



# **MINUTES**

**Ordinary Council meeting  
Monday, 7 November 2022**

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**MINUTES OF TAURANGA CITY COUNCIL  
ORDINARY COUNCIL MEETING  
HELD AT THE BOP REGIONAL COUNCIL CHAMBERS, REGIONAL HOUSE, 1 ELIZABETH  
STREET, TAURANGA  
ON MONDAY, 7 NOVEMBER 2022 AT 9.30AM**

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

**IN ATTENDANCE:** Marty Grenfell (Chief Executive), Paul Davidson (Chief Financial Officer), Barbara Dempsey (General Manager: Community Services), Nic Johansson (General Manager: Infrastructure), Christine Jones (General Manager: Strategy, Growth & Governance), Alastair McNeill (General Manager: Corporate Services), Ceilidh Dunphy (Community Relations Manager), Brendan Bisley (Director of Transport), Karen Hay (Team Leader: Cycle Plan Implementation), Curtis Bones (Manager: Strategic Property and Commercial Facilitation), Rachael Williams (Strategic Property Advisor), Andy Mead (Manager: City & Infrastructure Planning), Alistair Talbot (Team Leader: Structure Planning and Strategic Transport), Peter Bahrs (Manager: Water Services), Will Hyde (Senior Transportation Engineer), Coral Hair (Manager: Democracy Services), Robyn Garrett (Team Leader: Governance Services), Anahera Dinsdale (Governance Advisor), Janie Storey (Governance Advisor)

## **1 OPENING KARAKIA**

Commissioner Shadrach Rolleston opened the meeting with a karakia.

## **2 APOLOGIES**

Nil

## **3 PUBLIC FORUM**

### **3.1 Speakers regarding the Ōtūmoetai Accessible Streets proposals**

#### **Greg Sutton and Liz Standen-Penn - Waihi Road Business Owners**

##### **Key points**

- Mr Sutton noted that he had worked in Waihi Road for 21 years and had seen a number of changes in that time with Route K, installation of traffic lights and footpaths - some good changes and some not so good.
- If the project was truly more about biking and pedestrian safety, Council needed to take a long hard look at what was proposed.
- Noted the negative numbers in the key areas of safety, comfort, business, residential, cultural and network impacts. Either construction or land requirements had massive negative numbers against them, with the only positives being in directness and coherence.
- The only safe way to get from 11<sup>th</sup> Ave to Waihi Road was a two way cycle lane down the north side of 11<sup>th</sup> Avenue, over a bypass and down to the traffic lights, leaving the footpaths where they were - it was a simple and safe way, but maybe more costly.
- Concerned the current proposal was not about the effect it would have on his business, but the effect it would have on his staff and customers - they could run someone over as they backed out of a premises or have an e-biker slam into the side of their trailer at 40 kph.

- If the current proposal went ahead, Mr Sutton wanted his concerns noted on record and would hold the Council, as decision makers, responsible for any injuries or deaths.
- It was a very busy and complicated street with over 250 movements a day out of the local businesses across the proposed cycleway, and with the number of people now on e-bikes and everything going faster, the proposed route would be too dangerous.
- While the Council report acknowledged the proposed cycleway was a bad idea, it seemed that no one wanted to look at a better or safer option.
- Requested that the Council do things right and do the right thing for the residents of Tauranga, for the businesses, the employees, cyclists and footpath users and seriously reconsider the proposed design.
- Accessibility around the city needed to be future proofed, and if Council wanted more people to bike the routes needed to be made safer.

### **In response to questions**

- In response to a question whether what currently existed or what was proposed was the safest, Mr Sutton noted that the original proposal was inherently significantly more dangerous than what was currently there. He noted he had been shown a different proposal prior to the meeting which was similar to what was currently there.

### **Stacey McKellar-Murphy and Jo Biggs - Biggles Early Learning**

#### **Key points**

- Overall in support of the proposal but there was a need to retain the off street parking by the centre.
- The centre had an area where parents could offload their children quickly, but if they wanted to come into the centre, they used the parks on Ngatai Road. A couple of the carparks had been lost several years ago and it was of great concern if the rest were to be taken away.
- It was difficult to get to the different bus bays when going into town with the tamariki. They literally had to stand in the middle of the road and stop the traffic as they could not get to the beach side of the road unless they walked down Ngatai Street and back up the hill, which was not achievable.
- Would like to see a pedestrian crossing installed between the two bus bays as noted in the proposal – this was one of the centre's top priorities along with retaining parking.
- When the centre obtained resource consent eight years ago, they sat with staff to discuss traffic reports and the reality of what they were looking at - at that stage the parking on Ngatai Road was to help support them and it would be detrimental for their business if it was removed.
- Would like to see bike lanes installed - their catchment was Short Street, all the Cherrywood area, plus a lot of Matua parents, many of whom crossed the road at dangerous times. A pedestrian crossing with lights would make it safer as cars came up the rise or came down towards Cherrywood.
- There was a need to look at what was safe for the area, there were two day care centres and a lot of young families living in the area.

#### **In response to questions**

- It was noted that Best Start had good parking, but Biggles did not; and, while they had a traffic management policy for the quick drop off area, any parents wanting to stay for 10-15 minutes used the street carparks.

### **Glen Crowther - Sustainable BOP - via Zoom**

#### **Key points**

- Well done to project staff for the approach taken with regards to consultation and transparency around the process and the initial consultation meetings where staff and the consultants talked about the pros and cons.

- Thought the project augured well and asked staff to keep working through the concerns raised with Sustainable BOP, Cycle Action Tauranga, Bike Tauranga and other community groups.
- The Chappell Street/Ngatai Road option made sense and he could see advantages as long as there were good quality bus provisions on that route and clear markings for the driveways. The safety in the Chappell Street end would be the make or break for that area.
- While Waihi Road was still being worked on, he supported the comments made by the submitter that cyclists would have legal priority over cars and trucks at the side roads. Unsure if a change of law or potential change of government may have an impact or whether there would be further delays. Wanted to know what the area would look like and did not feel confident that it was a good solution, so supported the comments made by Mr Sutton.
- Could see why the Windsor Road option was chosen, as the multimodal area around Bellevue would be complex and was becoming increasingly busy. Would be better not to create a problem on Queen Road between Ann and Princess Streets at the start. Worried about the tail back and congestion with so many crossing points and suggested that Windsor became one way to Princess Street for more optimal outcomes.
- The area with most concerns was Bellevue because the interchange was not a top priority for the Council and funding for safe cycleways on Ōtūmoetai Road was not likely to be available for many years. There was a risk of a real suboptimal outcome there. It was a concern from a bigger Tauranga-wide perspective how that could translate to future accessible streets projects.
- Priority should be to future proof the designs around the area; failed to see any evidence that staff tried to look at an optimal design. One factor needed was a multimodal link into the bus interchange.
- The Brookfield Street lane going from two way to one way would provide barriers to getting people onto bikes; would rather see more invested upfront to get a better outcome.

### Discussion points raised

The submitters were advised:

- that staff were noting the legitimate concerns and were taking them seriously and were looking to ameliorate those concerns.
- The sign off of the proposal at this meeting was on the understanding that staff would continue to work to address the safety issues. The proposal was fluid, Council wanted everyone to be safe and to enable safe cycling; as well as people being able to access and use the businesses on the route, to use their cars and public transport.
- There would be more opportunities for consultation as the plans were being finalised.

## 4 ACCEPTANCE OF LATE ITEMS

### 4.1 Acceptance of late item

#### RESOLUTION CO20/22/1

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the late item Re-patriations of Vegetation Contracts be considered at this meeting, in public excluded session.

**CARRIED**

## 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 3 October 2022

#### RESOLUTION CO20/22/2

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Bill Wasley

That the minutes of the Council meeting held on 3 October 2022 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 Accessible Streets for the Ōtūmoetai Peninsula Recommended Options

**Staff** Karen Hay, Team Leader: Cycle Plan Implementation  
Brendon Bisley, Director of Transport

**External** Ollie Brown, Accessible Streets design team

#### Key points

- Had heard the concerns of the community and were acutely aware it was not an easy project to get the best balance of the needs of cyclists, cars, buses, businesses and schools, and to understand what the issues were.
- The option put forward around Chappell Street was a more compromised option than some stakeholders would prefer, it was a very congested corridor where small changes would have a significant impact. Some of the options tested had resulted in congestion back to Elizabeth Street and into Cameron Road. The option currently being looked at was the safest and provided the best outcome for all modes through that corridor.
- Sought endorsement of the preferred option to take it to a further level of design which would be taken back to the community for another round of consultation.
- The public would be able to see the direct impact on their property or their journey to work.
- It also allowed costings to be provided and to understand what it would take to deliver the project through to the next stage.
- 11,500 leaflets had been distributed to the community to canvas the project as widely as possible and to encourage engagement in the consultation process.

**In response to questions**

- Staff had met with the submitters and were committed to working through their concerns and getting the best outcome for all road users. There had been a number of businesses that had provided constructive feedback and staff were working with them into the next stage.
- There was a future public transport interchange planned in Brookfield and staff were awaiting the outcome of the business case about what size and scale was needed. This area was not covered as part of this project and would be brought back once more information was known.
- The proposed changes would go around the oblong of the Brookfield/Bellevue intersection, with cyclists going through the park, which would keep the capacity at the intersection so it could comfortably accommodate an interchange.
- Staff had worked with stakeholder groups in isolation and drop in sessions were held; staff would hold wider group discussions so that each party was aware of the different perspectives.
- Staff provided reassurance that engagement would continue throughout the design process, rather than just at the end when the design had been finalised.
- A two way cycleway on the northern side of road had been considered as part of the long list but was ruled out due to the length of the road from the BP service station at the top through to 11<sup>th</sup> Avenue. The area around by Koromiko on the northern side of the road had more vehicle crossings, some of which were angled and limited sight distance into the crossing points. On the west there were a number of extra roads which increased the volumes of traffic that would need to cross over a two way cycle lane.
- The recommendation was for a single direction cycleway on both sides of the road. The businesses had raised valid concerns, and staff were aware they needed to manage the conflicts and issues raised. The northern side had significant challenges from a safety and cyclist perspective and being able to accommodate buses.
- There were issues with construction costs going up which was part of the increased cost. The cycleway component was \$1.9m with some neighbourhood streets work added. Funding was available in the transport infrastructure budget and there was \$1.3m per annum for public transport infrastructure. That still left \$8m short on project budget - if this was reduced and the scope cut, it would compromise safety.
- An end to end journey would encourage the volume of riders. Staff were looking for ways to minimise the cost or to look at how to fund it through the current budget.

**Discussion points raised**

- Thanks to public for making their views known and compliments to staff on the excellent and thorough engagement process.
- A balance was needed to ensure that pedestrians also remained safe - the project was going through neighbourhoods where people lived, and were constantly crossing the road to get to school, the shops, exercising etc.

**RESOLUTION CO20/22/3**

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Shadrach Rolleston

That the Council:

1. Receives the report "Accessible Streets for the Ōtūmoetai Peninsula Recommended Options".
2. Endorses the overall approach of the Accessible Streets programme, ensuring safe infrastructure for cycling or catching the bus in the City.
3. Approves the recommended emerging options to be developed into a concept design as outlined below:

- a) **Section 1 - Chapel Street between Harington Street and Maxwells Road.**  
One-way cycleways and shared path on both sides. The traffic lane heading towards Ngatai Road is removed (from north of the Mobil site to Vale Street) to accommodate the cycleway. Further modelling is being undertaken to determine additional opportunities to provide a higher Level of Service for buses south of the Mobil site and Brown Street.
- b) **Section 2 - Ngatai Road between Maxwells Rd to Ōtūmoetai roundabout.**  
Two-way cycleway on the harbour side of Ngatai Road. Allows retention of parking on one side of the road, improved safety at intersections and connections at Maxwells Road.
- c) **Section 3 – Charles Street to Bellevue Road along Windsor Road.**  
A two-way cycleway on the school side of Windsor Road. To accommodate the two-way cycleway and retain parking on both sides of the road, this option removes a general traffic lane on Charles Street and Windsor Road between Ngatai Road and Anne Road to introduce a one-way circulation system.
- d) **Section 4 – Bellevue Road.**  
A two-way cycle facility on southern side of Bellevue Road, changing to one-way facility south of the Brookfield roundabout. A signalised crossing will be provided for cyclists to transition from one facility type to another.
- e) **Section 5 - Waihi & 11th Avenue.**  
Combination of one-way cycleways/shared paths and bus priority measures. The removal of a city bound traffic lane between the slip lane exit to Takitimu Drive and Edgecumbe Road to provide space for a bus/transit lane. Conversion of citybound parking between Edgecumbe Road and Cameron Road to an AM peak bus/transit lane clearway. On-street parking would be removed here during the am peak travel times.
- f) **Primary bus routes.**  
Bus stop Improvements including major upgrades to high priority stops. Minor upgrades to medium and low priority stops. Optimisation of bus stop locations and in-lane bus stops.
- g) **Neighbourhood Streets.**  
30km/h speed limit, speed reduction measures, pedestrian upgrades, and urban realm enhancements. Consideration to be given to limited time speed limits outside schools during the concept design development.

**CARRIED**

## **11.2 Proposed Partial Reclassification of Gate Pa Recreation Reserve - Hearings Report**

**Staff** Rachael Williams, Strategic Property Advisor  
Curtis Bones, Manager: Strategic Property and Commercial Facilitation

It was noted that a late submission had been received from Mr Rob Paterson.

### **Key points**

- The decision was required to progress the proposal for the Trust to use part of the area for a cultural centre.
- Positive outcome from the consultation with 88% support to reclassify, 9.5% opposed and 1.6% neutral.



**In response to questions**

- Consultation would be held with the Tennis Club and residents along St George Street prior to the decision on the reclassification.
- The Pukehinahina Charitable Trust had three mana whenua representatives; it was a community-driven trust to promote the historical site.

**Discussion points raised**

- Commissioner Tolley noted that the late submission from Mr Paterson made comments that a 'back room deal' had been done. To correct this point, it was noted that the 'deal' was made in 1999 and was a formal agreement between NZTA, Tauranga City Council and Ngai Tamarāwaho. It was a public agreement and commitment on behalf of TCC to find a site for a cultural centre. The outcome was important not just for TCC but for the whole of New Zealand.

**RESOLUTION CO20/22/4**

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That Council:

- (a) Receives the report "Proposed Partial Reclassification of Gate Pa Recreation Reserve - Hearings Report"; and
- (b) Receives the written submissions in relation to the proposed partial reclassification of the Gate Pa Recreation Reserve; and
- (c) Notes that a final decision on the reclassification will be made by way of a deliberations report on 28 November 2022 which will fully consider the submissions received from the public and tangata whenua.

**CARRIED**

**Attachments**

- 1 Proposed Gate Pa reserve reclassification - Rob Paterson - further submission for hearing (tabled)

**11.3 Tauriko West Rezoning**

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

**Key points**

- A key workstream was the rezoning of the area from rural to enable a urban housing development and longer term transport planning.
- Constrained by the government's fresh water policy reforms which had prevented technical work and the construction plan being progressed. The government was working collaboratively to ensure good outcomes.
- A variation to Plan Change 33 was the recommended option.
- Pre-engagement had been held with tangata whenua, and further submissions and a hearings process heard by an Independent Hearing Panel. The variation would cut out an Environment Court appeal process and provide a greater level of certainty and time frames.
- From notification to decision would likely be a 12-month process depending on the government's delivery on their commitment to the fresh water policies.
- It was important to recognise the Plan Change decisions by November 2023. This would be managed by having separate hearings and decision processes.
- Engagement with affected and interested parties included letters being sent to a range of people and groups.

- No feedback had been received from tangata whenua.
- Two parties had responded - one was a private land owner who raised a range of issues such as flooding and the use of the streamline process, and the other was Tauriko Crossing Ltd concerned about the uncertainty around transport investment and not providing a whole solution.
- Workable timeframes would be reconfirmed for the process - staff were working on the plan change being mid-2023.

#### **In response to questions**

- The area was critical for planning purposes and it was important that the final recommendations were in place before July 2024 so that it did not become an election issue.
- It was noted that timeframes were limited by the Minister for the Environment determining the freshwater changes. The timeframes were conservative and, if the plan change was notified in June 2023, it could be completed by June 2024. Work was continuing to have it ready by April/May 2023 and staff were continuing to work in tandem with the legislative process as much as possible. There was a range of technical reports that could not be finalised until the decision was known.
- Medium density standards allowed for three houses of three stories and terraced housing as a discretionary activity. Terraced housing would provide 50 houses per hectare.
- Constraints included what housing the market wanted. Infrastructure constraints only allowed for the first 2,000 homes and long term transport solutions were needed to allow more. The land could cater for 3,500 houses with 4,000 maximum.
- Developers had to put money up front to buy the land and complete the earthworks, they did not want to undertake \$100m in cost if they could only develop half the area.
- There was a range of climate change and indigenous biodiversity issues for highly productive land. The final form carves out any areas earmarked for growth within the next 10 years. This was not an issue for Tauriko West but some issues were still to be resolved.
- Tangata whenua would be largely developing medium density housing, with the staging of developments, infrastructure considerations, stormwater and flooding matters; and would be separate from Plan Change 33 so that they could proceed through hearings.

#### **RESOLUTION CO20/22/5**

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Tauriko West Rezoning".
- (b) Approves proceeding with preparing a variation to Plan Change 33 – Enabling Housing Supply to rezone Tauriko West for urban development including implementation of the Medium Density Residential Standards and additional intensification opportunities as appropriate and any supporting or consequential changes to the Tauranga City Plan.
- (c) Delegates to the Chief Executive responsibility to put in place any necessary arrangements to enable a variation to proceed, including any required changes to timeframes set out in directions for Plan Change 33 – Enabling Housing Supply.

**CARRIED**

#### **11.4 Water Management Plan**

**Staff** Peter Bahrs, Manager: Water Services  
Nic Johansson, General Manager: Infrastructure

#### **Key points**

- Maintain the Water Watchers plan and shift focus to get everyone to treat water as a precious resource.

- Evidence of no wastage and water being a precious resource was needed for the consenting water take which was due in 2026.
- Consideration of the Waiāri Stage 2 pipeline investment.

#### **In response to questions**

- Opportunities for other water saving initiatives such as water tanks for roof runoff for watering gardens were being considered along with how to implement and promote these. Information on this would be provided to a future meeting.
- The programme would also include promoting how to improve the use of the treated water.
- A regional project was underway and would be reported in mid-2023. The trend of low rainfall over the last three winters and then a wet six months this year had staff looking at how this had impacted the aquifers. Indications were that it took 6-18 months to recharge the aquifers which made it hard to model and predict.
- An increase in the allowable use from 50m<sup>3</sup> to 55m<sup>3</sup> a day recognised Waiāri coming on line and the growth in the city, but it also signalled that water use was not open to unrestricted use.
- The Council was adopting a conservative use approach and monitoring stream health.
- Want to see a move away from restrictions to conservative use as the weather extremes would continue to increase.

#### **Discussion points raised**

- Complimented the team on the work they had done over the last year and for incorporating what had been learnt last year into the proposals for this year.

#### **RESOLUTION CO20/22/6**

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives this report on Water Drought/ Resilience Planning and Water Watchers.
- (b) Endorses the continuation of the Water Watchers Plan as an ongoing water efficiency/ conservation measure through to 2026 (to be formally approved by the Chief Executive Under the Water Supply Bylaw)

**CARRIED**

### **11.5 Traffic & Parking Bylaw Amendment 40**

**Staff** Brendon Bisley, Director of Transport

#### **In response to questions**

- A communications plan would be developed over the next month ready for implementation on 23 November 2023 with a roll out of leaflets to residents and regular parkers within those areas.
- Signs would be installed on the approaches to each area rather than on each berm.

#### **RESOLUTION CO20/22/7**

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "Traffic & Parking Bylaw Amendment 40".

- (b) Adopts the proposed amendments to the Traffic and Parking Bylaw (2012) Attachments as per Appendix B, relating to minor changes for general safety or amenity purposes, to become effective from 8 November 2022 subject to appropriate signs and road markings being implemented.

**CARRIED**

## 11.6 Matapihi Southern Pipeline Advisory Group - Establishment and Terms of Reference

### Discussion points raised

- Commissioner Rolleston noted that the Memorandum of Understanding document signing was a great occasion and well attended by the older residents of the community. It was a challenge to continue to build and develop partnerships and relationships with the Matapihi community and to continue to engage, consult and manage what was happening with the pipeline. Iwi had future aspirations for their community.

### RESOLUTION CO20/22/8

Moved: Commission Chair Anne Tolley

Seconded: Commissioner Stephen Selwood

That the Council:

- Receives the report “Matapihi Southern Pipeline Advisory Group – Establishment and Terms of Reference”.
- Acknowledges the Memorandum of Understanding signed between the Council and the hapū Ngāti Tapu and Ngāi Tūkairangi as set out in Attachment 1.
- Establishes the Matapihi Southern Pipeline Advisory Group.
- Adopts the Terms of Reference for the Matapihi Southern Pipeline Advisory Group in Attachment 2.
- Appoints the following members to the Matapihi Southern Pipeline Advisory Group
  - Four representatives appointed by the hapū, namely two representatives from Ngāti Tapu and two representatives from Ngāi Tūkairangi:
    - Hauata Palmer (Ngāti Tapu)
    - Josh Gear (Ngāti Tapu)
    - Anthony Fisher (Ngāi Tūkairangi)
    - Ngareta Timutimu (Ngāi Tūkairangi)
  - Four representatives appointed by Tauranga City Council (‘Council’) (these members will be appointed for a term subject to Council triennial elections and must include one appointed or elected representative):
    - Commissioner Shadrach Rolleston
    - General Manager: Infrastructure\* - Nic Johansson
    - Team Manager: Te Pou Takawaenga\* - Keren Paekau
    - Director of City Waters\* - Wally Potts

*\* In respect of Council staff appointees, if the appointee is absent and another staff member has been appointed to act in their role, the person acting will be deemed to be the appointee’s alternate*

- (f) Appoints Commissioner Shadrach Rolleston as the co-chairperson representing the Council on the Matapihi Southern Pipeline Advisory Group.
- (g) Endorses Anthony Fisher who has been appointed as the co-chairperson representing the hapū on the Matapihi Southern Pipeline Advisory Group.
- (h) In respect of each of the Tauranga City Council staff appointees specified in resolution (e), if their position title changes or their position is dis-established, a staff member who performs or exercises the same or substantially similar role or function to that position will, upon confirmation by the Chief Executive be deemed to be the Council's appointee to the Matapihi Southern Pipeline Advisory Group without further resolution of the Council being required.

**CARRIED**

## **11.7 Meetings Schedule 2023**

**Staff** Christine Jones, General Manager: Strategy, Growth & Governance

### **Discussion points raised**

- It was requested that no meetings be held during school holidays as it was important for staff and families to have scheduled breaks.
- Requested a change of Council meeting date from 17 April 2023 to 3 April 2023.

### **RESOLUTION CO20/22/9**

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Meetings Schedule 2023".
- (b) Adopts Attachment 1 as the meetings schedule for the period January to December 2023.
- (c) Notes that the 2023 meetings schedule will be updated when the meeting dates for joint committees become available in December 2022.
- (d) Requests that the Council meeting on 17 April 2023 be brought forward to 3 April 2023 to avoid the school holidays.

**CARRIED**

## **12 DISCUSSION OF LATE ITEMS**

Nil

## **13 PUBLIC EXCLUDED SESSION**

### **Resolution to exclude the public**

### **RESOLUTION CO20/22/10**

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:

<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under section 48 for the passing of this resolution</b>
<p><b>13.1 - Public Excluded Minutes of the Council meeting held on 3 October 2022</b></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><b>13.2 - Wairoa Cycle Connection</b></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>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><b>13.3 - City Centre Laneways - Property Acquisition</b></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><b>13.4 - Mount North Development Opportunity</b></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><b>13.5 - Infrastructure Funding and Financing Act Proposal for the Transport System Plan - Approval to proceed</b></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)(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><b>13.6 - Re-patriations of Vegetation Contracts</b></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>

**CARRIED**

At 11.09am the meeting adjourned.

At 11.20am the meeting reconvened in public excluded session.

**14 CLOSING KARAKIA**

Commissioner Rolleston gave the closing karakia.

**The meeting closed at 12.13 pm.**

**The minutes of this meeting were confirmed as a true and correct record at the Ordinary Council meeting held on 28 November 2022.**

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**CHAIRPERSON**