By 2025	MOT/HUD	Local government, infrastructure agencies, development sector, Māori
Require new investments for transport projects to demonstrate how they will contribute to emissions-reduction objectives and set a high threshold for approving new investments for any transport projects if they are inconsistent with emissions-reduction objectives.	<ul style="list-style-type: none"> Requirements and guidance developed for transport investments, to demonstrate how these contribute to emissions reduction objectives when being considered for transport funding from central government, and a high threshold set to guide investment decisions. 	<p>Requirements covering the use of the National Land Transport Fund (NLTF) will be set in 2024–25.</p> <p>Requirements for other sources of central government funding will be developed from 2022–24 and set by 2025.</p>	MOT	TSY, HUD, local government, Kāinga Ora, transport agencies
Action 10.1.2: Support people to walk, cycle and use public transport A: Planning – Design programmes to reduce total light fleet VKT in our largest cities				
Set sub-national VKT reduction targets for Aotearoa New Zealand's major urban areas (Tiers 1 and 2 ¹) by the end of 2022.	<ul style="list-style-type: none"> Sub-national light vehicle VKT targets for Tier 1 and 2 areas are published, following consultation with local government, iwi/Māori and community representatives. These targets will align with the national target of reducing total kilometres travelled by the light fleet by 20 per cent by 2035. 	By the end of 2022	MOT	Local government, transport agencies, Māori
Revise Waka Kotahi's national mode shift plan (Keeping Cities Moving) to ensure nationally led activities align with the pace and scale of VKT reduction and mode shift required in urban areas.	<ul style="list-style-type: none"> Revised national mode-shift plan published. 	2022–23	Waka Kotahi	MOT, local government

¹ Tier 1: Auckland, Hamilton, Tauranga, Wellington, Christchurch. Tier 2: Whangārei, Rotorua, New Plymouth, Napier, Hastings, Palmerston North, Nelson Tasman, Queenstown, Dunedin.

⁹ Aotearoa New Zealand's first emissions reduction plan: Table of actions

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
Develop VKT reduction programmes for Aotearoa New Zealand's major urban areas (Tiers 1 and 2) in partnership with local government, Māori and community representatives.	<ul style="list-style-type: none"> VKT reduction programmes for Tier 1 and 2 areas published. These programmes will identify the combination of activities required to meet sub-national VKT reduction targets by 2035, the funding required to deliver them at the scale and pace required, and the critical dependencies to achieve targets. 	2023–24	Waka Kotahi/local government	Central government agencies, local government, Māori, community representatives
Action 10.1.2: Support people to walk, cycle and use public transport B: Public transport – Improve the reach, frequency, and quality of public transport				
Deliver a national public transport strategy.	<ul style="list-style-type: none"> Public transport national strategy published that provides a set of principles for planning and funding diverse kinds of public transport, within and between towns and cities, to enable the development of a national public transport network. Alongside the strategy, a business case toolkit will be published that will provide guidance on the specific viability of interregional passenger rail, coach and bus services, and will improve the planning, funding and delivery of these projects. 	By 2025	MOT	Waka Kotahi, local government, public transport operators
Complete a review of the Public Transport Operating Model (PTOM).	<ul style="list-style-type: none"> The Government decides on any reforms to the planning, procurement and delivery of public transport services that are necessary to support the Government's objectives for public transport and wider objectives. Following the Government's decisions, implementing any reforms through changes to the policy and legislative framework. 	PTOM review completed mid 2022. Implementation in 2022–23	MOT	Waka Kotahi, local government, public transport operators
Deliver major public transport service and infrastructure improvements in Auckland.	<ul style="list-style-type: none"> Rapid transit, bus and ferry improvements, as outlined in the Auckland Transport Alignment Project (ATAP), are progressed. This includes City 	Eastern Busway: 2025 City Rail Link: 2024	ATAP partnership	Central government, local government, Māori, other key partners

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
	<p>Rail Link, light rail along the City Centre to Māngere corridor, busway extensions to the north and east, rail network upgrades, bus lane programmes and service improvements.</p> <ul style="list-style-type: none"> • Work will also be undertaken with Auckland Council to agree a plan for development of Auckland's rapid transit network for the next 30 years. • In addition, an investigation will be completed into what further public transport infrastructure and services improvements are required to significantly increase Auckland's public transport mode share by 2035. 	<p>Northern Busway extension: 2022</p> <p>Timing for other projects to be discussed with Auckland Council.</p>		
Deliver major public transport service and infrastructure improvements in Wellington.	<ul style="list-style-type: none"> • Over the next three years, the Government will provide its share of funding to deliver the three-year programme and to progress other programme elements for Let's Get Wellington Moving's (LGWM). The Government will confirm its funding contribution beyond this timeframe following the completion of business cases. This will help to progress the delivery of bus priority measures, a mass-transit system between the railway station, hospital and eastern and/or southern suburbs, improvements to placemaking, walking and cycling facilities, and improvements to access to the Interislander ferries. • Planning completed and investment made in Wellington's commuter rail and bus network. 	By 2025	LGWM partnership (Greater Wellington City Council, Wellington City Council and Waka Kotahi)	Central government, local government, Māori, other key partners

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
Deliver major public transport service and infrastructure improvements in Christchurch.	<ul style="list-style-type: none"> Progress work on the Greater Christchurch Public Transport Futures Project, including: <ul style="list-style-type: none"> working to support increased service frequencies and options to accelerate implementation continuing to work with the Greater Christchurch partnership on development of a possible future mass-rapid-transit system. Continue to work with the Greater Christchurch partnership to develop a transport plan and investment programme, including opportunities for supporting mode shift through travel-demand management measures. 	2024 2022–24	Greater Christchurch partnership	Central government, local government, Māori, other key partners
Deliver nationally integrated ticketing for public transport.	<ul style="list-style-type: none"> National integrated ticketing delivered. 	TBC	Waka Kotahi	Local government, public transport operators
Support a major uplift in all urban bus networks nationwide, including by improving bus driver terms and conditions.	<ul style="list-style-type: none"> Scope of intervention to be determined, however, will commence with improvements to bus driver terms and conditions. 	Early consideration starts in 2022	MOT/Waka Kotahi/ local government	Local government, public transport operators
Consider improvements to, and new opportunities for, interregional public transport services.	<ul style="list-style-type: none"> Investigation completed. 	By 2025	MOT initially	Local government, public transport operators
Identify and consider addressing barriers to integrating public transport with active and micro-mobility modes and networks.	<ul style="list-style-type: none"> Barriers to integrating public and active transport identified. 	By 2025	MOT/Waka Kotahi	Local government, public transport, active transport and micro-mobility stakeholders

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
Action 10.1.2: Support people to walk, cycle and use public transport C: Walking and cycling – Deliver a step-change in cycling and walking rates				
Substantially improve infrastructure for walking and cycling.	<ul style="list-style-type: none"> Improved walking and cycling infrastructure implemented across regions. 	2022 and ongoing	Waka Kotahi/local government.	Local government
Deliver a national plan to significantly increase the safety and attractiveness of cycling and micro-mobility.	<ul style="list-style-type: none"> National cycling and micro-mobility plan delivered. 	2022–23	Waka Kotahi	MOT, local government, Māori, community groups
Deliver a national plan to significantly increase the safety and attractiveness of walking.	<ul style="list-style-type: none"> National walking plan delivered. 	2022–23	Waka Kotahi	MOT, local government, Māori, community groups
Provide support for local government to develop network plans for walking and cycling.	<ul style="list-style-type: none"> Scope of intervention to be discussed with local government. However, it will include consideration of how to support local government to develop network plans and delivery strategies targeting emissions reduction for short- to medium-length trips. It will also consider how to boost capabilities in designing and delivering cycling/scooting and walking improvements at pace. 	Timing to be discussed with local government.	Waka Kotahi	Local government
Implement Accessible Streets proposals nationwide to support safe walking, cycling/scooting and other active modes.	<ul style="list-style-type: none"> Accessible Streets package implemented. Accessible Streets is a collection of rule changes designed to increase the safety and accessibility of our footpaths, shared paths, cycle paths and cycle lanes. 	2022–23	MOT/Waka Kotahi	Local government

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
Action 10.1.2: Support people to walk, cycle and use public transport D: Reshaping streets – Accelerate widespread street changes to support public transport, active travel and placemaking				
Incentivise local government to quickly deliver bike/scooter networks, dedicated bus lanes and walking improvements by reallocating street space (including during street renewals).	<ul style="list-style-type: none"> Increased funding available to accelerate street changes that make places better for walking, cycling and public transport. Expectations set for Waka Kotahi to develop an accelerated funding pathway to support rapid delivery of street/road changes that encourage travel by public transport, walking and cycling. Policy and funding settings reviewed to ensure that delivery agencies maximise opportunities to 'build back better' when doing street renewals, make streets safer and better places for people travelling by foot, bike, other wheeled mobility and public transport, and to improve the urban environment. 	By 2025	MOT	Waka Kotahi, local government
Consider regulatory changes to make it simpler and quicker to make street changes.	<ul style="list-style-type: none"> Regulatory changes are considered by the Government. These include: <ul style="list-style-type: none"> improving the consultation process for reallocating street space and managing/restricting vehicle movements removing any unnecessary regulatory barriers that limit the ability of road controlling authorities to make street changes. 	2022	MOT/Waka Kotahi	Local government, community groups
Scale up Waka Kotahi's existing Innovating Streets for People programme to rapidly trial street changes.	<ul style="list-style-type: none"> Waka Kotahi's Innovating Streets for People programme is extended and expanded. 	2022	Waka Kotahi	Local government

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
Action 10.1.2: Support people to walk, cycle and use public transport E: School travel – Make school travel greener and healthier				
Set targets for active travel to and from schools and work with councils and schools to implement active transport plans around schools.	<ul style="list-style-type: none"> Targets for active travel to/from schools are published, and work undertaken with councils and schools to implement active transport plans. 	By 2025	MOT/Waka Kotahi/MOE	Local government, schools
Improve walking and cycling infrastructure to and along school routes, in schools, and in surrounding neighbourhoods.	<ul style="list-style-type: none"> Walking and cycling infrastructure improvements made to/along school routes, in schools, and in surrounding neighbourhoods. This includes improvements to key crossing points, traffic calming measures, footpath widening and protected cycleways where possible, and using infrastructure and operation of school grounds to prioritise travel to school by active modes. 	By 2025	Waka Kotahi/local government	MOE, local government, schools
Implement the Tackling Unsafe Speeds programme to ensure safer speed limits around schools.	<ul style="list-style-type: none"> New Land Transport Rule: Setting of Speeds Limits in place by late May 2022. Safer speed limits, in line with the new rule, in place around 40 per cent of schools under road controlling authorities' responsibility by 30 June 2024 and around all schools by end of 2027. 	2022 2024–27	MOT/Waka Kotahi	Local government, schools, New Zealand Police
Investigate opportunities to improve school bus services.	<ul style="list-style-type: none"> School Transport Assistance review completed. 	2024–25	MOE	MOT, Waka Kotahi, local government, schools
Explore dedicated active transport funding and/or education programmes for schools.	<ul style="list-style-type: none"> Investigation into dedicated active travel fund for schools completed, including considering funding for school bike-leasing schemes and bike-education classes. 	By 2025	MOT/Waka Kotahi	MOE, local government

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
Action 10.1.2: Support people to walk, cycle and use public transport F: Equity – Improve access and travel choice for the transport disadvantaged				
Work with local government to deliver public transport, cycling and walking improvements in low socio-economic areas and for transport disadvantaged groups (including disabled people).	<ul style="list-style-type: none"> Public transport improvements delivered in low socio-economic areas (where appropriate, based on population size and distribution). This includes improving personal security at public transport stops and stations. Demand-responsive public transport services trialled in low-income areas which are lower density and where traditional public transport services are less viable due to lower patronage. Walking and cycling improvements made in low socio-economic areas, including: <ul style="list-style-type: none"> improving the safety, security and connectivity of footpaths and crossings improving the quantity, quality and connectivity of cycleways, and providing secure cycling storage (including in social housing developments). 	By 2025	Waka Kotahi	Local government, Kāinga Ora, MSD, welfare groups
Investigate opportunities to improve access for people living in social housing through shared mobility schemes, such as car-share, carpool, and bike/scooter schemes.	<ul style="list-style-type: none"> Investigation completed. 	By 2025	MOT initially	Local government, Kāinga Ora, MSD, welfare groups
Work with local government to make public transport more affordable, with a particular focus on low-income users.	<ul style="list-style-type: none"> This could include reducing public transport fares, supporting other forms of targeted public transport fare concessions and investigating how public transport fare pricing structures could be adapted to improve equity and encourage mode-shift. 	From 2022	MOT	Waka Kotahi, MSD, MOH, local government, public transport operators, community groups

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
Action 10.1.2: Support people to walk, cycle and use public transport				
G: Rural areas – Investigate the potential for public transport, walking and cycling in rural and provincial areas				
Investigate the potential for public transport, shared services, walking and cycling in rural and provincial areas, particularly for the transport disadvantaged.	<ul style="list-style-type: none"> Investigation completed. This includes investigating the potential for better public transport to and between rural and provincial areas, support for community transport services (eg, not-for-profit local transport solutions), street improvements that make it safer to walk and cycle, and active and shared low-emission school travel options. 	By 2025	MOT	Waka Kotahi, local government
Investigate further opportunities to provide on-demand public transport in provincial towns, in light of positive signs from the MyWay trial in Timaru.	<ul style="list-style-type: none"> Investigation completed. 	By 2025	Waka Kotahi	Local government, Māori, public transport operators
Action 10.1.3: Enable congestion charging and investigate other pricing and demand management tools to reduce transport emissions				
Consider progressing legislative changes to enable congestion charging.	<ul style="list-style-type: none"> In the second half of 2022, the Government will decide whether to progress legislative changes to enable congestion charging in Aotearoa, taking into account how best to align network efficiency objectives with emissions reduction plan targets and objectives. Legislation development will then take two years. 	2022	MOT	Waka Kotahi and Local government
Work with Auckland Council on a detailed design of congestion charging for Auckland (contingent on whether the Government decided to enable congestion charging).	<ul style="list-style-type: none"> Detailed design of congestion charging for Auckland progressed. 	Contingent on outcome of decisions made in 2022 (see above)	MOT/Auckland Council	Waka Kotahi, Auckland Transport
Investigate ways to mitigate the adverse impacts of congestion charging on low-income individuals and households (contingent on the Government decision to enable congestion charging).	<ul style="list-style-type: none"> Investigation completed. 	Contingent on outcome of decisions made in 2022 (see above)	MOT	Central government agencies (eg, MSD), local government, Māori, community groups

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
Engage with Wellington City Council and Greater Wellington Regional Council in response to their request for congestion charging (contingent on the Government decision to enable congestion charging).	<ul style="list-style-type: none"> Scope of intervention to be established. 	Contingent on outcome of decisions made in 2022 (see above)	MOT	Wellington City Council, Greater Wellington Regional Council
Monitor interest in congestion charging from other councils and engage as necessary (contingent on the Government decision to enable congestion charging).	<ul style="list-style-type: none"> Scope of intervention to be established. 	Contingent on outcome of decisions made in 2022 (see above)	MOT	Local government
Investigate additional pricing tools to reduce transport emissions (including parking pricing, VKT pricing and low-emissions zones).	<ul style="list-style-type: none"> Investigation completed into the most effective combination of additional pricing tools to reduce emissions from land transport, including parking pricing, VKT pricing and low emissions zones. Changes to legislative settings will then be considered, to enable the use of additional pricing tools, and an investigation into the equity impact of different tools will be completed. 	By 2024	MOT	Waka Kotahi, local government
Review the revenue system in response to longer-term changes in the way New Zealanders travel.	<ul style="list-style-type: none"> Revenue system options developed. This will consider the longer-term changes in the way New Zealanders travel, and the shifting expectations about the purpose and function of the transport system. 	2025	MOT	Waka Kotahi, local government
Explore a pilot Mobility as a Service project (MaaS).	<ul style="list-style-type: none"> Investigation into pilot completed. This will determine the effectiveness of the platform to shape transport outcomes and to encourage mode-shift. MaaS is a term describing the application of the 'as a service' concept to mobility and transport options. 	By 2025	MOT	Waka Kotahi, local government

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
Action 10.1.4: Require roadway expansion and investment in new highways to be consistent with transport targets				
Establish a high threshold for new investments to expand roads, including new highway projects, if the expansion is inconsistent with emissions-related objectives.	<ul style="list-style-type: none"> Scope of the intervention and how it will be implemented to be confirmed. 	Any requirements covering the use of NLTF will be set in 2024–25. Requirements for other sources of central government funding will be developed from 2022–24 and set by 2025.	MOT	TSY, HUD, local government, Kainga Ora, transport agencies
Action 10.1.5: Embed nature-based solutions as part of our response to reducing transport emissions and improving climate adaptation and biodiversity outcomes				
Consider the role of nature-based solutions in reducing transport emissions and contributing to other benefits.	<ul style="list-style-type: none"> Investigation completed into the role that nature-based solutions could play in reducing transport emissions and contributing to other benefits. This will require analysing the transport system's potential to contribute to carbon sequestration, and whether there are any barriers to funding, delivering and maintaining nature-based solutions in the transport system. 	By 2025	MOT	MfE, DOC, Waka Kotahi, local government
Ensure transport policy and investment settings encourage the use of nature-based solutions, including protecting existing carbon sinks and support for new long-term carbon sequestration opportunities where appropriate.	<ul style="list-style-type: none"> Scope of intervention and how it will be implemented to be confirmed. 	By 2025	MOT	MfE, DOC, Waka Kotahi, local government

Focus area 2: Rapidly adopt low-emissions vehicles

Action 10.2.1: Accelerate the uptake of low-emission vehicles

Action 10.2.2: Make low-emissions vehicles more accessible for low-income and transport-disadvantaged New Zealanders

Action 10.2.3: Support the rollout of EV charging infrastructure

Focus area 3: Begin work now to decarbonise heavy transport and freight

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
Action 10.3.1: Support the decarbonisation of freight				
Develop a national freight and supply chain strategy with industry. This strategy will take a long-term, system wide view of the freight and supply chain. Working with industry, it will identify how to best decarbonise the freight-transport system to be net-zero by 2050, while improving the efficiency and competitiveness of the supply chain.	<ul style="list-style-type: none"> Strategy completed. 	Strategy to be published in mid-2023	MOT	Local government, freight sector, Te Tiriti o Waitangi partners
Action 10.3.2: Accelerate the decarbonisation of the public transport bus fleet				
Require only zero-emissions public transport buses to be purchased by 2025. <ul style="list-style-type: none"> Set a target to decarbonise the public transport bus fleet by 2035, and support regional councils to achieve these outcomes through additional funding. 	<ul style="list-style-type: none"> 2025 zero-emissions bus mandate established. Target set, including through the Government Policy Statement on Land Transport (GPS-LT). Funding provided to regional councils. 	2025 2022–24 2022	MOT	Waka Kotahi, relevant local government authorities, public transport operators
Identify and remove barriers to decarbonisation of the public transport bus fleet through the PTOM review.	<ul style="list-style-type: none"> Policy decisions on any reforms. 	2022–2026	MOT	Waka Kotahi, relevant local government authorities, public transport operators
Action 10.3.3: Work to decarbonise aviation				
Action 10.3.4: Progress the decarbonisation of maritime transport				
Action 10.3.5: Implement the Sustainable Biofuels Obligation				

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
Action 10.4: Support cross-cutting and enabling measures that contribute to the delivery of a low-emissions transport system				
Ensure the next Government Policy Statement on Land Transport (GPS-LT) guides investment consistent with the emissions reduction plan.	<ul style="list-style-type: none"> GPS-LT 2024 provides a transport investment strategy consistent with the emissions reduction plan. 	Mid 2024	MOT	Waka Kotahi, local government, KiwiRail
Develop a strong evidence base to inform transport decarbonisation and an equitable transition and ensure actions taken are effective within the Aotearoa context.	<ul style="list-style-type: none"> Transport Climate Research Plan published. 	Research plan completed in 2023	MOT	Waka Kotahi, local government, Interagency Climate Change Data and Modelling Group, universities
Develop the skills and capability required to transition to a low-emissions transport system and support an equitable transition.	<ul style="list-style-type: none"> Review completed into what capability and capacity is needed for the transition. 	By 2025	MOT	MBIE, Waka Kotahi, local government, multiple sectors (eg, education, construction, transport)

Energy and industry (Chapter 11)

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
Focus area 1: Use energy efficiently and manage demand for energy				
Action 11.1.1: Improve business and household energy efficiency				
Action 11.1.2: Improve the state sector's energy efficiency and fuel switching				
Focus area 2: Ensure the electricity system is ready to meet future needs				
Action 11.2.1: Accelerate development of new renewable electricity generation across the economy				
Review national direction tools for new renewable generation and electricity infrastructure.	<ul style="list-style-type: none"> A review of national direction tools for enabling investment in new renewable electricity generation and infrastructure, including small-scale generation. Determine whether, and how, resource consenting processes could be improved. 	Consultation expected late 2022, with any changes to follow	MBIE/MfE	Local government, electricity industry participants, renewable resource owners, Māori
Develop offshore energy regulatory framework.	<ul style="list-style-type: none"> Development of regulatory settings to enable investment in offshore renewable energy. 	2022–24	MBIE	Government agencies, local government, Māori
Use government electricity purchasing to support investment in new renewable generation.	<ul style="list-style-type: none"> Assistance for government agencies and local government to explore power purchase agreements with new generation projects to support new investment in renewable electricity generation. 	2022–24	MBIE	Government agencies, local government
Action 11.2.2: Ensure the electricity system and market can support high levels of renewables				
Ban new fossil-fuel baseload generation.	<ul style="list-style-type: none"> Policy enacted to ban new fossil-fuel baseload generation. 	Consultation expected late 2022, implementation by 2024	MBIE	Electricity generation developers, government agencies, local government
Action 11.2.3: Support development and efficient use of transmission and distribution infrastructure to further electrify the economy				
Focus area 3: Reduce our reliance on fossil fuels and support the switch to low-emissions fuels				
Action 11.3.1: Manage the phase out of fossil gas				
Action 11.3.2: Develop low-emissions fuels				

Focus area 4: Reduce emissions and energy use in industry

Action 11.4.1: Decarbonise Aotearoa Industries				
Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
Implement national direction for industrial GHG emissions.	<ul style="list-style-type: none"> National direction under the Resource Management Act 1991 implemented, to support councils to make nationally consistent decisions on GHG discharges when considering applications for air discharge permits. Includes a ban on new low- and medium-temperature coal boilers and phasing out existing coal boilers by 2037. 	In place by the third quarter of 2022	MBIE/MfE	Local government, industrial firms, clean-energy service providers, fuel suppliers, equipment vendors

Action 11.4.2: Develop an approach for single-firm industries with emissions that are hard to reduce or remove

Focus area 5: Strategic approaches and targets to guide us to 2050

Action 11.5.1: Set targets for the energy system

Action 11.5.2: Develop energy strategies for Aotearoa

Building and construction (Chapter 12)

Action for delivery	Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
Focus area 1: Reduce embodied carbon of construction materials				
Action 12.1.1: Progress regulatory change to reduce embodied emissions of new buildings				
Progress regulatory change to reduce embodied emissions of new buildings.	<ul style="list-style-type: none"> Sector advisory group established. Options to address barriers in existing regulations identified. Regulations discussion document consulted on in late 2022. New Building Code requirements introduced. Associated guidance, tools and compliance methods introduced. 	2022–24	MBIE	Construction sector, building consent authorities, central government, building research organisations
Action 12.1.2: Spark and foster innovation across the sector				

Explore providing industry grants to increase the number of Environmental Product Declarations for building materials and products.	<ul style="list-style-type: none"> Options for a grant programme to help address potential cost barriers to manufacturers seeking environmental product declarations for their products. 	2022–26	MBIE	Local government, building research organisations, manufacturers, construction sector
Explore providing independent specialist advice to households and grants to support households to reduce their carbon impact.	<ul style="list-style-type: none"> Options to deliver independent advice and support to address information asymmetry between households and the sector. Scope an associated grant programme. 	2022–26	MBIE	Local government, construction sector, consumer organisations, building research organisations
Action 12.1.3: Realise cross-sector opportunities to reduce whole-of-life embodied emissions				
Explore requiring waste minimisation or recovery plans for building consent.	<ul style="list-style-type: none"> Proposals for legislative and regulatory requirements that could minimise construction waste and increase diversion from landfill. 	2022–23	MBIE/MfE	Local government, building-consent authorities, MfE, construction sector, waste sector
Investigate barriers to reusing, repurposing and recycling building materials.	<ul style="list-style-type: none"> Research to understand regulatory and system barriers to repurposing and recycling building materials, adaptive reuse of buildings and the development of a market for reused building materials. 	2022–25	MBIE/MfE	Local government, building-consent authorities, construction sector, waste sector, building research organisations.
Focus area 2: Accelerate the shift to low-emissions buildings				
Action 12.2.1: Shift expectations and grow the market for low-emissions buildings				
Identify and explore potential options to address financial barriers to low-emissions buildings.	<ul style="list-style-type: none"> Research finance-related barriers and how financial incentives such as government subsidies or tax settings might support reducing building-related emissions. Opportunities and barriers to develop the market for low-emissions, or alternative, key building materials. 	2022–26	TSY/MBIE	MBIE (Energy and Resource Markets, Economic Development, Industry), DIA, MfE, Te Waihangā, MPI, HUD, Kāinga Ora, Construction Sector Accord, local government, construction sector, financial sector
Support a shift to medium density and modular designed buildings.	<ul style="list-style-type: none"> Reviewed and updated Building Code settings. Modular component manufacturer certification scheme implemented to support growth in offsite manufacturing. Urban Growth Agenda and National Policy Statement – Urban Development. 	2022–26	MBIE	Building-consent authorities, local government, central government agencies (such as HUD), modular component manufacturers
Action 12.2.2: Use the Government's purchasing power to drive market change				
Convene the Climate Change Government Infrastructure and Property Group.	<ul style="list-style-type: none"> Regular cross-government meetings between agencies with property portfolios. 	Ongoing	MBIE	Central and local government agencies with property portfolios

Focus area 3: Improve building energy efficiency				
Action 12.3.1: Amend the Building Code to improve new buildings' operational efficiency				
Implement amendments to Building Code Clause H1 (energy efficiency) compliance pathways.	<ul style="list-style-type: none"> New buildings are compliant with updated requirements once transition period ends. Sector guidance and support provided to support the transition. 	2022–23	MBIE	Construction sector, building consent authorities
Consult on proposed Building Code changes, to introduce new requirements for building operational efficiency.	<ul style="list-style-type: none"> Regulations discussion document consulted on in late 2022. New Building Code requirements introduced. Sector guidance, tools and compliance methods introduced. 	2022–25	MBIE	Construction sector, building consent authorities, central government, building research organisations
Action 12.3.2: Encourage and enable emissions reduction from existing buildings				
Focus area 4: Shift energy use from fossil fuels				
Focus area 5: Establish foundations for future emissions reduction				
12.5.1 Work with Māori to identify new opportunities and support an equitable transition.	<ul style="list-style-type: none"> Coordinated approach to engage with Māori to inform and develop building and construction initiatives. Research on Māori innovation and leadership in climate change and building and construction, eg, industry partnerships, iwi, hapū and local government climate response plans. Established systems to enable representation of Māori views within the building and construction sector, such as a mātauranga Māori reference group. 	2022–25	MBIE	Māori, government partners (such as HUD and Kāinga Ora), local government
12.5.3 Change behaviours of households and the sector.	<ul style="list-style-type: none"> Behaviour change programme to support uptake of low-emissions products and more adaptive building practices and drive regulatory compliance. The programme will target households, building owners, producers (building sector and building product producers) and building consent authorities. 	2022–25	MBIE	Building consent authorities, construction businesses and producers, consumers
12.5.5 Establish an enabling legislative framework.	<ul style="list-style-type: none"> Options to address existing legislative barriers. Legislative amendment to clarify that action to address climate change and reduce emissions falls within the scope of the Building Act. 	2022–23	MBIE	Central government, local government

Agriculture (Chapter 13)

Actions for delivery		Proposed outputs	Timeline	Lead	Key stakeholders/partnerships
Focus area 1: Price agricultural emissions by 2025					
Focus area 2: Accelerate new mitigations					
Focus area 3: Support producers to make changes					
Focus area 4: Transition to lower emissions land use and systems					
Additional agriculture actions					
13.7	Essential Freshwater.	<ul style="list-style-type: none"> Halting further degradation of freshwater ecosystems and to restore Aotearoa New Zealand's freshwater to a healthy state within a generation. While not the primary objective, changes in freshwater quality are expected to result in reduced greenhouse gas emissions, through reduced intensification, lower stock numbers, and reductions in the use of synthetic nitrogen fertilisers. 	Since 2018	MPI/MfE	Food and fibre sector, CRIs, universities, iwi and Māori partners, local and central government agencies
13.9	Integrated farm planning.	<ul style="list-style-type: none"> Accelerate the delivery of a national integrated farm planning system for farmers and growers, in partnership with industry and regional sectors. The system will streamline compliance of regulatory requirements, making it easier and less time consuming for farmers and growers to meet their business and regulatory requirements, which are primarily for new freshwater regulations and upcoming greenhouse gas reporting requirements. It will also provide additional support for advisory services. 	First emissions budget and ongoing	MPI	Food and fibre sector, regional councils, iwi and Māori partners

Forestry (Chapter 14)

Actions for delivery	Proposed outputs	Timeline	Lead (support)	Key stakeholders/partnerships
Focus area 1: Support the right mix, level and location of afforestation				
14.1.1 Ensure regulatory settings deliver the right type and scale of forests, in the right place.	<ul style="list-style-type: none"> Consider amendments to NZ ETS to support a better mix of forest type, retain important productive land uses, avoid displacing gross emissions reductions, and better manage the potential long-term environmental effects of exotic forests, including: <ul style="list-style-type: none"> restricting exotic forests from permanent post-1989 forest category adjusting the application of accounting rules to remote/marginal land, to support production on this land. 	2022: public consultation 2022/23: Cabinet decision expected	MPI (MfE)	Landowners, local government, forestry and wood processing sectors
	<ul style="list-style-type: none"> Consider amendments to the National Environmental Standard for Plantation Forestry to ensure environmental management of all exotic afforestation, including consulting on whether greater local control over location and forest types/species of forests is required. 	July 2022: public consultation planned 2022/23: Cabinet decisions expected	MPI (MfE)	Local government, Māori, landowners, forestry and wood processing sector
14.1.2 Support landowners and others to undertake afforestation.	<ul style="list-style-type: none"> Continue to assist landowners and others to undertake afforestation and conservation projects through: <ul style="list-style-type: none"> the One Billion Trees Fund (1BT) Crown Forestry joint ventures the Hill Country Erosion Programme the Erosion Control Funding Programme (ECFP). 	First emissions budget to 2028 Planting will continue for several years for grants that have been approved	MPI	Private landowners, Māori landowners, Māori, regional councils
14.1.3 Enhance forestry planning and advisory services.	<ul style="list-style-type: none"> Better support and inform current and potential forest growers and the full forestry system by providing advisory services across the full cycle of establishing, managing and harvesting forests. Work with regional councils, tangata whenua and other landowners to support climate change work programmes, including native afforestation, land reversion and establishment of new production forests in the right location. Help understand, at a regional level, where forests will be grown and where harvested wood will be needed so that the 	Implementation underway 1 July 2022: core services start up Oct 2022: extension services begin End of June 2023: fully operational	MPI	Māori, landowners, the forestry and wood processing sectors

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	<p>forest estate, regional infrastructure and processing capacity align to support the growth of production forestry and domestic manufacturing.</p> <ul style="list-style-type: none"> • Provide advice on diversifying forestry regimes, including alternative species, in order to develop new types of forest crops that deliver new products or woody biomass for emerging markets (eg, bio-energy). • Build and share knowledge within the nursery sector to enable the increase in native afforestation. There will be a focus on: <ul style="list-style-type: none"> – working with councils to increase their capability and capacity to result in more informed decisions – working with Māori to integrate native and exotic forestry into land use decisions, to best meet their aspirations. 			
Focus area 2: Encourage native forests as long-term carbon sinks				
14.2.3 Encourage greater levels of native afforestation over the long term.	<ul style="list-style-type: none"> • Investigate options to lower costs, address supply chain barriers, and improve the successful establishment of native forests. • Engage stakeholders on a longer-term strategy and action plan. • Undertake research to protect/enhance sequestration of existing native forests. • Support Māori-led approaches to native forest establishment. • Establish a cross-agency group to improve demand signals to nurseries, to ensure seedling supply is available. 	From 2022, subject to Cabinet and funding decisions	MPI	Landowners, including Māori, nursery owners, science providers, other partners
Focus area 3: Maintain existing forests				
Focus area 4: Grow the forestry and wood processing industry to deliver more value from low carbon products				
Action 14.5: Improve fire-management planning				

Waste (Chapter 15)

Actions for delivery	Proposed outputs	Timeline	Lead (support)	Key stakeholders/partnerships
Focus area 1: Enable households and businesses to reduce organic waste				
15.1.1 Encourage behaviour to prevent waste at home.	<ul style="list-style-type: none"> National scale programmes to support consumers to prevent and reduce food and garden waste at home. 	2023–25	MfE	Central government agencies, local government, Māori, non-governmental organisations (NGOs), community agencies
15.1.2 Enable businesses to reduce food waste.	<ul style="list-style-type: none"> Programmes to support business sectors to reduce food waste. Voluntary agreements by businesses to reduce food waste. 	2023–25	MfE	Central government agencies, local government, business sector, NGOs
15.1.3 Support participation in improved kerbside collections.	<ul style="list-style-type: none"> Resources and support to increase participation in and correct use of kerbside organic waste collections. 	2023–25: subject to kerbside transformation consultation in 2022	MfE	Local government
Focus area 2: Increase the amount of organic waste diverted from landfill				
15.2.1 Improve household kerbside collection for food and garden waste.	<ul style="list-style-type: none"> Improvements to kerbside collections to increase the diversion of food and (where appropriate) garden waste. These may include a mix of voluntary and regulatory measures such as funding, standardised collection, separation, condition and handling of recyclable materials and food waste, and reporting against diversion targets. 	2023–30: subject to kerbside transformation consultation in 2022	MfE	Local government, waste collectors and facilities
15.2.2 Invest in organic waste processing and resource recovery infrastructure.	<ul style="list-style-type: none"> A targeted resource recovery infrastructure fund, providing investment in infrastructure such as compost facilities, to process household (and business) food and garden waste. Increased investment in resource recovery infrastructure such as transfer stations upgrades to improve recovery and diversion of key organic waste. 	2023–25	MfE	Local government, waste sector, resource recovery operators
15.2.3 Require the separation of organic waste.	<ul style="list-style-type: none"> Source separation of business food waste from rubbish is being consulted on (kerbside transformation proposals 2022). Regulations (following new legislation) to establish obligations for households, businesses, collectors, disposal facilities and others to separate out specified organic materials including food waste. 	2024/25: subject to Waste Minimisation Act 2008 (WMA) review in 2022/23	MfE	Local government, waste collectors and facilities

Focus area 3: Reduce and divert construction and demolition waste to beneficial uses

15.3.2 Invest in sorting and processing infrastructure for construction and demolition waste.	<ul style="list-style-type: none"> A targeted resource recovery infrastructure fund. Increased investment in sorting and processing plant, as well as resource recovery network infrastructure to improve the separation of construction and demolition waste materials, targeting wood waste. 	2023–25	MfE	Local government, waste sector, resource recovery operators
15.3.3 Enable the separation of construction and demolition materials.	<ul style="list-style-type: none"> Future regulations (following new legislation) to establish obligations for households, businesses, collectors, disposal facilities and others to separate out specified organic materials, including construction and demolition waste, targeting wood. 	2024/25: subject to WMA review in 2022/23	MfE	MBIE, local government, building and construction sector, waste collectors and facilities

Focus area 4: Explore bans or limits to divert more organic waste from landfill

15.4 Investigate banning organic waste from landfill by 2030.	<ul style="list-style-type: none"> Proposed limits or bans of organic waste to landfill will be considered based on evidence of the combined impact (reduction of organic wastes to landfill) of waste policy implementation and infrastructure investment. To ban materials there must be a reasonably practicable alternative to disposal available. 	Monitor and assess the need from 2026	MfE	Māori, local government, businesses, waste industry, communities, households
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Focus area 5: Increase the capture of gas from landfills

15.5.1 Regulations will require landfill gas capture at municipal landfills.	<ul style="list-style-type: none"> Regulations are introduced to require landfill gas capture at all municipal (Class 1) landfills that receive organic material by 31 December 2026. 	Proposed by 31 December 2026	MfE	Local government and private sector landfill operators
15.5.2 Feasibility studies will determine the need for additional landfill gas capture requirements.	<ul style="list-style-type: none"> Investigation into the composition of waste received at a range of landfill types that receive organic waste. Research to determine landfill gas capture feasibility at Class 2–5 landfills. 	2022–25	MfE	Local government and private sector landfill operators

Focus area 6: Improve waste data and prioritise a national waste licensing scheme

15.6.1 Develop a national waste licensing scheme.	<ul style="list-style-type: none"> New legislation and regulations to support a national waste licensing scheme for more effective regulation, administration and data collection from a range of parties. 	2025: subject to WMA review in 2022/23	MfE	Local government and private sector operators of waste disposal, recovery collections and facilities
15.6.2 Improve information on greenhouse gas emissions from waste disposal.	<ul style="list-style-type: none"> A new national data collection and reporting programme on emissions reductions from waste, including: a landfill waste material composition survey programme, kerbside collection reporting and feasibility studies for landfill gas capture improvements. 	2022–25	MfE	Local government and private sector operators of waste disposal, recovery collections and facilities

Fluorinated gases (Chapter 16)

Actions for delivery	Proposed outputs	Timeline	Lead (support)	Key stakeholders/partnerships
Focus area 1: Build the capability to shift to low-global warming potential Fluorinated-gases (F-gases)				
Focus area 2: Control imports of pre-charged equipment containing high global warming potential F-gases				
Focus area 3: Investigate prohibiting F-gases where low-global warming potential alternatives are available				
Focus area 4: Regulated product stewardship for refrigerants				

Further actions

Actions for delivery	Proposed outputs	Timeline	Lead	Key stakeholders / partnerships
1 Guidance to departments on how to consider low emissions objectives and climate targets.	<ul style="list-style-type: none"> MfE will scope appropriate mechanism(s) for delivering guidance. This will be undertaken alongside the review of Climate Implications of Policy Assessment (CIPA). 	2022–23	MfE	ERP agencies, wider public sector, Māori

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Emissions Reduction Plan: Local government's climate change toolbox gets bigger - Simpson Grierson Lawyers



May 26, 2022

Climate change (/resources/climate-change)

Emissions Reduction Plan (/resources/emissions-reduction-plan)

Local government (/resources/local-government)

Māori business (/resources/māori-business)

Urban development (/resources/urban-development)

Last week the Government issued its Emissions Reduction Plan (Reduction Plan), which sets out various strategies to meet the first national emissions budget in the period ending in 2025. The release of the Reduction Plan was required under the Climate Change Response Act 2002 (CCRA).

Following our article (<https://www.simpsongrrierson.com/articles/2022/clear-themes-for-decision-makers-in-the-emissions-reduction-plan>) last week, here we focus on the potential implications of the Reduction Plan for local government decision-makers, particularly in the areas of land use, transport and waste. Although the Reduction Plan outlines major changes to the agricultural sector (which will have significant implications for regional councils in particular), this article focuses on urban environments.

As we observed previously (<https://www.simpsongrrierson.com/articles/2022/clear-themes-for-decision-makers-in-the-emissions-reduction-plan>), the Reduction Plan contains nothing new in terms of its emphasis on the key target areas of transport, energy, industry, building and construction, agriculture and waste. However, its clear direction will have significant implications for decision-makers. In particular, implementation of the Reduction Plan will require further policy, funding and legislative changes that will directly impact on decision-makers.

The Reduction Plan's three overarching themes relevant to local government

Empowering Māori. Local government decision makers are already required, under the Local Government Act 2002, to provide opportunities for Māori to contribute to decision-making processes. Given councillors' strong support for partnership with iwi (see our recent survey [here](https://www.simpsongrrierson.com/articles/2021/thought-leadership-report-taking-the-pulse-of-local-government-nz-launches) (<https://www.simpsongrrierson.com/articles/2021/thought-leadership-report-taking-the-pulse-of-local-government-nz-launches>)), local government decision makers are, in our view, well placed to reflect this aspect of the Reduction Plan in their decision-making.

<https://www.simpsongrrierson.com/articles/2022/emissions-reduction-plan-local-governments-climate-change-toolbox-gets-bigger>

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Emissions Reduction Plan: Local government's climate change toolbox gets bigger - Simpson Grierson Lawyers

Working with nature: The Reduction Plan places an emphasis on promoting and nurturing biodiversity. Given the role of local authorities in land-use and infrastructure planning, local government decision-makers will have an important role to play in achieving this objective.

Ensuring an equitable transition: This theme is focused on making sure every New Zealander has the means to transition to and benefit from a low carbon economy. The transition will, in our view, need to be led to a large degree by central Government given its ability to fund and implement policies that mitigate the impacts of reducing emissions to effectively support New Zealanders through this transition. We anticipate that this theme will also be a consideration for local government decision-making, which will - through the adoption of strategies and plans - also be in a position to support this transition.

Urban land use and transport

Transport is a key contributor to greenhouse gas emissions. The Reduction Plan's emphasis on a significant shift away from motor vehicles to other modes of transport, involves not just changes to the transport system and fleet, but requires meaningful changes to the urban form.

Land-use planning

The Reduction Plan acknowledges that decisions about land-use will determine our emissions pathway well into the future. As such, local authorities clearly have a role to play in implementing the Reduction Plan by determining planning frameworks that will reduce reliance on private motor vehicles.

Amendments to sections 66 and 74 of the Resource Management Act 1991 (RMA) (which come into effect on 30 November 2022) will require local authorities to "have regard to" the Reduction Plan when preparing or changing district and regional plans, but fall short of creating an obligation on local authorities to "give effect to" the Reduction Plan. In the context of decisions on resource consent applications, the Reduction Plan is a matter that a consent authority can have regard to under section 104(1)(c).

Given delays to the introduction of the Natural and Built Environments Act (NBEA), the imminent removal of the current RMA prohibitions on considering the effects on climate change will help to implement the Reduction Plan. In addition, the Government may consider strengthening existing national direction (such as the National Policy Statement for Urban Development) or developing a new emissions reduction national policy statement to elevate consideration of emissions reductions in the resource management decision-making hierarchy.

Emissions reductions likely to receive greater emphasis in the future resource management regime

The Reduction Plan clearly signals that climate outcomes will be embedded in the legislation replacing the RMA: the NBEA and the Strategic Planning Act (SPA), which the Minister is now referring to as the Spatial Planning Act.

The exposure draft of the NBEA that was released last year included reductions to greenhouse gas emissions (and the removal of greenhouse gas emissions) as environmental outcomes that must be addressed in the national planning framework that will be developed under the NBEA. However, the precise interaction between the NBEA and the CCRA were left as matters to be determined in the exposure draft.

<https://www.simpsongrierson.com/articles/2022/emissions-reduction-plan-local-governments-climate-change-toolbox-gets-bigger>

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Under the SPA, the spatial plans for each region will identify areas for development or protection. It is proposed that these spatial plans will inform the planning and consenting decisions made under the NBEA framework. Crucially, we still do not know the legal effect of those spatial plans and how detailed they will be, or how climate change considerations will be addressed.

The interplay between the new legislation should become clearer when the NBEA and SPA bills are introduced to Parliament later this year. The Minister's latest signal is that these will be introduced in the third quarter of this year with a continued aim of passing them before the end of the current Parliamentary term.

Land transport planning and funding

The Reduction Plan is clear that greater integration of land-use and transport planning will be necessary to achieve reductions in transport emissions. It signals that there will be legislative amendments to the Land Transport Management Act 2003 (LTMA) to ensure that Regional Land Transport Plans (RLTPs) have regard to NBEA combined plans and the spatial plans produced under the SPA.

In our view, this emphasis on the integration of land-use and transport planning presents significant opportunities. The Reduction Plan envisages transformative changes in urban form - with greater intensification and the provision of new and improved infrastructure that enables and promotes mode shift to public transport and other active modes. This creates significant opportunities for local government decision-makers to make bold decisions that will have a long-lasting positive impact for future generations.

However, in the short term (by the end of 2022) the Reduction Plan envisages that there will be sub-national vehicle kilometres travelled (VKT) targets for major urban areas. Again, the immediate legal effect of those targets is unclear. In the medium term (by 2024) the Reduction Plan states that eligibility for transport funding will be contingent on RLTPs, and what the Reduction Plan describes as "amended RMA plans", containing assessments of VKTs, mode share, and transport emissions. We anticipate that amendments to the Government Policy Statement for Land Transport, and potentially the LTMA, will be required to implement those objectives.

The funding pool has grown for the transport sector. Notable funding streams include big wins for public transport and infrastructure, and more widely accessible subsidies for EVs. In the short-term, the Reduction Plan signals implementation of the Government's "Accessible Streets" proposal of rule changes in 2022/2023 and increased funding for physical changes that allocate space for active modes, including through the Innovating Streets for People programme.

Congestion charging (<https://www.beehive.govt.nz/speech/speech-te-waihanga-symposium>) is being considered as an economic tool to modify travel behaviours, with Auckland likely to be the first city in which congestion charging is implemented, given its need for additional transport funding and greater congestion relative to other main centres. However, implementation of any congestion charging is contingent on decisions the Government expects to make in the second-half of 2022 about whether to progress the necessary legislative changes.

Waste

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Big changes are coming to the waste management space. In 2020, emissions from the waste sector made up 4.1% of NZ's gross greenhouse gas emissions. The Reduction Plan expands on existing Government proposals to address our waste problem, such as reducing organic waste (which makes up 4% of NZ's emissions).

The Reduction Plan signals a focus on developing a "circular economy" and reducing organic and construction/demolition waste. A review of the Waste Minimisation Act 2008 in 2022/2023 will precede reform in this area. That review is likely to consider:

- the development of a "national waste licensing scheme", which will support greater data collection and more efficient regulation of the waste sector; and
- policies flowing from the recent 'Transforming Recycling' consultation, including the possible introduction of a container deposit scheme.

Local government has a significant role to play

The implications of the Reduction Plan are society-wide and significant. Implementing all the steps needed to bring about effective reduction in greenhouse gas emissions is, to state the obvious, complex and difficult. However, it is clear that local government decision-makers will have a significant role in the Reduction Plan's implementation - in terms of regulatory roles (now and post-RMA), and future strategic policy, funding and infrastructure decision-making.

As the Reduction Plan does not itself implement any policy or legislative changes, it will be important to participate in the central government decision-making processes that are still to come. We anticipate that the pressure to implement the Reduction Plan will only increase in light of the **growing global awareness** (<https://www.ipcc.ch/assessment-report/ar6/>) that time is running out to prevent climate change from being a **"threat to the health of our entire planet"** (<https://www.ipcc.ch/2022/04/04/ipcc-remarks-wgiii-ar6-press-conference/>). Resource management, land transport and waste reform are all clearly signalled and, in our view, indicate the significant role that local government decision-makers will have.

Get in touch

To discuss the Reduction Plan please contact one of our experts listed above.

Special thanks to Chris Ryan and Lydia Chai for their assistance in writing this article.



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11.5 Submission to draft National Adaptation Plan

File Number: A13441810

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Authoriser: Christine Jones, **General Manager:** Strategy & Growth

PURPOSE OF THE REPORT

1. To present council's submission to the draft National Adaptation Plan.
-

RECOMMENDATIONS

That the Council:

- (a) Notes the submission made to the draft National Adaptation Plan (included as Attachment 1).
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BACKGROUND

2. On 27 April 2002 the Minister for Climate Change released the draft National Adaptation Plan and a consultation document which focuses on developing policy options around managed retreat. The documents can be accessed [here](#). The submission period closed on 3 June.
3. The draft National Adaptation Plan *'brings together in one place the Government's current efforts to help to build our climate resilience. And it sets out a proposed future work programme, indicating our priorities for the next six years. The actions in this plan are intended to drive a significant, long-term shift in our policy and institutional frameworks. And they will result in better information about what our future climate will look like, enabling better decisions about our response.'*
4. The draft National Adaptation Plan has three focus areas:
 - Reform institutions to be fit for a changing climate
 - Provide data, information, tools and guidance to allow everyone to assess and reduce their own climate risks
 - Embed climate resilience across government strategies and policies... and includes actions that are organised into six outcome areas: system-wide actions; natural environment; homes, buildings and places; infrastructure; communities; and, economy and financial system.
5. The consultation document describes managed retreat as *'an approach to reduce or eliminate exposure to intolerable risk. It includes the idea of strategically relocating assets, activities and sites of cultural significance (to Māori and non-Māori) away from at-risk areas within a planned period of time. Managed retreat might be used in response to any climate change impact or natural hazard, whether or not that hazard is caused or exacerbated by climate change. It is an option that may be considered throughout Aotearoa.'*
6. The document includes objectives and principles relating to the development of legislation around managed retreat, and separate objectives and principles relating to funding responsibilities for managed retreat. The document includes broad questions relating to:
 - establishing a process for managed retreat
 - roles and responsibilities
 - property transfer
 - implications for Maori, and
 - interactions with the insurance industry.

SUBMISSION

7. Staff discussed the potential for a submission with the Te Rangapū Mana Whenua o Tauranga Moana Partnership (“Te Rangapū”) at a hui on 20 May 2022. Feedback during and subsequent to that hui informed what became the joint submission between Council and Te Rangapū.
8. Staff met and discussed with the commissioners the submission at an informal meeting on 25 May 2022. Feedback from that meeting was also incorporated into the final submission.
9. The final submission was approved and signed by the Commission Chair on 2 June 2022 and forwarded to the Ministry for the Environment that day, ahead of the 3 June deadline for submissions.
10. A copy of the final submission is included as **Attachment 1** to this report.

ATTACHMENTS

1. **FINAL signed submission on the draft National Plan Adaption Plan - 2 June 2022 - A13545399** [!\[\]\(8c4dca64662d21542001ca0ed7eeb688_img.jpg\)](#) 

2 June 2022



By email: adaptation@mfe.govt.nz

Dear Sir/Madam

Submission on the draft National Adaptation Plan

Thank you for the opportunity to comment on the draft national adaptation plan and the associated consultation document on managed retreat.

Tauranga and natural hazards

Tauranga is a high natural hazard environment with sea level rise, coastal erosion and inundation, ground water rise, and liquefaction risks. Many areas of the city, particularly but not exclusively around the coastal margins, are subject to multiple natural hazards. As a result, hazard and resilience planning are critical components of urban growth planning in this fast-growing city.

Tauranga City Council has been researching, mapping and planning for and informing the community about these hazards for over 20 years. Information about these hazards is available on the Council website, included in land information memoranda ("LIM reports") and used in Council consenting processes for planning, building and subdivision. Examples of the mapping available via our website, and scalable for LIM reports, are attached to this submission. Two sets of maps are provided: first four maps at a city-wide level relating to harbour inundation, rainfall flooding, liquefaction and tsunami; and then four maps focusing on a single area of the city. Note that all the information in these maps is scalable to individual property level, and the online viewer allows a quick understanding of over-laying hazards in a single area.

In 2018 Council established a 'resilience project' to provide robust information about hazards and infrastructure, and to inform land use planning, so that Council can improve the city's resilience to natural hazards. The project firstly set out to understand the risks and their consequence and then how we respond, with design, adaptation or retreat, to provide for a resilient city. The resilience project used updated data on natural hazards to quantify their potential impact on the city's infrastructure assets. Then the vulnerability of the city's assets was evaluated and mitigation against these hazards prepared. Council mapped all natural hazards over the city's transport and water networks to identify exposed assets, scope projects and identify associated costs. The project also identified risk hot spots where multiple critical assets are impacted by numerous hazards.

The key findings show:

- 315 projects across the city have been identified to mitigate natural hazard risks to infrastructure.
- Many projects integrate with previously forecast renewals and upgrades which are already part of council's asset management program.
- The estimated cost of the total improvement programme is between \$850 and \$950 million. This includes \$60 to \$120 million of pre-budgeted renewals.
- The programme of work can be implemented over a 30-year period, subject to confirmation of funding.

This work, building on the mapping of natural hazard risks over many years, means that Tauranga is well placed to understand and communicate its natural hazard risks to the community.

Joint submission

This submission is made jointly by the Tauranga City Council and Te Rangapū Mana Whenua o Tauranga Moana Partnership.

Te Rangapū Mana Whenua o Tauranga Moana Partnership

The Te Rangapū Mana Whenua o Tauranga Moana Partnership is an autonomous body made up of 17 representatives from each of the hapū and iwi in the Tauranga City Council area. The purpose of the Te Rangapū Mana Whenua o Tauranga Moana Partnership is to:

- provide a forum for tangata whenua within the Tauranga City Council area to discuss and debate local authority concerns and allow the Te Rangapū Mana Whenua o Tauranga Moana Partnership to implement initiatives to advance and protect the interests of tangata whenua
- provide an opportunity for Council and the Te Rangapū Mana Whenua o Tauranga Moana Partnership to discuss and develop Council concepts, procedures, policies and projects that will impact on Tauranga Moana Tangata Whenua.

Six representatives of the Te Rangapū Mana Whenua o Tauranga Moana Partnership are nominated on the Tangata Whenua/Tauranga City Council Committee. The role of this committee is to provide strategic leadership and advice to Council, tangata whenua and the wider community in respect of environmental, social, economic and cultural outcomes relating to tangata whenua.

Over-arching comments from the Te Rangapū Mana Whenua o Tauranga Moana Partnership

Te Rangapū acknowledges the consideration of mātauranga Māori in the development of the draft national adaptation plan. Whilst there is much detail yet to be revealed we see great value in a high degree of community ownership, the preservation of the local voice and the value that a strong Māori perspective at all levels can bring to benefit the entire community. We will continue to work closely in partnership with Tauranga City Council to ensure Tauranga Moana is protected throughout these changes.

Te Rangapū are disappointed with the lack of specific consultation with iwi, hapu and marae on the draft national adaptation plan and managed retreat consultation document, and with the short timeframes allowed for responses. These are important pieces of work and a rushed consultation process does not allow for the quality of consideration and feedback that might have occurred if more time was made available.

Te Rangapū recommend that the following principles be adhered to throughout all work related to adaptation and managed retreat:

- ensure the national adaptation plan and managed retreat approaches give effect to the principles of Te Tiriti o Waitangi in all aspects and at all levels; being Partnership, Participation, Protection and Potential (Redress);
- ensure regionalisation takes proper account of natural Māori alliances;
- discharge to whenua is more appropriate than discharge to wai – these tikanga need to be prioritised;
- protect kaitiakitanga – iwi and hapū must be supported to maintain guardianship over their taonga tuku iho (which includes associated flora and fauna);
- prioritise supporting the development of Māori land for iwi/hapu/marae, now and into the future;
- plan for better alignment with the natural form and function of the taiao;
- the national adaptation plan must support the implementation of Te Mana o Te Wai in all aspects.

Other submissions

Tauranga City Council is a contributor to, and supporter of, the Bay of Plenty Regional Transport Committee submission. Within that submission we particularly highlight and promote the criticality of the Port of Tauranga to the local, regional and national economy, and the importance of the transport supply routes to and from it.

Further contact

Should the opportunity arise, Council would welcome the opportunity to speak to this submission.

For matters relating to this submission, please contact Christine Jones, General Manager: Strategy & Growth in the first instance.



Anne Tolley
Commission Chair
Tauranga City Council

Draft National Adaptation Plan

General commentary

1. We commend the government on preparing the first draft national adaptation plan, and for commencing discussions on the design of managed retreat systems for Aotearoa New Zealand.
2. We recognise that this is the first such draft plan and that there will be a revised version in six years. However, we note that from a local government perspective much of the detail on adaptation processes that we may have been hoping for is not yet available. Further information will arrive as the Natural and Built Environment Act, the Strategic Planning Act, the Climate Adaptation Act, and the National Planning Framework are further progressed. Until these various works are undertaken, the national 'picture' for adaptation and managed retreat is necessarily incomplete.
3. Further complications for local government involve the final outcomes from the Three Waters Reform and where responsibility for adaptation discussions with the community sit, and the Future for Local Government review which may or may not change local government responsibilities in matters relating to adaptation and/or managed retreat.
4. Having said that, the draft national adaptation plan is a comprehensive stocktake of work underway or proposed in the area of climate adaptation, some directly related and some more tangentially. We congratulate government on its compilation and publication.

Introductory section

5. We congratulate government on the recognition of the indigenous worldview on pages 19 to 21 of the document, and the publication of 'Rauora: a climate change framework'. However, it is unclear how that framework has been woven into the balance of the draft national adaptation plan, nor how local government may be able to use that framework. We particularly note that the strength of partnerships with mana whenua arise from systems, processes and approaches that are inherently localised and which have resonance with mana whenua. A centralised framework, while laudable, may not therefore have direct or immediate impact on the ground.

Question 2 – The national adaptation plan focuses on three key areas. Please indicate which area is most important to you.

6. The three focus areas outlined on page 15 of the document are equally important:
 - Focus area one: Reform institutions to be fit for a changing climate
 - Focus area two: Provide data, information, tools and guidance to allow everyone to assess and reduce their own climate risk
 - Focus area three: Embed climate resilience across government strategies and policies.
7. The most direct impact on local government is likely to be felt through focus areas two and three but that does not mean that we do not consider all three focus areas equally important.

8. We note that for Tier 1 'growth councils' such as Tauranga (and potentially for others), focus area three is likely to create further tension with the government's urban growth agenda. Taken together with the Emissions Reduction Plan and the National Policy Statement for Freshwater Management, the National Adaptation Plan is likely to make urban growth harder for local government to action.
9. With regard to urban growth, there is already no clear direction on how councils are expected to balance these differing priorities and give effect to higher order documents when they conflict. The addition of the national adaptation plan potentially adds to those difficulties.

Question 4 – Central government cannot bear all the risks of adaptation. What role do you think asset owners, banks and insurers, the private sector, local government and central government should play in: (a) improving resilience to the future impacts of climate change? and (b) sharing the costs of adaptation?

10. Refer to the response to question 57, a similar question regarding managed retreat. Roles and responsibilities should be principally guided by the principles that cover:

- efficiency, fairness, openness and transparency
- active community engagement
- flexibility
- iwi/Māori involvement, particularly mana whenua involvement
- beneficiaries contributing (where they are able to), and, perhaps most importantly
- 'risks and responsibilities are appropriately shared across parties'.

System-wide actions

Question 6 – Do you agree with the objectives in this chapter?

11. Yes. We support all four of the system-wide objectives:
 - Legislation and institutional arrangements are fit for purpose and provide clear roles and responsibilities
 - Robust information about climate risks and adaptation solutions is accessible to all
 - Tools, guidance and methodologies enhance our ability to adapt
 - Unlocking investment in climate resilience.

Question 8 – Do you agree that the new tools, guidance and methodologies set out in this chapter will be useful to you, your community and/or iwi and hapu, business or organisation to assess climate risk and plan for adaptation?

12. We support the intent of the new tools, guidance and methodologies and expect that they may well be useful. However, given that many of the actions are either incomplete or still just 'proposed' then an informed judgement on usefulness is not currently possible.

13. We support the proposed action to 'produce new tools and guidance specific to mātauranga Māori and mātauranga indicators' but recommend that this work be accelerated from the current timeframe of 2024-26. Iwi/Māori will be central to many adaptation conversations in communities and, despite the inclusion of the Rauora framework, a delay of several years before mātauranga Māori tools and guidance are in place risks those tools and that guidance feeling like an 'add on' rather than being embedded in the discussions and approach from day one.

Question 9 – Are there other actions central government should consider to (a) enable you to access and understand the information you need to adapt to climate change?

14. It is not necessarily 'other' actions that are important, but the granularity of the information included in the underway and proposed actions under system-wide focus area two that is of most importance to local authorities. Actions such as 'Provide access to the latest climate change projections' and 'Design and develop an Adaptation Information Portal' and 'Develop 3D coastal mapping' need to be at a level of granularity that is relevant to on-the-ground discussions with communities and with local decision-making.

Natural environment

Question 14 – Do you agree with the (objectives and) actions set out in this chapter?

15. Yes.
16. As noted under Question 2, the pressures on a Tier 1 growth council to deliver on government's urban growth agenda are significant. Many of the actions in this section of the national adaptation plan have the, perhaps unintended, impact of making urban development more difficult. Balancing the needs of population, business and housing growth and of environmental protection requires constant management and often difficult (sometime unpalatable) choices. We look forward to clear guidance from central government as the resource management reforms are further progressed.
17. We particularly support the actions:
- Reform the Environmental Reporting and Monitoring System to allow better measurement of environmental change, and
 - Develop mātauranga Māori indicators of climate impacts on the natural environment (proposed action).
18. Better information and better reporting will ultimately result in better decision-making and better outcomes. Improvements to measurement systems and the incorporation of mātauranga Māori measures, particularly relating to the health of waterways, will help protect the environment for future generations.

Homes, buildings and places

General comment

19. The statement, on page 61¹, that 'improving natural hazard information on Land Information Memoranda (LIM) will help raise awareness of climate-related hazards at the property level' is correct but it may be read to be focusing on the wrong area. If a local authority has high-quality, property-specific information about natural hazards it already must be included on the LIM. In Tauranga, information about several such hazards is already included. The inclusion on the LIM of information held by a local authority is not the issue, that is already legislated for. The issue is ensuring that all local authorities have the high-quality, property-specific information to be able to include on a LIM. Supporting local authorities, either by producing the information centrally or by assisting with local resources to enable it to be produced, would go a long way towards the goal of 'raising awareness of climate-related hazards at the property level'.
20. Specialist skills and knowledge are required to map natural hazards at a property-specific level. There is an issue of industry capacity to provide these services in New Zealand. As part of the support to local authorities in this area, assessing a 'whole of government' type procurement approach to provide a more cost-effective and certain pathway, and to ensure a consistency of approach, may be an approach worth taking.

Infrastructure

Question 26 – Do you agree with the outcome and objectives in this chapter?

21. Broadly, yes.
22. As a local authority with responsibilities for billions of dollars of infrastructure, and statutorily charged with promoting the wellbeing of the city's residents, we support the intended outcome of 'infrastructure is resilient to a changing climate, so that it protects or enhances the wellbeing of all New Zealanders'.
23. However, there will be times when specific bits of infrastructure cannot viably be resilient to a changing climate. The outcome above should not be seen as a licence to 'defend infrastructure at all costs' as this would not be an appropriate response – sometimes the road or park beside the coast cannot continue to be defended with ever greater sea walls.
24. To make the distinction clear, we recommend that the outcome be re-worded to reference 'infrastructure networks' rather than just 'infrastructure'.

Question 28 – Do you agree with the actions set out in this chapter?

25. Overall, yes.
26. The 'critical action' to 'scope a resilience standard or code for infrastructure' is currently underway, led by Te Waihangā. This scoping includes the impacts, costs and benefits of introducing a voluntary standard or code for resilient infrastructure. Given the scale of

¹ While this reference is in the 'Homes, buildings and places' section of the document, the action itself appears as a supporting action in the 'Communities' section of the document (page 79)

the potential adaptation issue facing Aotearoa New Zealand, we consider that a voluntary code is not a suitable response. All new infrastructure should be built to appropriate standards of resilience and as such any standard or code should be mandatory (recognising that the requirements in the code may be scalable for infrastructure of different lifespans and of different criticality). This would better fit with the stated objective of ensuring 'all new infrastructure is fit for a changing climate' (emphasis added).

27. Note that while a mandatory code is the preferred approach, we recognise that within the code there should be provisions for a suitable approval process to allow an infrastructure provider to step outside of the prescribed code with an 'acceptable alternative solution'.

Communities

Question 32 – Do you agree with the outcome and objectives in this chapter?

28. Yes. We recognise and support the commentary that local government will have a significant role to play in helping communities adapt to the impacts of climate change. While information, guidance and leadership on many aspects of climate change adaptation will need to be driven centrally, it is locally where the impacts will be felt. Our role working with our communities is therefore critical. With this in mind, we support the outcome that 'communities have a high level of adaptive capacity and are resilient to the impacts of climate change' and the supporting objectives to:

- enable communities to adapt
- support vulnerable people and communities
- support communities when they are disrupted or displaced, and
- the health sector is prepared and can support vulnerable communities affected by climate change.

29. We would note, though, that it is not just the health sector that needs to be prepared to support vulnerable communities. All sectors will need to be so prepared, in particular the social services sector.

Economy and financial system

30. No specific comments.

Research strategy

31. No specific comments.

Monitoring and reporting

32. No specific comments.

Question 51 – Do you have any other thoughts about the draft national adaptation plan that you would like to share?

33. We recognise that this is the first draft national adaptation plan and that legislation requires that a second plan will be prepared in six years' time. We look forward to significant central government leadership over the intervening period, such that the second national adaptation plan has moved from a focus on planning and preparing and is focused on delivery and on-the-ground action.
34. We note that the draft national adaptation plan includes progress indicators setting out expected progress for each action by 2024, and that the final plan will see additional indicators to 2028. The 2028 indicators will be too late to inform progress of the second national adaptation plan in that year. As such, we recommend a further set of measurable targets as at 2026 to ensure progress is on-track before the 2028 draft plan is prepared.

Managed retreat consultation document

Objectives and principles

Question 52 – Do you agree with the proposed principles and objectives for the Climate Adaptation Act? and**Question 53 – Are there any other principles or objectives you think would be useful?****Objectives and principles of legislation**

35. We support the five objectives and six principles to guide the development of legislation.
36. Alongside the objective 'to clarify local government liability for decision-making on managed retreat, and the role of the courts', we believe there should be an equal objective to 'clarify central government liability for decision-making on managed retreat'.

Objectives and principles of funding responsibilities

37. With regard to the four objectives and eight principles relating to funding responsibilities, we feel there is an undue bias on protecting central government, potentially at the expense of others with involvement in any processes.
38. The objective 'to reduce liabilities, including contingent liabilities to the Crown' should be extended to also reference contingent liabilities to local government. In many cases, local government balance sheets are under pressure and any unnecessary increase in liabilities (or contingent liabilities) is likely to have implications on service delivery.
39. The principle that 'risks and responsibilities are appropriately shared across parties including property owners, local government, central government, and banking and insurance industries' is strongly supported. However, we note with some concern that this principle is somewhat undermined by the first-listed principle being to 'limit Crown's fiscal exposure'. A principle which speaks to appropriate sharing does not sit well with another which seeks to limit a single party's fiscal exposure. We recommend that the principle of limiting the Crown's fiscal exposure either be extended to cover limiting the

fiscal exposure of all parties, consistent with the 'appropriate sharing' principle, or be removed entirely.

40. (Our concerns also recognise the importance of word-ordering in documents such as these: starting with the first principle being to limit the Crown's fiscal exposure does not engender a feeling among other parties that the process of funding managed retreat will be a collaborative one.)
41. The principle of ensuring 'fairness and equity between communities, including across generations' needs further clarity regarding the 'between communities' wording. We are unsure if this means fairness and equity between different communities across the country, or different communities within a region or district or city, or different communities affected by a single managed retreat discussion. We submit that the principle should be focused on fairness and equity between communities within a territorial authority's area, for us the city of Tauranga. Equitable solutions across this scale is an achievable (if difficult) proposition. Attempting to deliver equity across the country or even a large region, subject to very different risk scenarios, is likely to be unproductive.
42. Clarity is also sought as to the meaning of 'beneficiaries' in the principle that 'beneficiaries of risk mitigation should contribute to costs'. Defining the direct and indirect beneficiaries of services or interventions is often a difficult task, as all councils will be aware through their work on revenue and financing policies. Direct beneficiaries are typically easier to identify, but indirect beneficiaries are often large in number and diverse in relationship to the service or intervention. Providing greater clarity on the meaning of 'beneficiaries' would enable a better understanding of this principle and thus how it should be applied in the design of funding responsibilities.
43. Further, it should be noted that while a principle of 'beneficiaries should contribute to costs' may at face value appear reasonable, there will be situations where beneficiaries are unable to contribute to costs. For example, a Māori land trust owning unproductive coastal land may have negligible liquid assets to be able to contribute to the costs of risk mitigation (in whatever form) but may well benefit from that mitigation alongside other landowners or service providers. To not undertake that risk mitigation process because of an inability to meet the principle that (all) beneficiaries should contribute to costs would be wrong. [In this and other instances, the principle that 'risks and responsibilities are appropriately shared across parties' becomes ever more important.]

Establishing a process for managed retreat

Question 54 – Do you agree with the process outlined and what would be required to make it most effective?

44. The broad stages of managed retreat (initiating; planning and preparing; enabling investment; active retreat; clean-up and repurposing) are supported but are highly dependent on the acceptance in the prior paragraph that 'we do not expect the process to be identical for every retreat'. Recognising that retreat processes that respond to a past event will be different to retreat processes that respond to future risk is fundamental and should be explicitly included in any system design work.

Intolerable risk

45. While the process graphic starts with 'initiation', what is not noted is the relationship between the initiation of a managed retreat process and the determination of 'intolerable risk'.
46. The first-listed objective for the legislation is 'to set clear roles, responsibilities and processes for managed retreat from areas of intolerable risk'. As an objective, this is reasonable. However, it does open the questions as to what is intolerable risk, intolerable to who, and who should decide?
47. A definition of, or at least some clear criteria to help define, intolerable risk is required. In our opinion the key, and perhaps only, factor in determining intolerable risk is risk to human life. This includes with a building can be occupied in a safe and sanitary manner. Most other risks can be tolerated and should not necessarily lead to the initiation of managed retreat processes.
48. As to 'who decides?', we suggest key considerations should include:
 - the involvement, but not necessarily with final decision-making rights, of those who are subject to the potential intolerable risk, and
 - those who are expected to fund the consequences of the managed retreat process should be central to the decision-making process.

Regional spatial strategies

49. It is also not clear from the consultation document whether the risk needs to be identified in the regional spatial strategy before planning for managed retreat can commence. The graphic suggests that recognition of a risk in the regional spatial strategy may be one of several initiators of a managed retreat process, while some of the narrative implies it is a required precursor.
50. To undertake all risk assessments through the regional spatial strategy process would take considerable work and time. As an example of the scale of this task, in the Bay of Plenty the natural hazard provisions in the regional policy statement became operative in 2015. However, few councils have completed all the necessary risk assessments and some are yet to do any risk assessments.
51. Ensuring that councils are resourced to undertake their roles in risk assessment would help ensure the managed retreat process as outlined in the consultation document is operable in all districts.

Question 55 – What do you think should trigger the process?

52. The triggers in Figure 2 of the consultation document are reasonable (regional spatial strategies; natural and built environment plans; community or council request; a natural hazard event; other community engagement). In all instances, we reiterate our earlier comments that risk to life (including whether a building can be occupied in a safe and sanitary manner) should be the key criteria for a managed retreat exercise.
53. What doesn't appear to be considered is the role of other infrastructure providers in triggering or proceeding with a managed retreat discussion. Providers of services such as gas, electricity and telecommunications all make significant investment in capital infrastructure, each piece of which will have its own lifecycle. Infrastructure providers will make their own assessment of the costs and benefits of replacing or upgrading infrastructure assets at the appropriate time in that asset's lifecycle. This may result in the

‘trigger decision’ for managed retreat being made by a third party (potentially on wholly commercial grounds) with a decision to not renew an asset or to gradually wind-down service provision. This may be outside of the ‘intolerable risk’ parameters of the managed retreat processes but nevertheless still be the trigger for consideration of such a process.

Roles and responsibilities

Question 57 – What roles and responsibilities do you think central government, local government, iwi/Māori, affected communities, individuals, businesses and the wide public should have:

(a) in a managed retreat process? (b) sharing the costs of managed retreat?

54. We support the objective of setting clear roles and responsibilities for managed retreat and trust that those roles and responsibilities will be principally guided by the principles listed in the consultation document that cover:
- efficiency, fairness, openness and transparency
 - active community engagement
 - flexibility
 - iwi/Māori involvement, particularly mana whenua involvement
 - beneficiaries contributing (where they are able to), and, perhaps most importantly
 - ‘risks and responsibilities are appropriately shared across parties’.
55. We recognise and support the statement that ‘it is likely that local government will continue to play a leading role in managed retreat.’ Local understanding, local discussions, and local decision-making will be critical to the success of any managed retreat process.
56. The role that central government needs to take is to help provide consistent information, processes and funding opportunities across the country so that all affected communities have the same opportunity for a good response to, and solution for, their localised issues. Part of this is to ensure that the legislative framework is clear and navigable. The consultation document illustrates that there are numerous pieces of legislation that manage natural hazards. We contend that these processes do not appear to align in a way that provides a consistent approach to natural hazards. The introduction of the new legislation risks creating an even greater challenge in understanding a clear path in the management of natural hazards and, from there, the management of retreat processes. Great care will need to be taken that the whole natural hazards system is ‘joined up’ not just the new provisions in the Climate Adaptation Act.
57. We recognise that mana whenua will have significant roles in the consideration of managed retreat on land within their rohe. We also recognise that many mana whenua organisations are not sufficiently resourced to enable that role to be undertaken. We recommend that resourcing is made available to hapu and iwi to enable decision-making regarding the management of waahi tapu and Māori sites of significance.

(b) sharing the costs of managed retreat?

58. Several years ago, work was undertaken by central and local government on a proposed 'local government risk agency'. While such an agency never eventuated, much of the work on the apportionment of funding of significant events, including a consideration of the 60/40 funding relationship, was worthy. We recommend revisiting that work with a view to assessing its relevance to managed retreat processes and costs.

Question 59 – A typical managed retreat will have many costs, including those arising from preparation (including gathering data and information), the need to participate in the process, relocating costs and the costs of looking after the land post-retreat. In light of your feedback on roles and responsibilities (question 57), who do you think should be responsible for or contribute to these costs?

59. We recognise that many of the costs listed above will lie locally. However, we also recognise that there are interventions that central government can make to ensure that some of those costs are not repeated in every local authority across the country. In particular, provision of (or funding of) information and guidance centrally will assist in managing those costs related to preparing for a managed retreat scenario. While the execution of a managed retreat process needs to be localised, having centrally funded and provided templates for processes and decision-making will save repeated reinvention at a local level.
60. Relocation costs are likely to be significant, as are costs (to property owners) of abandonment where relocation is not an option. For many communities, these costs will not be able to be absorbed locally. In these situations, the principle that funding risks and responsibilities should be appropriately shared across all parties, including central government becomes very relevant.

Question 60 – What do you consider the key criteria or central government involvement in managed retreat?

61. We support the examples provided on page 15 of the document being:

- where a large area is affected
- where there is a high level of risk
- where the area is facing particular urgency, and
- where there is significant hardship.

62. To these we would add:

- where the managed retreat process has been initiated as a direct result of changes in rules or requirements set by central government (for example a resetting of risk parameters), and
- where central government owns or operates community-facing infrastructure in the area (for example, a state highway, hospital, school, police station, fire and emergency station, etc).

63. We also note that in the roles and responsibilities section of the consultation document, the involvement of central government in the managed retreat process 'does not mean that it is appropriate for central government to fund managed retreat processes or local

infrastructure. We submit that where central government owns or operates infrastructure in the area affected it would be entirely appropriate for central government to be involved in funding both the process and the infrastructure costs required.

Question 61 – Should commercial properties/areas and residential properties/areas be treated differently in the managed retreat process?

64. No. Both involve financial, social, emotional, and cultural impacts on people. If the trigger for initiating a managed retreat process is reached then all properties and areas should be treated equally regardless of the use of that property.

Question 62 – Are there circumstances in which people shouldn't be able to stay in an area after community services are withdrawn?

65. The over-riding question should be 'is there a risk to health and life of people remaining in an area after some or all services are withdrawn?' If there is, then legislation such as that covering insanitary buildings will take effect. If not and people are able to live healthily 'off the grid' and there is no imminent threat of loss of life from natural hazards, then staying may be an option (noting that this would generally apply to 'slow creep' risks like rising sea-levels rather than event-based risks such as landslips or flash flooding).

Property transfer

Question 64 – Many residential communities are made up of a combination of renters, owner-occupiers and people who own property and use it as a second/holiday house. Do you think there are reasons for these groups to have different levels of involvement in a managed retreat process?

66. All residential property owners should be treated equally, regardless of whether their investment in their property represents their home, a rental property, or a second or holiday home and should have the opportunity for a high degree of involvement in the process and potentially in the decision-making.
67. Those who are renting may have strong community and emotional ties to the property or locality and would undoubtedly suffer financial and other loss in the event of a managed retreat scenario, but their financial investment in the property at risk is lower than that of property owners and this should be recognised in the level of involvement in the managed retreat process.
68. In terms of the five levels of stakeholder engagement as laid down by the International Association of Public Participation (inform, consult, involve, collaborate, empower), we see property owners at the first four levels, while renters may be at the first three.

Question 65 – Do you think different approaches should be taken for those who purchased properties before a risk was identified (or the extent or severity of the risk was known) and those who bought after the risk became clear?

69. Yes. The important aspect of the distinction in the question is where 'the risk became clear'. Clarity is provided through official and specific information about the property as is recorded on a Land Information Memorandum ("LIM report") available from the local

authority. Risks which are clearly referred to on a LIM report are available to a purchaser before purchase and, whether or not the purchaser chooses to obtain or read the LIM report, should be a significant consideration in the allocation of financial responsibilities if those risks eventuate. The principle of caveat emptor, or buyer beware, is very relevant in these situations. If a risk was known and a buyer purchased anyway, that risk should predominantly then fall on the buyer not on other potential parties in a managed retreat scenario.

Implications for Māori

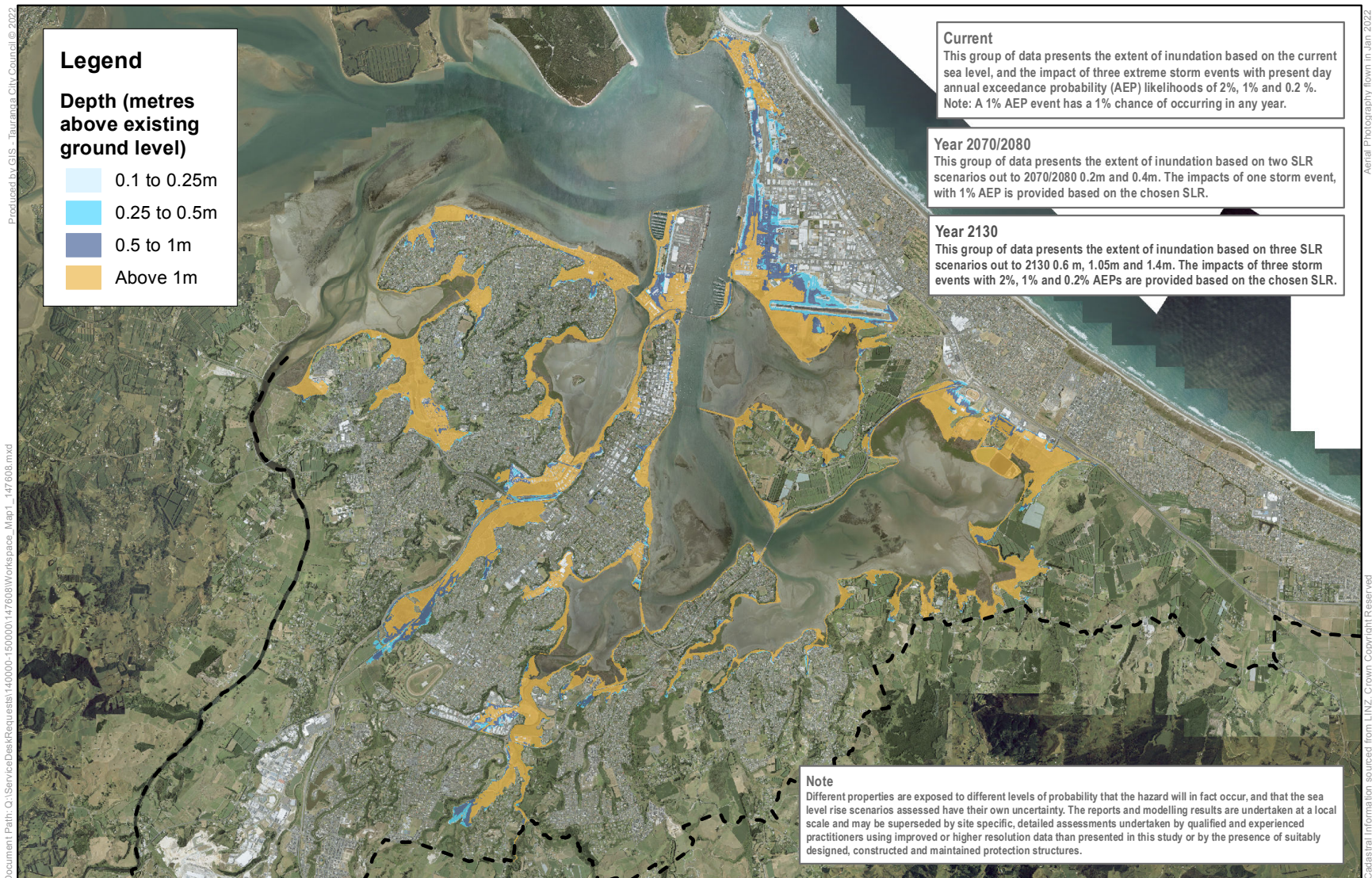
Question 69 – What do you see as being most important in developing a managed retreat system for Māori?

70. The single most important aspect of any managed retreat for Māori is that it involves Māori at a local level. In some situations, this may be at iwi level, but in most situations in Tauranga it is more likely to be at hapu level or at marae level. The managed retreat 'system' should explicitly provide for this.
71. Māori are significantly affected by multiple natural hazard risks due to their connection with, and subsequent location near, water. Within Tauranga there are marae and urupā directly affected by the risk of natural hazards and where, in time, managed retreat conversations may be appropriate. Each of these discussions will need to be specific to the people and the whenua involved. Flexibility in the approach to managed retreat will be critical.
72. The cultural significance of the whenua to Māori, and of specific whenua to whānau, hapu and iwi, means the issue of 'retreat to where?' becomes even more important than for some other lands. The need to identify and provide access to land that is culturally appropriate to retreat to will need to be a major focus in any managed retreat discussion. In some cases, historical land alienation may leave few obvious alternatives. Care will need to be given to considering all potential options for appropriate retreat sites, regardless of how difficult this may be.

Interaction with insurance

Question 72 – Should insurability be a factor in considering the option of managed retreat from an area?

73. It should only be a factor to the extent that it recognises (or in some way heightens) the risk to health and life mentioned earlier in this submission as being the key factor in determining whether a managed retreat process is necessary. Insurance withdrawal in and of itself does not create an 'intolerable risk'.

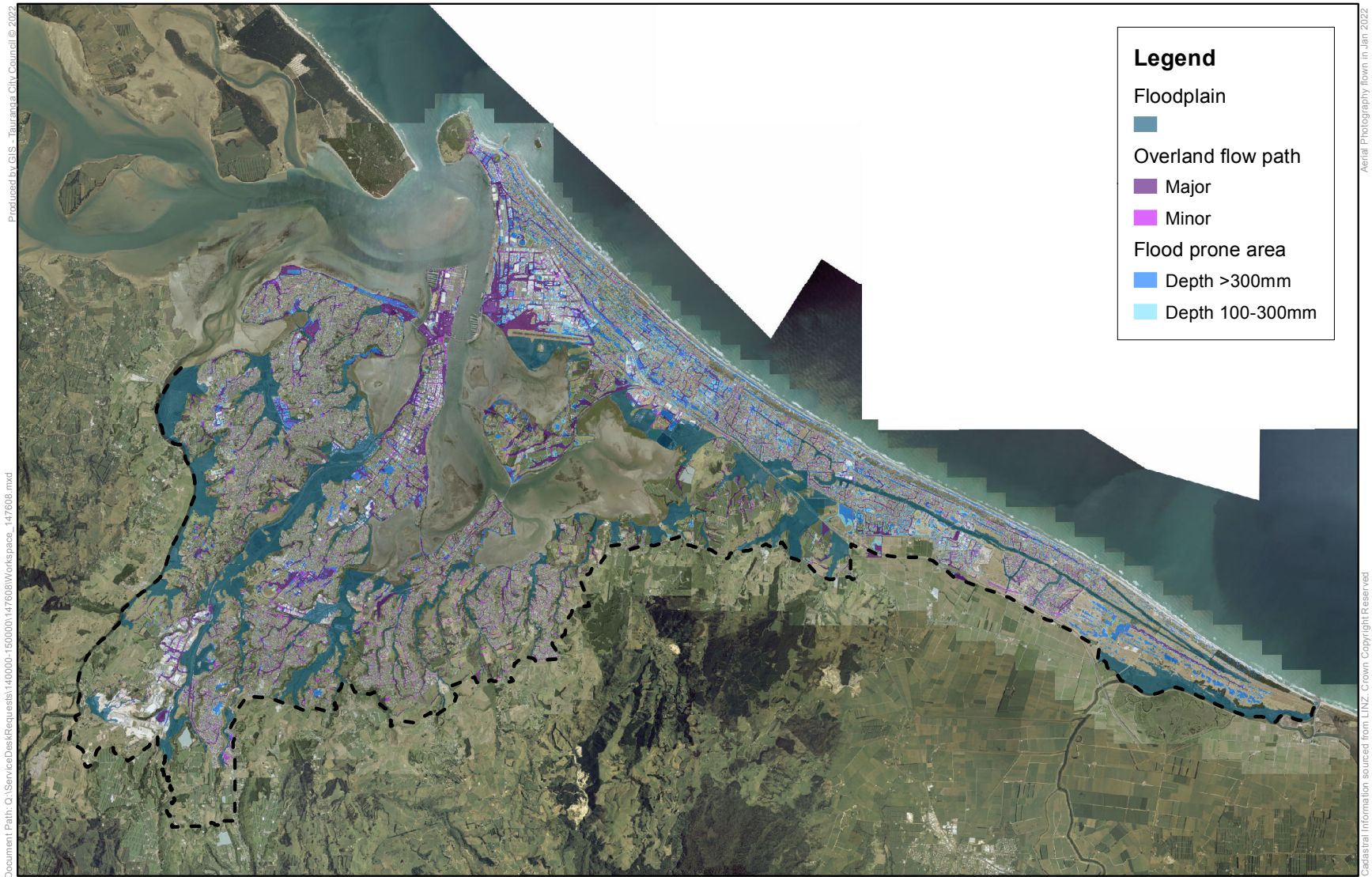


Harbour Inundation
Year 2130, 1.4m SLR, 1% AEP

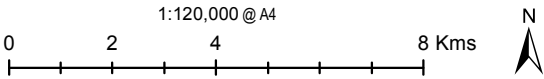
1:78,000 @ A4
0 1.25 2.5 5 Kms



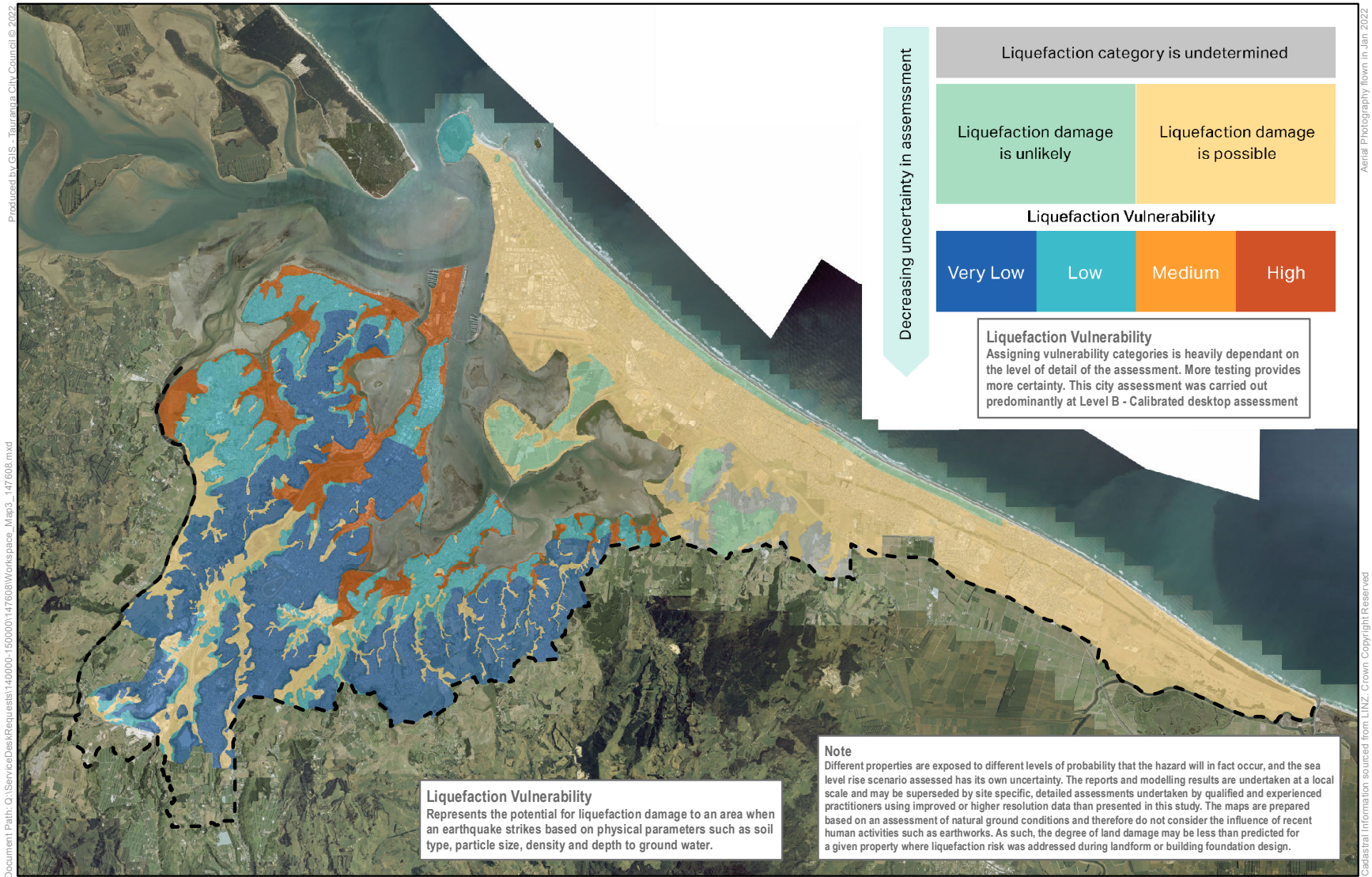
Information shown on this plan is indicative only. The Council accepts no liability for its accuracy and it is your responsibility to ensure that the data contained herein is appropriate and applicable to the end use intended.



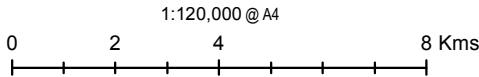
Plan Change 27
(Flooding from intense rainfall)



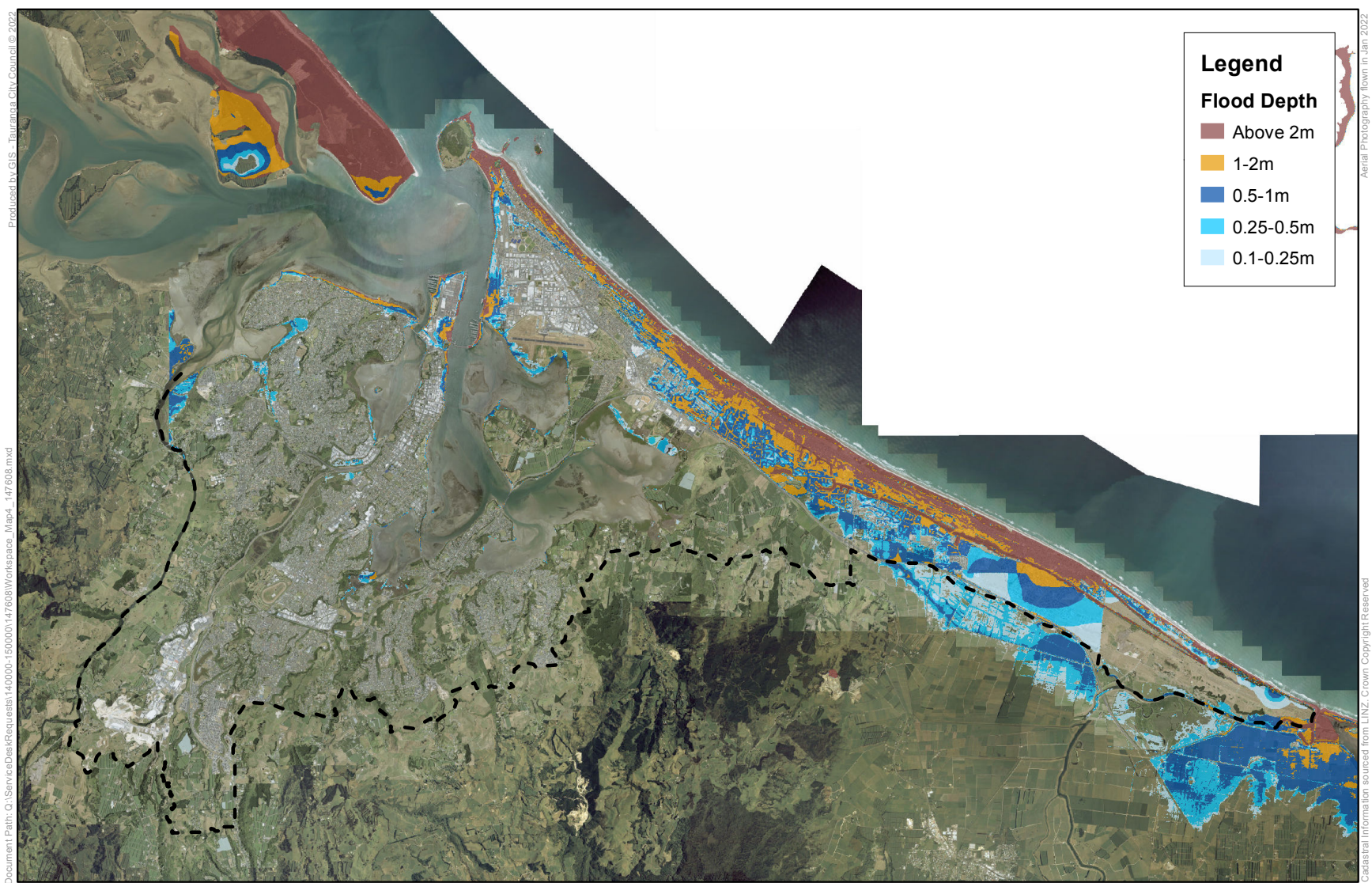
Information shown on this plan is indicative only. The Council accepts no liability for its accuracy and it is your responsibility to ensure that the data contained herein is appropriate and applicable to the end use intended.



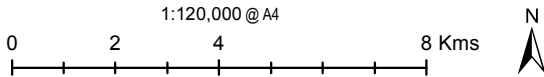
Liquefaction Vulnerability



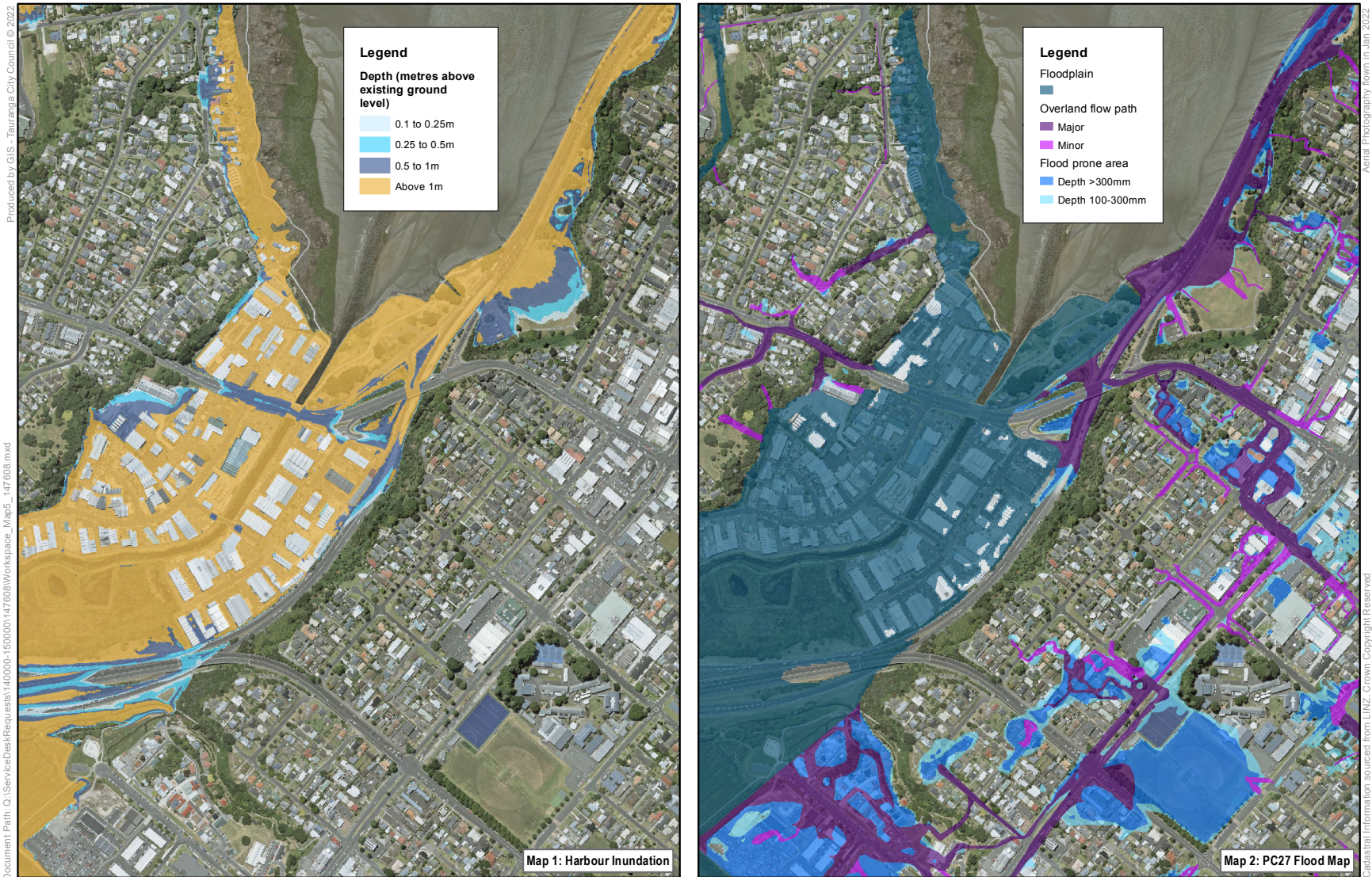
Information shown on this plan is indicative only. The Council accepts no liability for its accuracy and it is your responsibility to ensure that the data contained herein is appropriate and applicable to the end use intended.



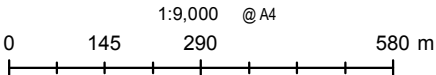
**Maxumum Tsunami
Flood Depth at 9m**



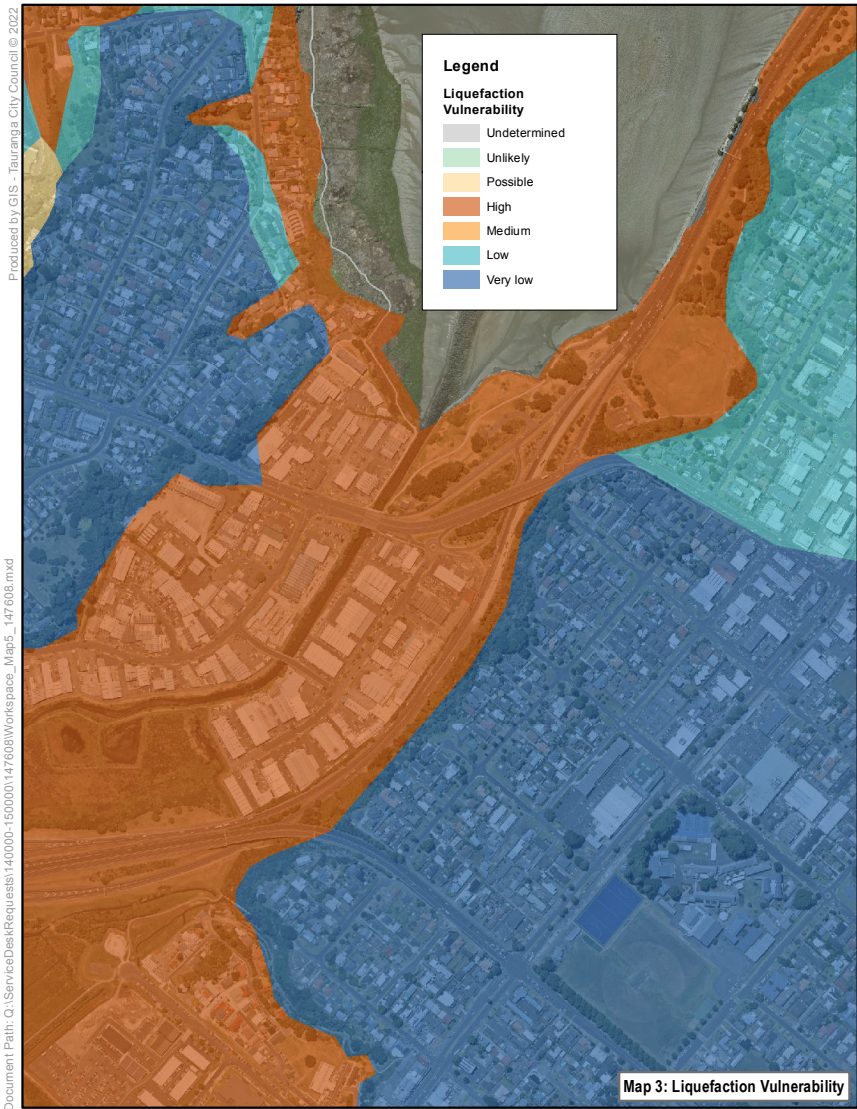
Information shown on this plan is indicative only. The Council accepts no liability for its accuracy and it is your responsibility to ensure that the data contained herein is appropriate and applicable to the end use intended.



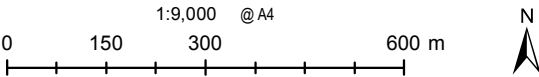
Harbour Inundation
PC27 Flood Map



Information shown on this plan is indicative only. The Council accepts no liability for its accuracy and it is your responsibility to ensure that the data contained herein is appropriate and applicable to the end use intended.



**Liquefaction Vulnerability
Tsunami Flood Depth**



Information shown on this plan is indicative only. The Council accepts no liability for its accuracy and it is your responsibility to ensure that the data contained herein is appropriate and applicable to the end use intended.

11.6 Next Steps at Golf Road Reserve

File Number: A13460881

Author: Ross Hudson, Team Leader: Planning
Emma Joyce, Policy Analyst

Authoriser: Barbara Dempsey, Acting General Manager: Community Services

PURPOSE OF THE REPORT

1. To agree the next steps for the development of Golf Road Reserve.

RECOMMENDATIONS

That Council

- (a) Agree that pursuant to section 24 of the Reserves Act 1977, and pursuant to a Council resolution dated 8 February 2022, the Tauranga City Council as the administering body for this reserve hereby resolves to change the classification of Section 1 within Section 106 Block VII Tauranga Survey District (Golf Road Reserve) from Recreation Reserve to Local Purpose (Community Building) Reserve.
- (b) Endorses the intended future use of the remainder of the Golf Road Reserve as a community garden with the former bowling club building retained as a bookable neighbourhood community space (subject to detailed building assessment).
- (c) Endorses an investigation into options for the provision of Council land for development of a beach volleyball centre, to be considered within the wider sport and recreation planning work currently underway.

EXECUTIVE SUMMARY

2. At its 8 February 2022 meeting, Council confirmed that the Mt Maunganui Playcentre would occupy part of Golf Road Reserve, noting that as a matter of process a further resolution on the matter would be required upon completion of the survey plan (resolution number CO1//22/3). The full text of the resolution is pasted below for information.

That the Council

- (a) *Receives the Golf Road Reserve – Submissions on Proposed Partial Reclassification report and attachments.*
- (b) *Approves the partial reclassification of 1000m2 of Golf Road Reserve from recreation reserve to local purpose (community building) reserve pursuant to section 24 of the Reserves Act 1977 and acknowledges that as a matter of process, a further Council resolution is required to confirm this upon completion of the survey plan.*
- (c) *Approves for the Mount Maunganui Playcentre to be located at Golf Road Reserve, and to commence detailed design and lease negotiations.*
- (d) *Requests staff to advance plans for the future use of the remainder of the Golf Road Reserve within three months.*

CARRIED

3. As the survey plan (attachment 1) is now complete, Council is now required to formally reclassify the part of the reserve which will now be occupied by the playcentre building (as per resolution (b) of the February meeting). This is marked as section 1 on the appended survey plan.

4. At the same meeting, Council requested staff advance plans for the remainder of the site. This work is now complete with a community garden and retention of the bowling club building as a bookable community hub space identified as the best options for the remaining area. This report asks Council to note this intended use.
5. Volleyball New Zealand expressed interest in using the old bowling greens as a facility for beach volleyball, noting that this has been successful in other parts of New Zealand. While Golf Road Reserve was not identified as the best option for this activity, staff recognised that there is merit in locating some beach volleyball away from Mount Main Beach and the need for additional beach volleyball facilities in Tauranga. Should Council endorse as part of this report to allow a community garden on the reserve, we would be seeking to work with Volleyball New Zealand to identify appropriate space for beach volleyball as part of wider sport and recreation planning underway.

BACKGROUND

6. Council confirmed in February 2022 that a portion of Golf Road Reserve would be used to relocate the Mt Maunganui Playcentre from Blake Park.
 - (a) As a matter of process, Council is now required to formally reclassify the land to be occupied by the playcentre following the completion of the survey. (There is no intention to revisit the decision to locate the playcentre through this recommendation).
7. Council is working closely with the playcentre to prepare the site for development. Planning work underway includes site investigation and preparation, boundary treatment and resource consent. At this stage, subject to funding confirmation, resource consent/building consent approval and all the other variables impacting development currently, timeframes are for site preparation to commence early August and construction to commence October 2022. The new playcentre is scheduled to open in February 2023.
8. Council also requested staff advance plans for the remainder of the site not occupied by the playcentre. The following were put forward for consideration as options for the remainder of the site'
 - beach volleyball centre
 - community garden
 - Mt Maunganui Menz Shed
 - golf club extension
 - community centre
9. Staff undertook an assessment of each option (attachment 2). The preferred options are to retain the open space as community garden and investigate using the former bowling club building as a bookable, neighbourhood community centre (subject to a detailed building assessment). Work is required to ensure the building meets the current building code, including the installation of fire doors and accessible toilets.
10. While the Menz Shed and beach volleyball proposals were not supported for this location, they are acknowledged as having merit. Staff will continue to work with Menz Shed and Volleyball New Zealand to facilitate their location elsewhere in Tauranga.

STRATEGIC / STATUTORY CONTEXT

11. This report is (in part) to formally reclassify the portion of land to be occupied by the playcentre from recreation reserve to local purpose reserve. This recognises that a playcentre does not easily align with the purpose of recreation reserve, for example, providing for sport and recreation or the physical welfare and enjoyment of the public.
12. The intended future use of the remaining land as a community garden aligns with the purpose of recreation reserve. As such, there is no requirement to seek reclassification under the Act of the remaining land. However, resource consent may be required if the development of the community garden requires some disturbance of soil.

13. No change to the Tauranga Reserves Management Plan (TRMP) is required to provide for the proposed community garden. While the reserve is categorised in the TRMP as an active reserve, this is in respect of its previous use as a bowling green. While the reserve is too small to meet the definition of an active reserve as “large reserves primarily for organised sport”, as a community garden it would still provide for outcomes of providing space for recreation and relaxation.
14. The Community Gardens Policy notes council’s support for the establishment of new community gardens. The Golf Road proposal aligns with policy requirements to ensure new gardens are linked with other community groups and activities. Staff are working with interested persons to establish a management committee for Golf Road as per the policy.

FINANCIAL CONSIDERATIONS

15. At its 24 May 2022 meeting, Council approved an additional \$161,000 for the Golf Road building resulting in total funding of \$388,000 for this project. This funding is to be confirmed upon adoption of the annual plan at the end of June.

LEGAL IMPLICATIONS / RISKS

16. This report is to mitigate any risk of proposed activities on the reserve not aligning with the classification of the reserve under the Reserves Act 1977.

CONSULTATION / ENGAGEMENT

17. As noted in the February 2022 report to Council, residents and neighbours were invited to suggest uses for the remainder of the site as part of consultation on the playcentre location and reserve reclassification proposal. There was strong support for a community garden and retention of open space and opposition to additional buildings on the reserve.
18. Staff have spoken to existing users of the former bowling club building (Bay Conservation Alliance and Mount Maunganui Toy Library). Users are keen to keep using the space and are open for it to be shared with other users.
19. Staff have communicated the recommendations in this report to all parties who expressed interest in using the remainder of the site.

SIGNIFICANCE

20. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council’s Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
21. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
 - (a) the current and future social, economic, environmental, or cultural well-being of the district or region
 - (b) any persons who are likely to be particularly affected by, or interested in, the proposal.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
22. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of low significance.

ENGAGEMENT

23. Taking into consideration the above assessment, that the decision is of low significance, officers are of the opinion that no further engagement is required prior to Council making a decision.

NEXT STEPS

24. Staff are working with the person who proposed the community garden to formalise a management structure for the garden and issue a license to occupy.
25. Staff continue to work with Menz Shed and Volleyball New Zealand to facilitate them locating on council land in Tauranga.
26. An open day will be held at the reserve to let the neighbours know of the future plans. If possible, this will be in conjunction with the soft opening of the Eastern Surf Rescue Centre.

ATTACHMENTS

1. **Survey Plan - Golf Road Reserve - A13493690** [↓](#) 
2. **Golf Road Reserve - assessment of options - A13493740** [↓](#) 



Title Plan - SO 576599

Survey Number	SO 576599
Surveyor Reference	225197 - Golf Road - TCC
Surveyor	Andrew Robert Martin
Survey Firm	Lysaght Consultants Ltd
Surveyor Declaration	

Survey Details

Dataset Description	Sections 1 & 2 over Section 106 Block VII Tauranga SD		
Status	Initiated		
Land District	South Auckland	Survey Class	Class A
Submitted Date		Survey Approval Date	
		Deposit Date	

Territorial Authorities

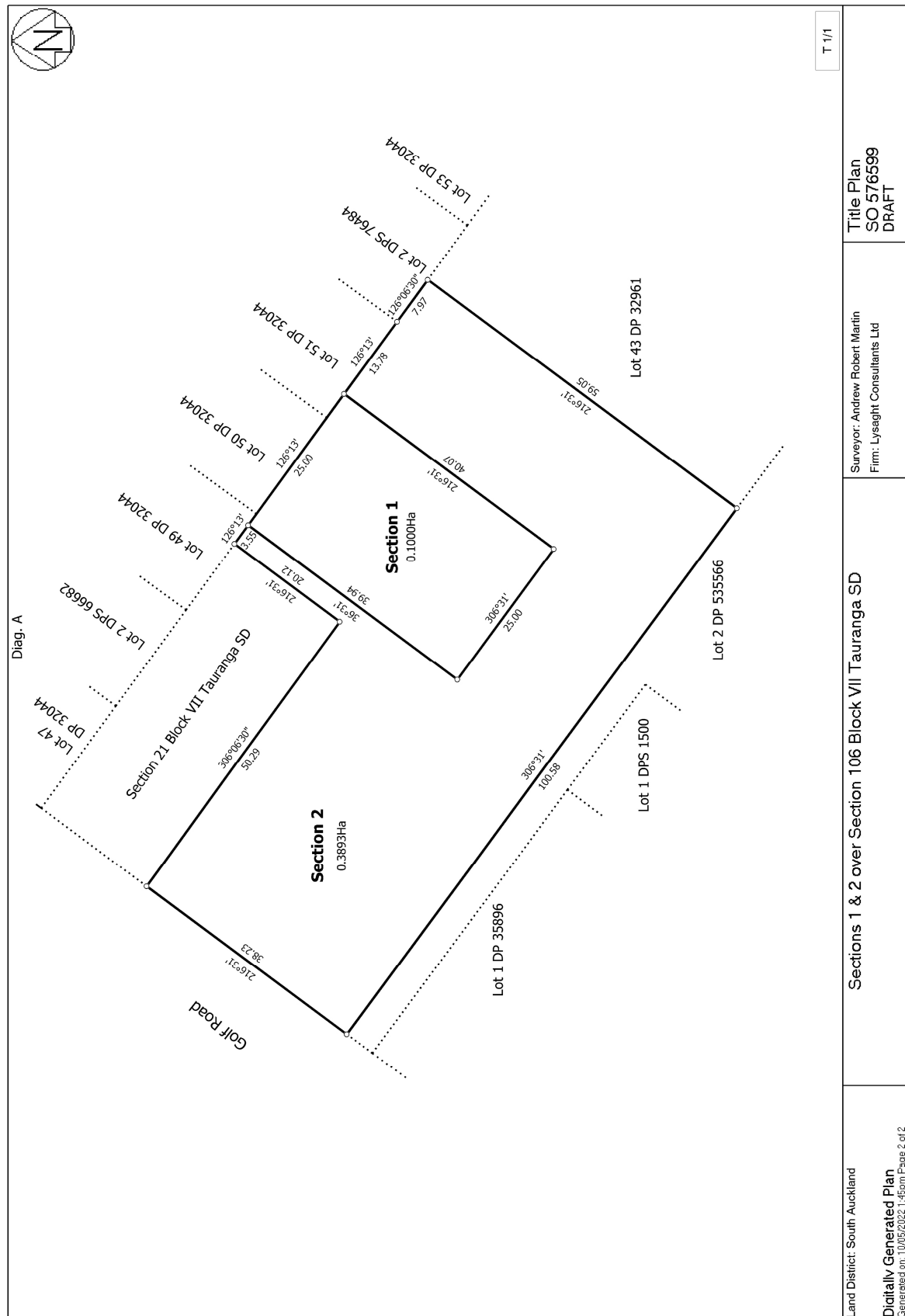
Tauranga City

Comprised In

RT 583300

Created Parcels

Parcels	Parcel Intent	Area	RT Reference
Section 1 Survey Office Plan 576599	Legalisation	0.1000 Ha	
Section 2 Survey Office Plan 576599	Legalisation	0.3893 Ha	
Total Area		0.4893 Ha	



Attachment 2: Assessment of proposals for remainder of Golf Road Reserve

Proposal	Description of Proposal	Advantages	Disadvantages	Notes
Community Garden and park (recommended option)	<p>The old bowling greens would provide space for people to rent a raised 4.5m x 1.5m plot.</p> <p>Any excess produce would be made available to local community organisations.</p> <p>Public access will be permitted to the garden.</p> <p>The community garden would need to use part of the building for storage and occasional meetings.</p>	<ul style="list-style-type: none"> • Good general community support, including from neighbours • Concept supported by Playcentre • Public benefits from the reserve both in terms of gardens and greenspace. • In general, proposal aligns with the purpose of the reserve to provide for wellbeing and recreation • Ability to achieve broader objectives including hapu involvement, green space and park levels of service and sustainability objectives. 	<ul style="list-style-type: none"> • Community benefit mainly to local area only 	Proposed organic management of the community garden does not mean spray free.
Beach Volleyball	<p>Volleyball New Zealand and Volleyball BOP approached Council on the opportunity of using the disused bowling greens for beach volleyball. They have successfully done this in other parts of New Zealand.</p>	<ul style="list-style-type: none"> • Acknowledges growth in beach volleyball and volleyball • Potential relocation of some beach volleyball from Mount main beach • Proven ability to successfully transform disused bowling greens into spaces appropriate for beach volleyball • Recognises immediate opportunity for addressing capacity issues for volleyball • Aligns with the 'active reserve' classification 	<ul style="list-style-type: none"> • High intensity use of the site with impacts on traffic and noise • May not provide for a holistic, strategic approach to identifying the best long-term solution for accommodating volleyball and beach volleyball in Tauranga 	As an active reserve, sports activities would be permitted until 10pm under current city Plan rules.
Mount Golf Course extension	<p>The golf course would use part of the reserve to extend and re-orientate their course.</p>	<ul style="list-style-type: none"> • Retains green space and amenity for neighbours 	<ul style="list-style-type: none"> • Limited wider community benefit • Potential that the golf course extension could be 	

Attachment 2: Assessment of proposals for remainder of Golf Road Reserve

Proposal	Description of Proposal	Advantages	Disadvantages	Notes
	They have previously expressed interest in using the building to store additional golf carts	<ul style="list-style-type: none"> Acknowledges the growth in golf and membership of the club. 	accommodated within their existing landholding	
Community Centre – General (recommended)	<p>The Community Centres Strategic Plan notes that there is no huge deficit in community centre provision in this area however nearby areas are under pressure and a community centre will be considered as part of future design and upgrade of Maunganui Road Reserve and adjacent library.</p> <p>If retained as a community centre in the short to medium term, the building could serve as a neighbourhood centre with some bookable spaces.</p> <p>Upgrades to the building would be required as well as investigation as to what additional groups would be interested in using the space.</p>	<ul style="list-style-type: none"> Regular user groups – Bay Conservation Alliance and Mount Toy Library are keen to continue. Synergies of use with the community garden development. May provide for bookable spaces for groups and activities that cannot be accommodated elsewhere, such as at Arataki Community Centre. 	<ul style="list-style-type: none"> Community Centre Strategy notes that no huge deficit in community centre provision at present with options to increase to be considered as part of upgrade of Maunganui Road Reserve. However known user groups have identified limited alternative options for their activities. Cost to upgrade building and ensure compliance with relevant codes (note that there is also a cost to demolish the building) 	Some community space should also be available in the surf rescue building and need to understand how this will allocated.
Community Centre – Menz Shed	<p>Staff have been working with the Mount Menz Shed to provide them with a facility on Council land for some time.</p> <p>Other options being explored include Hewlett's Road Reserve.</p>	<ul style="list-style-type: none"> Potentially aligns with Playcentre use. 	<ul style="list-style-type: none"> Would require exclusive use of the building Modifications to the building to accommodate noisy machinery May require additional storage on green space (containers) 	

12 DISCUSSION OF LATE ITEMS**13 PUBLIC EXCLUDED SESSION****RESOLUTION TO EXCLUDE THE PUBLIC****RECOMMENDATIONS**

That the public be excluded from the following parts of the proceedings of this meeting.

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
13.1 - Public Excluded Minutes of the Council meeting held on 11 April 2022	<p>s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p> <p>s7(2)(c)(i) - The withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied</p> <p>s7(2)(g) - The withholding of the information is necessary to maintain legal professional privilege</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p>	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
13.2 - Public Excluded Minutes of the Council meeting held on 13 December 2021	<p>s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p> <p>s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(g) - The withholding of the information is necessary to maintain legal professional privilege</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p>	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

	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)	
13.3 - Appointment of Independent Chairperson of Tangata Whenua/Tauranga City Council Committee	s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons	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
13.4 - Exemption to open competition - technical security	s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	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

14 CLOSING KARAKIA