



MINUTES

**Ordinary Council meeting
Monday, 13 June 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, 13 JUNE 2022 AT 9.30AM**

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

IN ATTENDANCE: Marty Grenfell (Chief Executive), Tony Aitken (Acting General Manager: People & Engagement), Paul Davidson (General Manager: Corporate Services), Barbara Dempsey (General Manager: Community Services), Brendan Bisley (Director of Transport), Stuart Goodman (Team Leader: Regulation Monitoring), Ceilidh Dunphy (Community Relations Manager), Sarah Stewart (Strategic Advisor), Jeremy Boase (Manager: Strategy & Corporate Planning), Carl Lucca (Programme Director: Urban Communities), Alistair Talbot (Team Leader: Transport Strategy & Planning), Andy Mead (Manager: City Infrastructure and Planning), Ross Hudson (Team Leader: Planning), Paul Dunphy (Director of Spaces and Places), 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.

Staff presentation - Rex Maranda - 25 years' service

- Rex came to Council from Vanuatu as a Land Information Officer and moved to the GIS team in 2004 showing his talent in that developing area.
- Developed and managed the internal GIS viewer SmartZoom and managed internal mapping functions as well as SmartViewer.
- Valued member of the emergency management team providing GIS support.
- Great team player and all-round good guy to work with.
- Congratulated and thanked for his dedication and service to TCC.
- Rex Maranda thanked TCC for the opportunities given to him to enable him to further his skills within the organisation.

2 APOLOGIES

Nil

3 PUBLIC FORUM

3.1 Public Forum - Sue Grey

Sue Grey spoke to the meeting outlining the following:

- Concerned about democracy for the Council.
- Over 5000 signature petition relating to Links Avenue was presented to Council.
- Did not feel that the staff recommendations were good enough as fines were not being waived

and the community engagement was scheduled to take place after the trial.

- Considered that the role of the Commissioners was to represent the people and their interests, not to try and change the behaviour of the people.
- Expressed concern at LGNZ funding for Three Waters implementation as there was a lack of consultation with the paper early in the process and people's input was being limited until after decisions were made.
- A public meeting was held on 12 June 2022 to allow people to express their ideas and concerns about democracy.
- Inquired whether Council could make a venue available for a monthly meeting free of charge to enable meetings about local democracy to take place.
- Submitter would provide a power point presentation to Commissioners summarising her concerns.
- In response the submitter was advised that Three Waters was a government legislative process, not a Council process; TCC would make a submission on the legislation which would then be made available for public feedback to ensure TCC residents and ratepayers views had been captured.

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

7.1 Minutes of the Council meeting held on 11 April 2022

RESOLUTION CO12/22/1

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Stephen Selwood

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

CARRIED

7.2 Minutes of the Council meeting held on 13 and 15 December 2021

Correction - page 25 the date should be 15 December 2021 not 15 December 2022.

RESOLUTION CO12/22/2

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That, subject to the foregoing correction, the minutes of the Council meeting held on 13 and 15 December 2021 be confirmed as a true and correct record.

CARRIED

8 DECLARATION OF CONFLICTS OF INTEREST

Nil

9 DEPUTATIONS, PRESENTATIONS, PETITIONS

Nil

10 RECOMMENDATIONS FROM OTHER COMMITTEES

Nil

11 BUSINESS

11.1 Links Avenue 2nd Trial residents petition

Staff Brendan Bisley, Director of Transport
Stuart Goodman, Team Leader: Regulation Monitoring
Nigel McGlone, Manager: Environmental Regulation

Key points

- Reason for the trials was because of repeated approaches from the community regarding safety for the layout of Links Ave; safe system review completed showed an unacceptable level of risk as it was a residential street not a third arterial.
- Without intervention there would be up to 9000/9500 vehicle movements a day. Review showed the street was not safe in its current configuration therefore the trial could not be stopped as it would return to how it was. A solution must be provided with an alternative layout.
- Increasing pressure on the road surface which had been temporarily fixed with chipseal, but would require a complete overhaul to properly fix the surface damage.
- The last significant investment in roading infrastructure was when Tauranga had a population of 70,000.
- There was no spare capacity within the system and congestion was building up in certain areas e.g. Welcome Bay for 15 years; Links Ave was a new pressure area due to B2B construction and increased commuter traffic.
- Suggestion to form a community group to work with Council to come up with an alternative layout and a wider solution for the Links Ave area.
- Just over 700 infringements had been issued to vehicles registered to local Links Ave area addresses, less than 10% of the total fines issued were to locals. Approximately 20% of total fines issued were waived, generally for first offenders; 8,500 warning letters had been sent.

In response to questions

- Upcoming changes to B2B – the evening peak traffic in particular would have an uninterrupted route home up and over which should make the trip to the east on the state highway more attractive with less congestion; the removal of the Bayfair lights would also assist.
- B2B was due for completion in late 2023 and would provide two-five years of reasonable level of service before continued population growth would provide further challenges.
- Works in Link Ave may only need to be there until the B2B was completed as that would then become the more desirable traffic route; there would still be congestion in Hewletts Road.
- Any changes made to Links Ave could be reconsidered when B2B was opened – maybe possible to put Links Ave back to how it was if it was no longer the most desirable through route.
- The bus lane was installed on Links Ave due to high volume of traffic, if that volume dropped back and delays decreased, there would be no need for a separate bus lane.
- Transport network capacity challenges on the main arterials resulted in rat-running such as Links Ave and 15th Ave to Welcome Bay.

- TCC was predominantly a car-centric city with low utilisation of alternative modes so many arterials were already operating at capacity; as traffic rates increased it added to the queues.
- Focus on alternative modes to shift 10% of the population to either travel at a different time of day or use a different mode. Work was being done on cycleways to make it safer to bike and different design options were being looked at for the public transport system.
- There was a combination of measures to try and find capacity in the peak hours, otherwise congestion would spread across the city and alternative routes would also become congested. There would always be a part of the population that had to use a car, but work was being done to enable/encourage those that had the flexibility to move away from cars.
- Relevant data on how much time using Links Avenue saved motorists would be vital for the community panel to make informed decisions. An anonymous Bluetooth probe system was being used to provide comparative data on travel time via the various routes in the area, however this was complicated by drivers politely letting in other drivers turning in and out of rat-run routes.
- When B2B reached capacity, it was likely that the same situation would repeat with Links Avenue and other parts of the network.
- Staff were working through business case projects for key transport infrastructure projects, but construction was unlikely to start until 2025/26. Investigating smaller refinements and any possible minor network changes that would improve peak capacity flow such as T1/T2 bus lanes to help manage congestion until the major projects were underway.
- Links Ave prior to B2B was sitting around 2500 vehicle movements a day, mostly local resident traffic; with B2B it was up to 7500 movements and could reach 9000 movements which included mainly commuter traffic from Papamoa. The residential growth rate in the Papamoa area had not been catered for within the transport infrastructure. Unfortunately, much of the traffic tended to follow other traffic.
- The Community Panel had required outcomes and criteria that any solution needed to achieve; if the panel could come up with a solution that met those criteria, then would be happy to consider and implement if possible. Could not go back to the way Links Ave was before the trial as the risk of a serious accident was too high.
- If additional budget was required to implement the community panel recommended solution, then a report would come back to Council for that extra funding. All options had a cost and some options could be difficult to complete with the high volumes of traffic.
- A previous options paper from 2020 could be provided to the community panel.

Discussion points raised

- Request for further information on the number of local Links Ave area residents that were receiving dispensation as they should be able to use their local road without a charge or penalty.
- Two different communities impacted – local Links Ave area residents; and the wider Papamoa/Mount community that was using Links Ave as a through road.
- The transport system was at a stage where it was not coping so people were looking for alternative routes and putting pressure on roads not designed for significant traffic loads.
- Commissioners/Council had approved significant investment in the transport infrastructure.
- Noted proposed new government requirements re emissions reduction would have a significant impact; extremely problematic with a growing city like Tauranga. Use of electric vehicles would not address congestion issues.

RESOLUTION CO12/22/3

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Bill Wasley

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.

CARRIED

11.2 A Vision for Tauranga

Staff Ceilidh Dunphy, Community Relations Manager
Sarah Stewart, Strategic Advisor

Key points

- Vision created a shared identity and inspired meaningful change; a large amount of community engagement had been undertaken utilising a variety of means and media e.g. facilitated workshops, social media, My Tauranga Vibe.
- Distilled into three key pillars – environment, community and inclusivity, vibrancy.
- Tagline – Tauranga, together we can.
- Vision would sit above the TCC strategic framework project, and would be a clear vision to link and guide TCC works and could also be used by local businesses and organisations.
- The City Vision video was played.

In response to questions

- Creating further collateral for other users to access was the next step. This would bring stakeholders together with TCC and an independent designer would be used to develop collateral that was appropriate for a variety of stakeholders to use.
- The vision was not a branding exercise but a unifying theme.

Discussion points raised

- Noted the huge amount of work that had been put in by the community.
- Previous visions were never successfully anchored and implemented.
- Was a community vision for Tauranga City not just for the Council.
- Test would be how far how it reached into the community and by people recognising the theme and responding to it.
- *Together we can* was a catchy by-line; if “Tauranga” was removed it could also be applicable for the wider Bay of Plenty.

RESOLUTION CO12/22/4

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

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.

CARRIED

11.3 Greerton Maarawaewae Future Options Study

Staff Carl Lucca, Programme Director: Urban Communities

External Elizabeth Hughes, Steve Bramley, Glenn Brebner, Martin Udale

Key points

- Three options recommended to form the basis for consultation with the community, mana whenua and existing stakeholders as noted in the report.
- Noted that if the Crown decided not to proceed with the health precinct option, then that option would revert to Option B - the central park option.
- All options removed the use of the site for housing expansion.
- The area was strategically located in the Te Papa spatial intensification corridor.
- Outlined the process undertaken to date in terms of option identification and an analysis of each.
- Ngai Tamarawaho supported the continued use of the land as a reserve and had initiated legal proceedings.
- Relocation of the hospital to the site would free up the current hospital site for development.
- Recommendations were for further consultation on the three options, followed by a hearings process.
- The team had spent a significant amount of time with the current equestrian users – Tauranga Racing and Tauranga Equestrian Sports Association (TESA) - who were very collaborative and supportive. Noted was the uncertainty created by the process for the current users and their cooperation with Council.
- Important to optimise the golf course site for more than golf, as there was not an under-supply of golf facilities in Tauranga.

In response to questions

- The assessment process gave careful consideration to green outcomes, housing needs, net cost; the health precinct emerged during the consultation process.
- The weighting process and how the criteria matrix was developed was outlined. There was a multiplier effect from the community feedback especially in regard to green space weighting. The application of the various weightings resulted in the identification of the three options.
- Even with the hospital included, only a small percentage of the overall open space in the reserve was utilised.
- Current users were open to working with Council around options and possible relocation.
- There was a need to find out how the community felt about the hospital being located on that site; fuller consultation around the hospital was desirable as there had been only limited information available on the health precinct option when the initial community consultation was undertaken.
- Hearings in mid-September were not practical for the Commissioners. It was noted that the recommendations in the report did not commit to a precise timetable.
- Working through this process would help clarification of what Council considered to be the right use for this site and would allow the DHB to refine their future requirements.
- Transport impacts were assessed at a very high level with the different options having different outcomes in relation to transport; generally any of the three options supported the current direction of transport planning and investment e.g. Cameron Road upgrade.
- By approving Consultation Option A as the preferred option, it would effectively approve Option B as the next fallback position if the health precinct use did not eventuate.

Discussion points raised

- Noted this was a very long-term planning process which looked at the use of this land over the next 20-40 years; there were existing leases in place for a number of years yet.
- Trying to provide some certainty for the public, mana whenua and existing users on an appropriate use for that site; final decisions, apart from the decision to remove general residential housing options, were still a long way off.
- The protection of the city's green spaces was important to the community.

RESOLUTION CO12/22/5

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Bill Wasley

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 2022 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.

CARRIED

At 11.25am the meeting adjourned.

At 11.45am the meeting reconvened.

11.4 Aotearoa New Zealand's First Emissions Reduction Plan

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

Key points

- The plan had been under development for quite some time; Climate Change Commission was created which engaged with communities and provided recommendations through to government.
- Various emissions budgets recommended throughout the economy, would impact/inform almost everything the Council did.
- Emissions reduction budgets were set over three-year periods and set reduction targets.
- Key challenges were in transport in terms of reducing reliance on private car travel, with a target of 20% reduction in light fleet kilometres travelled, Vehicle Kilometre Travel (VKT) targets. Emissions reductions would need to flow into infrastructure planning and projects; developing a regional emissions tool would feed back into UFTI. The emissions tool being developed would provide the ability to distinguish between light commercial use and private use.
- UFTI development work indicated a predicted 30% increase in VKT, the Emissions Reduction Plan (ERP) required a 20% VKT reduction – there would be real challenges in responding to the ERP requirements.

In response to questions

- Freight was singled out, but all other light fleet was grouped together regardless of commercial or personal travel use.
- Need to think about a just transition particularly for undeveloped Māori land with no capital available to develop; needed to be able to provide Māori the ability to develop without being penalised or disadvantaged; some had not had the same opportunities to invest and develop.
- Original submission to the draft document picked up on concerns that VKT was the wrong target, and a more holistic approach was needed e.g. a shift away from petrol cars to alternative fuel vehicles to achieve the 2050 emissions targets.

Discussion points raised

- Need good discussions to occur between Council, mana whenua and Te Rangapū to develop an allied view to present to Waka Kotahi. Noted the partnership at TSP level as well.
- Plan was inconsistent internally – incentivised purchase of electric vehicles but does not allow them to be driven as a VKT reduction was also required.
- Understood the imperative to reduce carbon emissions but considered targeting VKT was the wrong target, it should be targeting emissions reduction. Could end up with the wrong outcome with reduced VKTs but no emissions reduction.
- Need to present a combined regional position to government and convince them that emissions reduction targets needed to be addressed, not just VKT targets.

RESOLUTION CO12/22/6

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council:

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

CARRIED

11.5 Submission to draft National Adaptation Plan

Staff Andy Mead, Manager: City Infrastructure and Planning

Key points

- Included a policy document around managed retreat in the future. Impacted on areas in terms of investment and development of more vulnerable areas of the city; also possible impacts on Māori land.

Discussion points raised

- Managed retreat was difficult, personal and expensive and central government must also be involved as it should not solely be the responsibility of local government.
- The effect of managed retreat on communities and individuals should not be underestimated.
- Important to identify and recognise where the liability actually lies and how costs should be apportioned.

RESOLUTION CO12/22/7

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council:

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

CARRIED

11.6 Next Steps at Golf Road Reserve

Staff Barbara Dempsey, General Manager: Community Services
Ross Hudson, Team Leader: Planning
Paul Dunphy, Director of Spaces and Places

Key points

- Ensured land was suitably classified to allow the playcentre to be developed, and to work towards the development of a community centre and community garden.
- This was the end of a very long journey for the playcentre.
- Menz Shed was seeking sole occupation of a building so were unsuitable for this site.
- Beach volleyball was more appropriately located further away from residential areas as it could become quite noisy at times.
- Talks would continue with beach volleyball and the Menz Shed about appropriate locations, looking at the wider network e.g. including beach volleyball in one of the larger active reserves.

In response to questions

- Noted that beach volleyball was a growing sport; and an appropriate location was needed.
- Process was being brought to an end - making the decision to change the land classification from recreation reserve to local purpose reserve and that Mount Playcentre would move to the site.
- Resource consent requirement for the community garden was related to possible contamination of land due to agricultural use by the bowling club. This may have budgetary implications for the remediation of sites.
- There would likely be a significant increase in traffic use and parking requirements for beach volleyball.

RESOLUTION CO12/22/8

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Agrees 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.

CARRIED

12 DISCUSSION OF LATE ITEMS

Nil

13 PUBLIC EXCLUDED SESSION**RESOLUTION TO EXCLUDE THE PUBLIC****RESOLUTION CO12/22/9**

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Shadrach Rolleston

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
<p>13.1 - Public Excluded Minutes of the Council meeting held on 11 April 2022</p>	<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>	<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</p>
<p>13.2 - Public Excluded Minutes of the Council meeting held on 13 December 2021</p>	<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> <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>	<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</p>
<p>13.3 - Appointment of Independent Chairperson of Tangata Whenua/Tauranga City Council Committee</p>	<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>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</p>

		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

CARRIED

14 CLOSING KARAKIA

Commissioner Rolleston closed the meeting with a karakia.

The meeting closed at 12.30pm.

The minutes of this meeting were confirmed as a true and correct record at the Ordinary Council meeting held on 27 June 2022.

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CHAIRPERSON