



AGENDA

Ordinary Council meeting Monday, 1 May 2023

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

Date: Monday, 1 May 2023

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 3 April 2023

File Number: A14604804

Author: Robyn Garrett, Team Leader: Governance Services

Authoriser: Robyn Garrett, Team Leader: Governance Services

RECOMMENDATIONS

That the Minutes of the Council meeting held on 3 April 2023 be confirmed as a true and correct record.

ATTACHMENTS

1. Minutes of the Council meeting held on 3 April 2023



MINUTES

**Ordinary Council meeting
Monday, 3 April 2023**

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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, 3 APRIL 2023 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), Sarah Omundsen (General Manager: Regulatory and Compliance), Gareth Wallis (General Manager: City Development & Partnerships), Sanjana France (CCO Specialist), Anne Blakeway (Manager: City Partnerships), Kathryn Sharplin (Manager: Finance), Tracey Hughes (Financial Insights & Reporting Manager), Kelvin Eden (Capital Programme Manager: Major Community Amenity), Coral Hair (Manager: Democracy & Governance Services), Robyn Garrett (Team Leader: Governance Services), Sarah Drummond (Governance Advisor), Anahera Dinsdale (Governance Advisor), Janie Storey (Governance Advisor)

1 OPENING KARAKIA

Commissioner Rolleston opened the meeting with a karakia.

2 APOLOGIES

Nil

3 PUBLIC FORUM

Nil

4 ACCEPTANCE OF LATE ITEMS

4.1 Acceptance of late items - Memorial Park aquatics and indoor courts update

RESOLUTION CO4/23/1

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Bill Wasley

That the Council

- (a) Accepts the following late item for consideration at the meeting:

- Memorial Park aquatics and indoor courts update

The above item was not included in the original agenda because it was not available at the time the agenda was issued, and discussion cannot be delayed until the next scheduled meeting of the Committee because a decision is required in regard to this item.

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 20 March 2023

RESOLUTION CO4/23/2

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the minutes of the Council meeting held on 20 March 2023 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

10.1 Re-purposing of the City Centre Development Incentive Fund

Staff Gareth Wallis, General Manager: Central City Development

Key points

- A report was tabled broadening the scope of the framework over a period of transformation and growth and providing detail on how to make the funding available for use.
- Three grants had been made from the original fund in the past 12 months with no further applications coming to hand under that framework.

In response to questions

- In response to negative comments received regarding short term parking for trades people, the need for more living in city and disruption that businesses would face, it was noted that the fund could open up other possible avenues.
- Staff parking was a big issue and there was an opportunity to do different things when responding to the needs of businesses within the city. Staff were talking to businesses to get a feel for what was needed in the way of support over the next few years.
- Recent comments regarding the increase in crime in the city centre had been followed up with the police who had noted that there was nothing in their statistics for the last five years to support these comments. There was possibly a decrease in crime with the changes in the transport hub and centre city bus shelters.
- Regarding the safety concerns with hospitality staff working late and not being able to park close to their place of employment, it was noted that the transport team were currently looking at this issue.

- The Spring Street and Elizabeth Street parking buildings where staff could safely park were free on Saturday and Sunday, and extending this to also include Friday night was being considered.
- Two studies under the previous framework were still live opportunities. The original programme would continue with support being given to get these across the line.

Discussion points raised

- It was requested that the frequency of reporting back be three monthly not six as indicated in the report.

RESOLUTION CO4/23/3

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report "Re-purposing of the City Centre Development Incentive Fund".
- (b) Acknowledges the endorsement of the Strategy, Finance and Risk Committee.
- (c) Approves broadening the scope of the City Centre Development Incentive Fund to enable a wider range of initiatives that will support the ongoing growth and development of the city centre, specifically to:
 - attract and incentivise the development of residential and in particular, student accommodation;
 - support short- to medium-term tactical parking interventions that will increase the availability of car parking;
 - generate initiatives that will support city centre businesses that are severely impacted by the current period of construction disruption; and
 - support increased activation and vibrancy.
- (d) Delegates approval of expenditure from the fund to the Chief Executive

CARRIED

Attachments

- 1 Council - 3 April 2023 - Tabled item - Appendix 1 - City Centre Development Incentive Fund Framework

11 BUSINESS**11.1 Council-Controlled Organisations' Half Yearly Reports to 31 December 2022**

Staff Gareth Wallis, General Manager: Central City Development
Sanjana France, CCO Specialist

External Chad Hooker - Chief Executive - Bay Venues Limited
Julie Hardaker - Deputy Chair - Bay Venues Limited
Wayne Werder - Trustee, Tauranga Art Gallery
Sonya Korohina - Director, Tauranga Art Gallery
Megan Cleverly - Tauranga Art Gallery
Oscar Nathan - General Manager - Tourism BOP
Russ Browne - Director - Tourism BOP

Tauranga Art Gallery

Key points

- Acknowledged the contribution Council made to the gallery financially and the wider support given as a CCO.
- Acknowledged Stephen Cleland's contribution while Director, welcomed Sonya Korohina as new Director and noted appreciation to Megan Cleverly for her interim role.
- Challenged selves on what the gallery did and why they did it as a reset throughout the whole gallery. Resulted in the delivery of enhanced education and public programmes and meaningful engagement for everyone coming into the gallery.
- Revenue questions included how to bring more people into the gallery.
- Introduction of the Squiggla programme in which a family produced collaborative art for the family home.
- Education programmes linked to the gallery were diverse and realigned with the new school curriculum.
- The ArtBus was essential to the gallery and was free for schools and linked in with the library on education classes. There were 63 shared classes last year which were chosen by the schools.
- Zinefest and the Tauranga Art Festival were very popular, as were the artists workshops where the artists engaged with attendees.
- New initiatives included Yoga before 10 am and A Night at the Museum. These were exciting programmes which challenged staff and participants.
- Covid played a major part in reduced visitor numbers, but with a new educator appointed in January, classes would increase and KPI numbers would be achieved this year. Visitors coming in the door had increased threefold with the number of cruise ships and tourists in the region. Front of house staff were also going out to attract people into the gallery.
- The calibre of exhibitions included Maraea Timutimu from Matapihi and Ayesha Green, a recipient of the prestigious Ryder Art prize, both of which showed a part of the wider eco system and gave opportunities to the artists to uplift their mana.
- Partnered with mana whenua on the development of a Māori engagement strategy which was now being formalised and implemented.
- Moving forward with other stakeholders in a cohesive way as partners would also be worked on.
- Looked forward to the development of Te Manawataki o Te Papa and joining a rich cultural precinct and, while this would come with challenges, TAGT was ready.

In response to questions

- 20% revenue growth was agreed to in the Statement of Intent; an increase would become a target to achieve with the changes and would include funding applications and sponsors coming on board.
- The ArtBus was free as it was funded from grants and Council funding.
- School programme charges included \$1 for resources and \$3 for funding.
- There would be opportunity for events being held to increase once the gallery upgrade had been completed and it opened out onto Masonic Park.
- There were a number of different ethnicities within the city and currently often the first point of contact was through the youth education programmes and through the schools; it was hoped that this would inspire children to bring mum and dad into the gallery. Family fun days were held and newsletters sent out. The Gallery was continuing to do more to ensure they were engaging as fully as they could with all groups in the city and surveys were run to identify who was coming through the door.
- It was noted that Council was working through a sustainability plan, with a focus on leadership with sustainability in energy use and transport, and it was suggested that the gallery connect into this work to see how they were doing as an organisation.
- The financial deficit was partly because of Covid, inflation and reduced revenue from goods and services. The Board would be paying close attention to the core costs of running the gallery and the financial and other challenges to provision of showstoppers to bring people

into the gallery. Members realised that running at a deficit was not sustainable and would work to a budget of sustainability. They realised that there was a limit to how much could be charged but were committed to the long term and a successful gallery.

- It was noted that the current asset figure of \$13.6m included collection items owned by the gallery. Further details could be provided.

Bay Venues Limited

Key points

- The business had stabilised well over the past 12 months coming out of Covid and was tracking well.
- The Funky Funday Programme received an award from the NZ Recreation Association.
- While some concerts had to be cancelled, those that were able to proceed went well.
- A massive event programme had been undertaken over the summer period.
- The Greerton aquatic centre had re-opened late last year, and, with the new facilities and the non-summer weather, record days were recorded with lots of activities taking place.
- Collaboration across city with events - the World Squash tournaments with glass squash courts and full digital screen imagery were sold out and broadcast all over the world. This was done in partnership with the TCC events team and Tourism BOP who came together to put on an amazing event demonstrating the strong relationship with Council and fellow CCO's.
- Visitor numbers were bouncing back and getting close to pre-Covid levels.
- There were increased costs coming through in the current environment, but they were tracking ahead of budget over the last few months and expected to be tracking even better for the end of year.
- Customer satisfaction was 88%, but with more people using the facilities it was more challenging to reach the satisfaction level.
- Objectives for the year had either been completed or were on track. A customer experience programme was about to start and there was still work to do with mana whenua changes in leadership.
- The user fees review was still to be finalised.
- There was a positive energy within the organisation at present at both Board and staff level, with partners and key customers, so were in a good place to deliver services to the community.
- The Board was in a positive place and had settled in well, but were still on a journey with new challenges. Both the Board and management were looking forward to the board review to ensure expectations were being met.

In response to questions

- Commissioners were delighted with the energy and positiveness of the activity and noted the importance of the community focus the board members had brought. The positive feedback from community organisations indicated BVL was on track in terms of what the Council was aiming to achieve.
- Access to the new offramp by Baypark would hopefully be completed by the end of May and Truman Lane would revert to two lanes allowing better access to the stadium.
- It was noted that for the upcoming Long-term Plan the Commissioners wanted a realistic view of each facility so that they could gain a true understanding of the long-term life of each service.
- Staffing was a challenge, especially with lifeguards where BVL had struggled with numbers for two years. With Baywave due to re-open this week there would be more pressure on as staff were brought back to that facility. There were a few occasions when one of the smaller centres had to close to allow a larger facility to open. They would continue to prioritise this, but Covid could still affect staff from the same facility at the same time. They were constantly recruiting and working hard to retain staff and to promote life guarding as a career option.
- The makeup of staffing included two thirds of the 375 staff being either part time or casual.

There were a lot of students so the expected turnover was higher than other businesses. While the staff turnover was tracking higher than wanted, turnover had dipped down again and hopefully this would continue to trend in the right direction. Paying the living minimum wage, staff benefits and staff referral programmes were making a difference.

- Congratulations was offered on the 88% satisfaction level. It was noted that the team were incredibly passionate about what they did and do it because they love the interaction with the community.
- The Commissioners noted that the facilities were relied on and used by a whole range of people within the community and were key to each of those areas.
- The Board was intending to talk about the speedway and Baypark next month. There were three workstreams - how efficient could it be, incorporating other uses and what did the long term future look like. Work would be undertaken around understanding the cost of looking after the facility over the next 20 years as no money had been spent on it in the 20 years it had been there. Deferred maintenance and renewals were required.

BOP Tourism

Key points

- Acknowledged that the Council wanted each of the CCOs to get on better with the other CCOs and they had been working hard to do that, partnering together and getting to know one another so they were all on the same page wanting more and better for Tauranga.
- Summer photo shoots taken were leading into summer partnering with TCC and to help with brand work.
- Progress against KPIs was on track for the majority and only one risk. The horticultural strategy was gaining momentum and they were pushing ahead with that. A lot of smaller rather than larger events had been held through Covid.
- The Wellbeing survey was not yet in place but was progressing. Social wellbeing and resident perception of tourism could be improved; TBOP was influencing and directing as much as possible but there was still work to do on cruises and promotions. This was part of Council's survey undertaken three times a year.
- The visitor and domestic spends were improving with tourism this year but, due to false summer and bad weather events, spend had not been as buoyant as it had in the past.
- The international spend was up 27% with some of the forecasts having been revised back. The reality was there was a global recession looming, wars, increased supply costs and inflation. Inbound travel was expected to return to 100% pre-Covid levels in 2025.
- TBOP was working hard with elevating a cultural tourism proposition to identify and fit in with the framework of Te Manawataki o Te Papa and other Council projects, and to fulfil their commitment to working with the Takawaenga team. They were keen on partnering with mana whenua and not doubling up.
- The cruise season was from 15 October to 8 April with 105 ships coming on 80 ship days. They had come through relatively unscathed, working with the transport team and the Mount businesses in terms of events on any of the days. They also worked in partnership with others to get the ferry service established and were looking at it as an ongoing option to get traffic off the roads.
- The return of the cruises gave a perception rating of 76% of residents either welcoming or very welcoming; there was a feel good factor and people liked seeing the ships in the harbour.
- In terms of the environment, the regenerative sustainable programme continued, and the green room programme was starting to circle back to the Tauranga moana again. BOPRC also supported the programme.
- There was an expectation to end the year in the financial position as predicted. Some items were stalled until the end of year as they were waiting for markets to reopen, but it should even out by 30 June 2023.
- Cash on hand included receiving some income in advance of finishing on 30 June 2023. There were a number of programmes to be delivered when the borders closed with cash being received in advance. There was also a regional events fund for events around the

- Pacific Coast highway which they had received funding for to release out to the regions.
- Two Directors would be moving off term and two new ones appointed. The Board was settled and worked as a good team, and staff were looking forward to working with the new appointments who would bring new insight into the board.

In response to questions

- Commissioners noted that the imagery did not depict a great understanding that Tauranga was the fifth largest city in NZ and noted the importance of portraying it as a big city; while Mauao and the coast were important they also needed to show people and houses. In response it was noted that would occur in time by partnering with TCC Communications and Events teams, Bay Venues and Priority One and others; together they would develop more diverse imagery. Photoshoots were done quarterly and when next done, they would include more with a cityscape.
- Commissioners noted that Downtown Tauranga had been alerted that Council was looking at potential for bus and ferry park and ride areas.
- Most events within the Flavours of Plenty festival had sold out, but some of the smaller restaurant participation had dropped off. While the show went ahead, some staff had Covid before and throughout the festival. There were many events and some had worked with new sponsors who had come on board this year.
- The visitor spend was realised in the city centre, the Mount and Papamoa, with the Mount getting the most. Mount Main Street had shared their numbers and could be provided as information to the Commissioners,
- The international visitor spend was higher than pre-Covid as there was deferred demand following Covid with people wanting to engage with friends and family and wanting to travel. This would dip from now to the end of the year.
- In response to a query in relation to valuing the environment and the green room initiative, this was funded predominately through the BOPRC Community Initiatives fund. The goal was to reach 100 businesses across the region, and they were currently at 60, with 40 expected next financial year. The feedback had been positive with the participants collaborating with others in the same type of business, measuring carbon footprints, looking at financial stability, providing a greater visitor experience and considering how to give back to the community. The local connectivity, and working with Envirohub and Priority One, had helped to spread it across the region.
- Getting the 100 businesses in the green room initiative created branding-related opportunities, created a mechanism to promote what was happening, and a long-term revenue stream to keep the ball rolling for financial support. Some businesses had developed sustainable charters and carried out an annual or biannual audit.

In response to questions

- In response to a query regarding the current reviews on joint procurement of shared services carried out by BOPLASS, and how they related to building and resource consent processing, it was noted that the collective of teams across the Bay of Plenty would come together to align this. A decision would be made at the next Chief Executives meeting on whether to buy into the product that would align processing.

RESOLUTION CO4/23/4

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Council-Controlled Organisations' Half Yearly Reports to 31 December 2022".

- (b) Receives Bay Venues Limited's report on its performance for the six months to 31 December 2022, as required by the 2022-2023 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 2022, as required by the 2022-2023 Statement of Intent.
- (d) Receives Tauranga Art Gallery Trust's report on its performance for the six months to 31 December 2022, as required by the 2022-2023 Statement of Intent.
- (e) Receives Tourism Bay of Plenty's report on its performance for the six months to 31 December 2022, as required by the 2022-2023 Statement of Intent.
- (f) Receives the Local Government Funding Agency's report on its performance for the six months to 31 December 2022, as required by the 2022-2023 Statement of Intent.

CARRIED

Attachments

- 1 Presentation - Tauranga Art Gallery six month report presentation ending December 2022 (1)
- 2 BVL Presentation - pdf
- 3 TBOP presentation - pdf

11.2 Shareholder Feedback to the Draft Statements of Intent for Council Controlled Organisations 2023/24 to 2025/26

Staff Gareth Wallis, General Manager: Central City Development
Sanjana France, CCO Specialist
Anne Blakeway, Manager: City Partnerships

Key points

- Overall there was good alignment with expectations.

In response to questions

- Formal feedback would be provided back to each CCO.
- There was an ability for the public to source information on each of the CCOs.
- In relation to the stadium, it was noted that there was still a way to go through a process and a long way before any possible relocation of any of the various activities.

Discussion points raised

- Each CCO was operating in a commercial world and managed in different ways. However, a section of the public was nervous and felt that the CCO's were secret when they were actually a medium to progress the city, and were all looking for ways to make Tauranga a great place to live, work and play and share in a way that they were comfortable with.

RESOLUTION CO4/23/5

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council:

- 1. Receives the report "Shareholder Feedback to the Draft Statements of Intent for Council Controlled Organisations 2023/24 to 2025/26".
- 2. 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 2023/24 to 2025/26.

3. Notes that as joint shareholder of Tourism Bay of Plenty, Western Bay of Plenty District Council will be asked to approve their separate shareholder comments on the draft Statement of Intent for Tourism Bay of Plenty at their 27 April 2023 Council meeting.

CARRIED

11.3 Executive Report

Staff Marty Grenfell, Chief Executive
Nic Johansson, General Manager: Infrastructure Services
Barbara Dempsey, General Manager: Community Services
Paul Davidson, Chief Financial Officer
Christine Jones, General Manager: Strategy, Growth and Governance
Alastair McNeil, General Manager: Corporate Services
Sarah Omundsen, General Manager: Regulatory and Compliance
Gareth Wallis, General Manager: Central City Development

Infrastructure Services

Key points

- Noted that the Totara Street signalised crossing had been completed several weeks ago and the Accessible Streets transportation model was ready and, while consultation would be delayed until June, the model was in use.
- The sub-regional circular economy report would touch on the whole chain from production to disposal, show activities in the front end and the influence at the tail end, and add a benefit-type analysis where actions for investment were expected. This could benefit other councils and staff hoped to get the data to have conversations with other beneficiaries for cost distribution.

In response to questions

- Bee Card information and data on patronage and use by staff would be provided along with the cost to the organisation. It was requested that the initiative be promoted to other corporates and businesses across the city with a challenge that, if they were serious about reducing the carbon footprint, supporting staff to use the buses was one way to do it.
- 75,000 people across the country had completed the Futurefit programme which included questions on lifestyle, transport, what you eat, use of power etc. It was agreed to promote the programme in the city to help people make informed decisions.
- There were 300 people at the Waiāri open day and congratulations was offered to staff who assisted at the site and with the tours. Some of the visitors included people who had been involved in the very early days of the scheme. There was a minimum age limit of 12 as additional staff would have been required for younger children. It was intended to offer hosting of student groups at the site as an educational opportunity.
- Being able to cycle safely off road along Totara, Hewlett's and Rata Streets was significant and congratulations was passed on to all involved. There was still some further planting and some maintenance required.
- The remote operated vehicle for the inception of the marine wastewater outfalls had been designed by staff in-house for \$100,000. It was quite a big machine with rollers and claws to be able to pick debris out of pipelines. It has cleared 300m in sections that had been broken in the past which resulted in an increased flow; and provided footage of the complete inner pipe and the state of it which resulted in being able to reline the pipe rather than replace it. This had turned a \$50m job into a \$10m job, so was well worth the investment. Congratulations was offered to all staff involved. It was noted that it could also be a useful tool to provide to other Councils.

At 10.28am the meeting adjourned.

At 10.38am the meeting reconvened.

Community Services

Key points

- Two new senior managers had been appointed - Greg McManus as Director, Tauranga Museum and Exhibition Centre and Alison Law as Manager Spaces and Places.
- The inclusion and accessibility team had worked with the infrastructure team to break down barriers with access in the customer services kiosk to make sure everyone could use it.
- A more detailed report on the emergency management activity over the last two months would be provided to the next Strategy, Finance and Risk Committee meeting.

In response to questions

- It was noted that one of the reasons for little damage being sustained during Cyclone Gabrielle was that Tauranga was in the eye, which was the calmest part.
- History and stories were to be included in the Historic Village upgrade and staff were currently looking at resources to assist with this so that people were able to understand the history. Some of the work being carried out related to structural issues with some buildings.
- There were 200 people at the recent opening of Ila Park - Tongaparaoa, with the local residents on Harrisfield Drive being appreciative of the upgrade and having toilets installed. People from a large catchment were using the facility, with most from Welcome Bay and Maungatapu.
- Work on the Greerton reserves would commence later in the year as there had been a hold up with staff leaving and having to be retrained.
- Information would be provided on the number of people attending the many events across the city's parks, and any key trends, to provide an understanding of the use of some of the facilities.
- Parks were a critical part of living in the city, therefore investing in them was about people and what cities were about.

Financial

Key points

- There had been a number of mis-landings at the Tauranga Airport which had resulted in having to redo the navigational lights. This was fully funded by the airport.
- Although it was early in the rates collection for the year, there had been an increase in the number of penalties issued. The team were working through these at present, and it was likely that some of it was due to BOPRC rates now being sent separately.

In response to questions

- In response to a question in relation to whether the demand for hangars at the airport meant that there was an increase in the number of small private planes, this information was not known. It was a busy airport for small planes with the flying school, parachute school etc. Additional hangars would provide additional income.

Regulatory and Compliance

Key points

- Shift for building consents to Objective Build would be rolled out in the near future where all the process was managed within one system, and anyone applying for a consent could see at what stage their application was in the process.
- An increase of alcohol licencing applications being sent to the District Licencing Committee was noted with several hearings taking place. Training was underway with the new committee members and list members who were working alongside the Licencing Commissioners to gain experience and provide a pool of local trained Commissioners.
- An Urban Designer had recently started with Council.

In response to questions

- Building consents issued within statutory timeframes was at 90% with inquiries into building consents and new consents dropping. There were issues with some of the older consent

- applications and they were looking at consultants with the expertise to expedite these.
- New consents were being processed in a timely manner. Inspection time was around 45 minutes for residential consents so staff could complete eight - nine a day; more complex applications could take from four hours to a whole day if staff needed to be on site to carry out all inspections and provide the necessary information.
 - The timeframe for resource consent processing was at 60% completion, and staff were working hard to bring this to a higher rate. A graduate programme was in place to attempt to source planners for TCC; however, the training still took time. There was no bond for the graduates, they worked in the role for 12-18 months and were then moved into a full role.
 - The testing and issuing of Liquor Manager Certificates was on a district licencing basis, with Tauranga and Western Bay having the same requirements.
 - It was requested that congratulations be passed on to staff for their work during Cyclone Gabrielle.

City Development and Partnerships

Key points

- Two new Directors had been appointed to the Te Manawataki o Te Papa CCO, with the quality of the applications exceptional.
- The railway underpass was ready to be completed at Easter.
- The first sod was turned at the 90 Devonport Road site recently. Kelvin Eden had commenced as Capital Programme Manager, Major Amenities.

In response to questions

- Information was requested whether the relocation of the power line and transformer was in hand so that all the relevant time frames would be met.
- It was requested that acknowledgement be passed on to the three CCOs for supporting the Aspiring Directors programme.
- Now that the new CCO board members were in place, there were opportunities as an organisation to come together to discuss the CBD as a whole and create an action plan that would pull all the work together.
- A summary of all the work to occur along the waterfront was requested so that Commissioners were aware of the works that would be undertaken.

RESOLUTION CO4/23/6

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the "Executive Report".

CARRIED

11.4 Adoption of the Annual Plan 2023/24

Staff Paul Davidson, Chief Financial Officer
Kathryn Sharplin, Manager: Finance
Tracey Hughes, Financial Insights & Reporting Manager

Key points

- The annual plan adoption was following from the 12 December 2022 Council meeting decisions, with a differential for the commercial rate and a transportation targeted rate.
- No consultation was required as there was no significant difference from the 2023/24 year in the Long-term Plan (LTP).
- A significant change was to the water activity to bring the charges down, driven by debt retirement in the water activity. As water was a ringfenced activity funding could not benefit

wider activities. The water charge was reduced to \$0 and the volume charge up 2% being enough to cover the annual cost. This brought the average rate increase to 6.2% which was close to the 6% predicted in the LTP.

- Table 7 noted the differences to the draft annual plan and the Year 3 LTP with most of the debt comparable and a debt ratio of 223%
- All the annual plan funding to Bay Venues Limited may not be required so any balance would be transferred to risk reserve.
- Tauriko West improvements had changes to the funding arrangements with the timing of funding flows not completely in line with the expected expenditure; it would now require loan funding for the temporary funding deficit.
- As the most up-to-date valuations would be used for rating, the rates resolution would be included in the 19 June 2023 Council meeting.
- Any additional Carry Forwards would be reported to Council in July.

In response to questions

- To provide more clarity on why rates in some areas would be higher than others, it was agreed to add an extra column with connection charges. It was noted that individuals would be able to go into the property details and check on their rates increase.
- The rates increase did not include water as the charging and accounts for water would be sent separately to the rates account.

Discussion points raised

- Acknowledgement that the Annual Plan was carrying on the direction that was previously assessed in the LTP and LTP Amendment.
- Commissioners had received comment from some ratepayers that some levels of service were not reflective of what they were paying in rates.

RESOLUTION CO4/23/7

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Adoption of the Annual Plan 2023/24".
- (b) Adopts the Annual Plan 2023/24.
- (c) Agrees that the increase to the Bay Venues Limited grant included in the annual plan of \$600,000 has been partially replaced by an increase in user fees with the balance put to risk reserve.
- (d) Agrees that the temporary operating deficits generated by the timing of the funding arrangements for the Tauriko West enabling works be loan funded until such a time as all third-party contributions have been received.
- (e) Authorises the Chief Executive to make any necessary minor drafting or presentation amendments to the 2023/24 Annual Plan, prior to final printing, including information relating to water charges to link back to the overall rates revenue increase of 6.2%.
- (f) Notes that the Rating Resolution will be presented for adoption in June 2023.

CARRIED

11.5 2023/24 Annual Plan - Borrowing Programme

Staff Paul Davidson, Chief Financial Officer
Kathryn Sharplin, Manager: Finance

RESOLUTION CO4/23/8

Moved: Commission Chair Anne Tolley

Seconded: Commissioner Bill Wasley

That the Council:

- a) Receives the report "2023/24 Annual Plan - Borrowing Programme".
- b) Approves the borrowing resolution for the 2023/24 financial year:
 - i) The borrowing required for the 2023/24 financial year is \$274 million ("the borrowing"). This borrowing is made up of:
 - \$218 million of new loans approved for the 2023/24 financial year in the 2023/24 Annual Plan
 - \$56 million of maturing loans during the 2023/24 financial year.
 - ii) The borrowing is to be secured against rates revenue of Tauranga City Council under the Debenture Trust Deed.
 - iii) That Tauranga City Council may also fund the capital expenditure programme and its working capital requirements from its cash reserves and other internal/external sources of funds.
- c) Approves that authority is delegated to the Chief Executive and the Chief Financial Officer, subject to the Local Government Act 2022 and the Treasury Policy to:
 - i) Determine the details and timing of the borrowing whether in this financial year or in the future and to raise long and short term loans, whether by one or more bank facility or other facilities, or by one or more issues of stock, whether by internal funding or external, and whether by wholesale issue or by private placement to habitual investors, to yield a maximum external borrowing identified in (b)(i) above, of \$274 million secured under the Debenture Trust Deed as the Chief Executive and Chief Financial Officer consider appropriate and in accordance with the Council's Treasury Policy; and
 - ii) Execute all loan and security documentation in relation to the borrowing on behalf of Tauranga City Council, including any loan and/or credit agreements and stock certificates, investment statement and any other documents which Council may be required to enter into in respect of the borrowing and to give one or more certificates in respect thereof for the purposes of Section 118 of the Local Government Act in respect of Councils entry into such borrowing security or related documentation.
- d) Approves that authority is delegated to the Chief Financial Officer to borrow internally to manage the funding requirements, subject to availability of internal funding and reassign approved borrowings between activities for the approved projects.
- e) Approves that authority is delegated to the Chief Financial Officer to enter into interest rate risk management tractions with institutions.

CARRIED

At 12.33pm the meeting adjourned.

At 1.14pm the meeting reconvened.

11.6 Temporary Road Closure Report - Jazz Festival 2023

Staff Nic Johansson, General Manager: Infrastructure Services

RESOLUTION CO4/23/9

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report "Temporary Road Closure Report - Jazz Festival 2023".
- (b) Pursuant to Clause 11(e) of the Tenth Schedule of the Local Government Act 1974, grants approval to close the roads and car parks listed on Attachment A to ordinary vehicular traffic on the dates and during the hours stated for the purposes of facilitating safe and successful operations during the following events in Tauranga.

CARRIED

11.7 Traffic & Parking Bylaw Amendment 43

Staff Nic Johansson, General Manager: Infrastructure Services

Key points

- The amendment included some tidy ups on Tauriko Drive where there were blocked sightlines in some areas, other safety issues and the addition of time restrictions for EV parking stations as some of these were being used as carparks.

RESOLUTION CO4/23/10

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "Traffic & Parking Bylaw Amendment 43".
- (b) Adopts the proposed amendments to the Traffic and Parking Bylaw (2012) Attachments as per Appendix B, relating to minor changes for general safety, operational or amenity purposes, to become effective on or after 4 April 2023 subject to appropriate signs and road markings being implemented.

CARRIED

11.8 Memorial Park aquatics and indoor courts update

Staff Gareth Wallis, General Manager: Central City Development
Kelvin Eden, Capital Programme Manager: Major Community Amenity

Key points

- The project was a replacement of aging assets, with work undertaken setting up project governance and the repair consultant team. A request had gone out for a lead consultant with responses due at the end of April, with early contractor involvement to be part of the design team and buildability and to also do any ground improvement and demolition.
- The master plan would be put out in the next few weeks and an independent project manager appointed by 30 June 2023.

- The request was for capital works budget to be moved to Opex to allow the project to get to the design stage.

In response to questions

- The master planning work and consultation was expected to be completed by the end of the year.
- A design chart would be provided outlining the processes and the timing through to completion.
- In response to a query as to where in the process a decision would be made on whether to upgrade, or demolish and build, it was noted that the concept design phase would consider a new facility and the costs which would provide an opportunity to compare an updated business case. The early stages were not looking like replacement was a viable option and work was being scaled back on upgrade/refurbishment. There were leakage and seismic issues that needed to be considered. The prices for each option were likely to be similar.
- A further report with more detailed costings would be brought back to the next council meeting.

Discussion points raised

- It was noted that a deliberative decision would need to be made which was not just about the numbers but also the benefits offered by the facility.

RESOLUTION CO4/23/11

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Memorial Park aquatics and indoor courts update".
- (b) Approves \$1.15 million of 2023/24 capital budget be re-classified as operational

CARRIED

12 DISCUSSION OF LATE ITEMS

Nil

13 PUBLIC EXCLUDED SESSION**Resolution to exclude the public****RESOLUTION CO4/23/12**

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Bill Wasley

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 20 March 2023	<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)(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)(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
13.2 - Appointment of Board Members to CCO Boards 2023	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

CARRIED**14 CLOSING KARAKIA**

Commissioner Rolleston gave the closing karakia.

The meeting closed at 1.31 pm.

The minutes of this meeting were confirmed as a true and correct record at the Council meeting held on 1 May 2023.

.....
CHAIRPERSON

UNCONFIRMED

7.2 Minutes of the Council meeting held on 3 and 4 April 2023 (Greerton Maarawaewae hearings)

File Number: A14645274

Author: Robyn Garrett, Team Leader: Governance Services

Authoriser: Robyn Garrett, Team Leader: Governance Services

RECOMMENDATIONS

That the Minutes of the Council meeting held on 3 April 2023 (Greerton Maarawaewae hearings) be confirmed as a true and correct record.

ATTACHMENTS

- 1. Minutes of the Council meeting held on 3 April 2023**



MINUTES

Ordinary Council meeting

**Monday, 3 April 2023
and**

Tuesday, 4 April 2023

Greerton Maarawaewae hearings

Order of Business

1	Opening karakia.....	3
2	Apologies	3
3	Public forum.....	3
4	Acceptance of late items	3
5	Confidential business to be transferred into the open	3
6	Change to the order of business	3
7	Confirmation of minutes.....	3
	Nil	
8	Declaration of conflicts of interest.....	3
9	Deputations, presentations, petitions.....	3
	Nil	
10	Recommendations from other committees.....	3
	Nil	
11	Business.....	4
11.1	Greerton Maarawaewae Options Study - Hearings Report.....	4
11.1	Greerton Maarawaewae Options Study - Hearings Report <i>(continued)</i>	9
12	Discussion of late items	20
13	Public excluded session.....	20
	Nil	
14	Closing karakia	20

**MINUTES OF TAURANGA CITY COUNCIL
ORDINARY COUNCIL MEETING
HELD AT THE GROUND FLOOR MEETING ROOM 1, 306 CAMERON ROAD, TAURANGA
ON MONDAY, 3 APRIL 2023 AT 4PM AND TUESDAY, 4 APRIL 2023 AT 9.30AM**

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

IN ATTENDANCE: Robyn Scrimshaw (Urban Planner: Urban Communities), Carl Lucca (Team Leader: Urban Communities), Robyn Garrett (Team Leader: Governance Services), Sarah Drummond (Governance Advisor), Janie Storey (Governance Advisor)

1 OPENING KARAKIA

Commissioner Rolleston gave the opening 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

Commissioner Wasley noted that his wife was a member of the Tauranga Golf Club.

9 DEPUTATIONS, PRESENTATIONS, PETITIONS

Nil

10 RECOMMENDATIONS FROM OTHER COMMITTEES

Nil

11 BUSINESS

11.1 Greerton Maarawaewae Options Study - Hearings Report

Staff Christine Jones, General Manager: Strategy, Growth & Governance
Robyn Scrimshaw, Urban Planner: Urban Communities
Carl Lucca, Team Leader: Urban Communities

The following members of the public spoke to their submission to the Greerton Maarawaewae Options Study Phase 3.

A copy of all presentations and documents tabled at the hearing can be viewed on Tauranga City Council's (TCC) website.

(1) Puhirake Ihaka

Key points

- Brief introduction to the kaupapa on behalf of the mana whenua of the area, representing the Otamataha Trust and its hapū.
- Had not submitted a formal submission himself but was present to support Buddy Mikaere's submission.
- For the past two years, the kaupapa had been on the table as part of the mana whenua group engaging early, with a number of discussions being held around the table. Also many discussions had been held with colleagues Buddy Mikaere and Peri Kohu (before his passing) as they were representing mana whenua at the time.
- Discussions held prior to the submissions closing and the passing of Peri Kohu had centred around support for Option C, with a golf course, a racecourse and other sports being played.

(2) Buddy Mikaere

Key points

- The submitter was representing Ngai Tamarāwaho hapū but was also a member of the Tauranga Racing Board and noted that this could be seen as a conflict. His first loyalty was to hapū and he made the submission on their behalf. The Tauranga Racing Club would be making their submission later so he was not speaking for them.
- The history of the racecourse was that it was confiscated in the Battle of Gate Pa; land confiscation was punishment for all hapū and tribes taking part in the wars. While most of the land taken was returned, the Wairoa River and Waimapu Stream provided the footprint of Tauranga City.
- Ngai Tamarāwaho was left virtually landless, with only a small amount of land. The racecourse, Maarawaewae, had the gardens of his ancestors.
- In the Tauranga Moana treaty claims any land used for community purposes was not sought for return. However, if the land was to be used for other purposes, mana whenua interest in it needed to be prioritised. To use any recreational land for anything other than for recreational use would require a legislative change. The hapū had lodged a claim and any change would trigger that claim and contest any other decision.
- The hapū wanted the land to remain a recreation reserve for sporting purposes, walking, cycling, the golf course. There were a number of recreational uses that could be made with the land and Option C also provided an opportunity for possible further revenue from some of the land.
- The golf course being seen as recreation activity was questionable - with an annual membership fee of \$1,400, it was not an ordinary use for everyone. The course was located on a flood plain and there was an expectation of more frequent extreme weather events.

- The submitter remembered going to the racecourse when both of his grandfathers were alive. His father's father was a hawker selling hot dogs and mother's father was an ex-soldier who enjoyed meeting his mates and having a day at the races.

In response to questions

- Commissioner Tolley indicated that she still considered that Mr Mikaere had a conflict of interest and it would have been easier if there had been another spokesperson for Ngai Tamarāwaho, but understood Mr Mikaere being there as he was very knowledgeable on the area. She also noted Tauranga was no longer small being the 5th largest city in New Zealand and had different issues that were not faced by smaller towns. Housing was not proposed on the site.
- Queried whether, with the golf club membership costs and race meetings only being held 14 times a year, both should be considered as recreational uses. The racecourse was a well-used area for walkers and other recreation purposes and he was unsure why equestrian activities did not take place in the middle of the track. Considered that there were issues with the Croquet Club as to what could be done with the land and site issues with both the bowling and croquet clubs and the amount of land available.
- In relation to the three options the preference was for the racecourse to remain, as its original purpose was to provide for racing activities - this was considered the same as the domain being available for cricket.
- Mr Mikaere noted that it would become messy if Council was to see a change in the land from recreational purposes, and they would prefer the Crown to make a decision so that it would become a Crown action.
- In answer to a query as to whether the land being used for a hospital was considered a community use, Mr Mikaere said that was tricky. The hapū had held discussions with the then District Health Board who wished to expand the area behind their admin block and to expand onto the old RSA property adjacent to the hospital. He noted that he was surprised to see the racecourse land targeted for a hospital. Hapū were conflicted and working closely with Haumoana who was proposing a Māori hospital along Cameron Road and had acquired most of the land for it. Also discussed with the DHB was an expansion of some services and a facility in Papamoa East, but in the end it came down to budget.
- The hapū would only be able to pursue a claim if there was a change of status for the land, and would not be happy if that was to occur.

(3) Sub 548– Willem Jonkers

Tabled submission

Key points

- Golf was an important sport consisting of players from all classes and wealth.
- There were three other courses locally and the number of players was testimony to the importance of the courses.
- The submitter's preference for the use of the balance of the land was for an open park as there was a substantial urban community around the area, and a new park for walking, biking and playing like Yatton Park, which enjoyed significant patronage, would be great. Parks were as much needed in Tauranga as its roads and other infrastructure.
- Suggested that any relocation of the hospital by a few kilometres to the south at great expense did not seem to be a robust solution. There was a lot more merit to use the dollars to build a new hospital close to Papamoa as it would provide more capacity for medical care and be a lot closer to the urban centres of the Mount, Papamoa and Te Puke.
- Whichever option was chosen, there was now a severe shortage of parking at the golf course, which was using the racecourse spaces for parking. While there was a desire to get as many people out of cars and using public transport, there were no options that would bring golf players and their gear to the Tauranga Golf Course and return them

home. A car was the only option and adding more activities would only make it worse.

- Project Maarawaewae offered a unique opportunity to correct this and to include a significant expansion of the current parking facilities.
- Whichever way the decision went, it should ensure that the current and future requirements for a successful golf course in the Greerton area received sufficient attention and parking was catered for.

In response to questions

- In response to a query as to whether he supported the retention of the racecourse, the submitter noted that it should become a public park with water features and did not support a racecourse.
- The submitter noted that he was a member of the Tauranga Golf Club.

(4) Sub 892 – Paul Gartner, Tauranga Golf Club

Key points

- Reinforced the golf club's original and follow up submissions and noted that they genuinely supported all options as they all retained the golf club.
- The club would like to enter into a Memorandum of Understanding with the Council so that they were able to move forward as a club. They realised that the final details of the study could be a long way off, but it was having an effect on the club with some members leaving due to uncertainty and delayed projects on the course. There was now some urgency to get a MOU so that they could move forward with certainty.
- They had a harmonious relationship with the racecourse and fitted in with each other's activities.
- The development of a hospital could be problematic especially when they were operating machinery early in the morning and with stray golf balls. This was the least favourable option which would be more aligned to a central location in Matapihi or similar.
- The club understood it took time to make a decision.

In response to questions

- Commissioner Tolley thanked the golf club for working with Council all the way through the process and appreciated that they had made an offer to develop walkways and cycleways.
- The submitter noted that the club wanted to make these part of the master plan, but also wanted official documentation, in lieu of a lease, to ensure that they had security of tenure.
- Regarding greater public access with the development of SH 29, which may impact Barkes Corner and utility services, the submitter was unaware what Waka Kotahi was planning for the area. There were limitations as to what the Club could do.
- There was additional land in the Kopurererua Valley that could be utilised as greenspace.
- There was already insufficient capacity at the golf clubs within the city and any practice area and driving ranges at the space would become community facilities.
- The club was open to the development of an MOU which would eventually lead to an early renewal of current lease, but they were assuming that they could not get a lease prior to the MOU given the uncertainties of external parties.
- The club needed an additional 30 carparks. Space could be provided within the course redevelopment, with the course architect being part of that brief. Other additional facilities included cart storage, a driving range, and the replacement of the hole by Barkes Corner. Some of these were probably not within the existing footprint. Once future plans were clear, they would look at these in more detail.

(5) Sub 803 – Patricia (Trish) Jones, Tauranga Western Riding Club**Key points**

- Could see the challenges the Commissioners had with years of underinvestment in Tauranga, the Council was now paying the price.
- Urged selection of Option C (enhanced use of the area), it was a fabulous greenspace like other cities had, but once it was gone it was gone and the Council would lose a treasure if the space was used for infrastructure.
- The Western Riders were a small group who used the facility once a month, with some riders unofficially using it more. This was similar to other small riding groups.
- Focus was on horsemanship and teaching the horse and rider to work together without a whip or spurs.
- It was therapeutic for children with emotional disabilities to be able to work with big animals.
- The club was small but enthusiastic and they held clinics to keep the costs down. Riders did not have to go far, the parking was good, it was a hidden use that was not apparent on a day-by-day basis. Members rode and practiced mid-week.
- It was a beautiful area for dogs and people walking, a jewel in the crown for Tauranga and, as the city gets more built up, provided a big green space with a multiplicity of uses that should not be forsaken to progress.
- The decline in horse riding and equestrian sports was part of a cycle and was now going back up in many places. Tauranga had an opportunity to become a real centre like Hastings, which hosted the Horse of the Year, which would be a huge economic boost for the region. So far Tauranga had not realised its potential to have big national horse events in the area, and if this space was lost that potential would also be gone forever.
- Other challenges equestrian groups faced included the closing of farms to horses due to the new health and safety concerns associated with riding.
- Many did not go to TECT Park as it was too far away and not safe when riding alone, whereas the racecourse was much safer as there were often one or two casual riders and others practicing in the dressage arena.
- The group was small but a desperate bunch of people who wanted to ride and they could not think of an alternative area for riding.

In response to questions

- The submitter noted that she did not use the arena much but the dressage groups used all the facilities.
- While there were riding arenas in the areas of outer Tauranga, the western group needed to have access to a big arena which was safe to use and to be able to put out poles, flags and obstacles.
- The horses had in the past been used by the riding for disabled association but could not continue as the horses crowded themselves and safety was paramount.

(6) Sub 684 – Andrew von Dadelszen**Key points**

- Backed Option B, enhanced community activities with a racecourse and a golf course.
- The submitter noted he attended a number of the different consultation sessions and did not hear of anyone supporting the hospital on the site so it made no sense to consider that option. There was no money for it and neither was it in the government's 10-year plan so was nonsense to expect it to happen. The hospital had purchased the ex-RSA site which they had not utilised yet, so building on that site was more ideal for the city.
- The submitter believed that greenspace should be retained and increased as the Council had not future proofed itself. Noted that there were spaces in Welcome Bay and now at Waipuna Park, they were great spaces for the city to have as were the smaller parks.
- There was a lot that could be done with what Tauranga had, if it was done well. Urged Council to think about greenspaces and listen to the community.

- The submitter noted he was worried that there had been some pre-determination in this process. He asked the Commissioners to think strategically, not to support a hospital and to be careful about judicial review risks.
- Could get better utilisation of the space around the racecourse, but to shift it would be a crime. Could do better with accessible properties and to make sure what was done was going to benefit the people who were here now and to retain quality of lifestyle.

In response to questions

- Commissioner Tolley stated they were concerned to hear talk of a judicial review and pre-determination when they had been through a huge amount of options and further consultation. They had been extremely open and there had been no predetermination. The submitter was reminded that it was not Council's decision to build a hospital, it was an approach made to them by the DHB due to the structure of the current buildings and geology of current site. The option of the hospital was included at their request so the Council had to take account of something that significant.
- The submitter noted that he was more comfortable with the retention of the racecourse and did not see relocation as high priority. Suggested the racecourse be left there and better utilised by adding a couple of sports fields to complement the school across the road. The use of the greenspace was good for walking, exercising dogs etc.
- Regarding provision of sports fields into the future, the submitter noted that Council needed to think clearly about the ambitious plans for land in Tauriko West - with some of those areas not suitable for housing, they may be suitable land for fields and greenspaces. He noted that he was not discounting the need for more greenspace, but considered that the Council had bigger fish to fry to try and relocate a racecourse. Important to take the community with Council on this decision.

Commissioner Rolleston closed the day with a karakia.

At 5.22pm the meeting adjourned.

Continuation of meeting – Tuesday, 4 April 2023 at 9.30am

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

IN ATTENDANCE: Robyn Scrimshaw (Urban Planner: Urban Communities), Carl Lucca (Team Leader: Urban Communities), Robyn Garrett (Team Leader: Governance Services), Sarah Drummond (Governance Advisor), Anahera Dinsdale (Governance Advisor), Janie Storey (Governance Advisor)

Chair Anne Tolley reconvened the meeting at 9.30am.
Commissioner Rolleston opened the meeting with a karakia.

11 BUSINESS *(continued)*

11.1 Greerton Maarawaewae Options Study - Hearings Report *(continued)*

(7) Sub 838 – David Clayton-Greene

Key points

- Submitting as an individual representing recreational horse riding which he pursued with his family.
- Equestrian activities had been lumped together without differentiation, yet they were distinctive groups with different needs.

- Recreational riding at TECT Park had limitations in winter conditions, whereas the racecourse provided more use with the different schools and groups.
- Looking at the broader concept of recreational riding and the opportunities the space offered, it could be extended down to the Kopurererua Valley with riding trails linking the areas.
- Horse riding trails overseas needed little upkeep and could be combined with walking and biking as there was plenty of space for all.
- Recreational riding required open spaces. The area enabled this, the riding and schooling of horses was a sorely missed opportunity as the need for land became greater and it was harder for recreational riders to ride safely. There was tremendous pressure on this parcel of land, with no reference to linkage to the racecourse.
- Interested in the linkages from the golf course to the valley and the development of these, and the development of the park as open space with a riding arena in the middle.
- Many other areas were unrideable in winter.
- Most recreational riders walked their horses and did not often gallop.
- The submitter was unsure of numbers of riders, but noted that at TECT Park on a warm day you would see a continuous stream of horse riders. It was getting harder and harder to find a place to ride, both individually and with a family.

In response to questions

- In response to a question about the possible development of horse trails in the valley, the submitter noted that the Redwoods in Rotorua was a good example as they were able to ride within a few yards of parking and it was self-managed. Some of the easier tracks were shared with cyclists leaving the extreme trails just for the bikes. People were generally supportive and the horses soon got used to the bikes.
- In response to selecting Option C, the submitter was in favour of the retention of open park land as once it was used for something else you would never get it back again and the urban spread in the city was huge.

(8) Sub 890 – Trudi Burney, Transpower

Key points

- There had been discussions with TCC staff about the current site and possible options for the expansion of the substation, which would require part of the reserve site.
- Transmission efficiency was key to keep as much as possible on the national grid network and get power where it needed to go.
- Staff had asked if the substation could be moved, but the effective answer was to expand at the current location. The area could still be used as a recreational space and they would need to decide whether the entrance needed to remain in its current location or moved slightly if they were to expand.
- No studies had been undertaken at this stage as these would come at a cost, nor had consideration been given to how much land would be needed.

(9) Sub 890 – Tania Lund, Transpower

Key points

- Trustpower was working out a development plan for the Western Bay of Plenty region. With the critical issues of transmission and distribution with Powerco, they were patching together and upgrading where they could.
- There was a need to do major upgrades, and to consider what those options could be; a study was required to understand how to go about solving these problems.
- There were a number of feasible options, one of which was to expand the substation, and they were also looking at a new substation. There was no ability to move the current substation.
- The region was top of mind and critical for regional growth with a number of options on the table including the expansion of the Tauranga substation.

- Early in June 2023, they expected to be able to publish a long list of options for consultation and wanted to ensure that submissions would be received from the Council. Information would be provided to Commissioners once the long list had been published as they would need to do major upgrade works for transmission.

In response to questions

- Commissioner Tolley noted that it was essential to work together as both entities were invested in managing the growth of the area. The Commissioners had appreciated an earlier meeting and were happy to work together with Trustpower. The current process has been started to give the groups using the area certainty, so a decision needed to be made, but it was good to know that the substation was part of the mix.
- In answer to a question as to whether Trustpower were involved with Waka Kotahi and the SH 29 infrastructure corridor, the submitter noted that they were engaged with Waka Kotahi and the expansion plans for SH 29 and SH 2. The next step was to meet and join up their plans.
- While there were no firm plans for the substation site, they had identified major works were needed, but the exact details had not been finalised or fleshed out at this point. There were no issues if the land continued to be used for recreational purposes and no issues with the district plan. The submitter noted that it would be good to get some land set aside in case it may be required for the substation expansion and to be able to look at that as an option.
- Regarding expansion of the substation on the land to the northwest and north of the site, within the commercial/industrial zoning, it was noted that it was understood that it would be considered as part of the mix. The current area and how else they could extend was also to be considered.
- Commissioners noted that Trustpower needed to be aware that the majority of the feedback had emphasised the retention of the green space. The submitter advised that this had been noted.
- It was noted that there were three other substations around the area, but all were heavily constrained. With the residential areas of the Mount and Papamoa continuing to extend, they needed to think about how to manage that expansion and plan for all the extended growth.
- There was no way to avoid a major upgrade in the Tauranga region, but the shape of what that would look like was yet to be determined. The area was heavily urbanised, so there was no short quick answer, but it would become better understood once they entered into an investigation stage which would take place over a long period of time. Trustpower would be attempting to get the best options with the least impact on communities and to enable their support of the region into the future.
- A series of studies was about to start, but these would take time. Throughout the process they were intending to keep everyone informed and were working with a number of organisations including NZTA, Waka Kotahi, and Kainga Ora. With the recent cyclones, they had found the pressure points in the areas and would look to build more resilience in those.

(10) Sub 888 – Duncan Pearce, Sport BOP

Key points

- Supported Option B, the central park option, and wished to reinforce the importance of play, recreation and sport for communities.
- The racecourse site was needed for broader options for use by the community like Baypark, they needed a Tauranga option that would reduce the need to travel.
- Tauranga was reaching capacity and Sport BOP was wanting to help the Council understand the need for sport facilities, and to open the area up for better recreational use and provide an indoor court network, as more court space was needed.
- Greenspace and recreational play provided physical activity opportunities in a central location; there was a shortage in this part of the city for use by those living in the area.

The racecourse was surrounded by high deprivation areas and limited access to transport so providing something close was important.

- In a 2020-21 supply and demand study completed by Sport BOP it was noted that fields were needed in Greerton, and the Tauranga central demand would continue to increase. The report took into account the requirements to 2060.
- Sport BOP noted that people had a special connection to nature and greenspace and the area had a unique connection in Māori culture and heritage. Greenspace identified with climate, access to the harbour, active sports and for playgrounds.
- Nature spaces and playgrounds provided low-cost opportunities to play, with the importance of play and wellbeing in communities being vital for community development and to become connected communities.

In response to questions

- Commissioners requested a copy of the Sport BOP survey report.
- The submitter noted that they wanted to be included in discussions for the configuration of the spaces. They welcomed more space for more sports fields and would provide assistance as to how they could be integrated. There was a shortage of sports fields and greenspace and there was a need for both.
- There were three big golf courses in the city, each with 1,000 members, but their membership base was at capacity and they were not able to take on more members. Casual golfers or visitors could not get on to any of the courses on busy days. Golf NZ were working on consideration of a further course but Sport BOP was not directly working on a future site.
- Golf NZ had taken an open approach to the non-traditional capacity where people wanted to only play nine holes, use golf carts etc. Playing golf disc was also becoming popular.
- In response to a query as to using the centre of the racecourse with an underpass, the submitter noted that any option used which meant getting more sports fields was good; and reiterated that more indoor court space was needed in other locations.

(11) Sub 884 – Louise Dean, Racing Tauranga, with Michael Day, Peter Monteith, Rob Weatherly

Key points

- A video from Chair Carl McComb was shown - he was currently in Japan at the Japan Cup race day which the Tauranga club shared a longstanding partnership relationship with.
- The club was approaching their 150th racing season, therefore it was one of the longest community organisations serving the local community.
- The club had been the lease holder of the land since its establishment and was the primary reason for the reserve status on the area.
- The club wanted to remain where they were and to have certainty of tenure beyond 2039.
- The success of the course had been conducted at no cost to the ratepayer, the club had always covered its own costs for the land and buildings and the greenspaces that the public could also enjoy. This was a unique cost-neutral agreement.
- The club attracted the largest crowds of any race days and had been awarded Race Club of Year. Many people from across the country came to Tauranga to enjoy racing.
- One race had a prize totalling \$120,000 for a single race.
- Hundreds of people used and utilised the course and buildings, and the club was proud to provide such cost-efficient community venues, with the capacity for 1,500 people. It was purpose built for many years to come.
- Race meets were the primary use for the reserve, and there was the ability to develop on the 9ha area surrounding the buildings and grandstand. It was a comprehensive space to invest into the future with new facilities, and the club wished to explore the possible relocation of a new racecourse only if they could not remain at their current location. The preference was to remain at the site with the support of TCC, iwi and the government for another 150 years, as the club was woven into the fabric of Tauranga's culture and they

hoped that would continue for some time to come.

- The club brought value, economy and wellbeing to the community and had served as guardians of the land for the past 150 years with no cost being imposed on the community who were also able to access and freely use the greenspaces.
- The club had a busy season with 17 race meetings a year and up to 34,000 people attending, many of whom were from within the community and were everyday people and not necessarily horse lovers. Events were put on during race days for the community so all attendees felt welcome and included.
- The club was very much a part of the event and entertainment industry, the bookable spaces sold out well in advance for two of the main race days. Many work groups came to celebrate prior to the Christmas holidays and the January meet and lots of tourists also attended.
- When they were not racing or having track events, anyone could use the space. It was estimated that there were 106,000 users in the last year with examples including the Garden and Art festival, gem and mineral show, plant fest, Lions market, and the Tauranga New Year's Eve celebration.
- They also provided some community groups with a home as they were priced out of many other options - these included the Taekwondo Club and the Taoist Tai Chi club who had a permanent home in the venue. Tauranga Archery used it in the winter for indoor archery, the police used the area to train their dogs, and the Blue Rovers had used a football field in the centre of the track at times.
- The club was open to suggestions as they knew how important the space was and they were happy to coexist.
- The members were passionate about the community and sport, and had stated all along - and would continue to state - that they wished to remain in situ beyond 2039 and to remain the guardians of such valuable greenspace.
- Members noted that they had been in limbo for almost four years, which meant that they had not invested capital expenditure in some of the areas needed which had a significant impact on the organisation and the wellbeing of its employees, venue users and the community.
- The club supported the status quo, they were open to opportunities, and would continue to support those that they had shared space with in the past and this would not change.

In response to questions

- Commissioners noted their limited term and that they were mindful that the race and golf clubs were experiencing uncertainty and were aware of the need to make a decision. Trustpower had also noted the possibility of expansion at their substation. Commissioners were trying to work through the issues and to give some certainty to the clubs before they retired in mid-2024.
- The existing grandstand was not being used as much due to an earthquake engineering report that had been presented to Council. While it did meet the minimum requirement, the club was unsure if they were happy with that, and knew they needed to make a decision. Events were also changing with the old grandstands not being used as much. The club had been looking at some examples of modifications of stands and was pushing forward with these. More greenspace was being used on race days, but did not provide good viewing capacity; while this was not insurmountable, the view from the grandstands was spectacular and they wanted to make better use of it and to make it a multi-use area, but the club needed certainty of tenure for investment.
- Making the entrance look more attractive and more open to the community would be considered as security was only a health and safety issue on a race day and was part of the normal race day operations.
- Access onto the centre of track was also an option, e.g. Ellerslie and Taranaki racecourses. There had been some thought to create a botanic garden to enhance the area.
- Regarding sufficiency of parking, it was noted that it would depend on what the sports

fields were and what clubs were involved . Access to the centre would need to be via a tunnel as the horses sometimes had problems at any areas where vehicles crossed.

- The idea of stands was a wholesale change, and its inclusion in the submission was to show willingness by the club to consider options; the club was aware of the changing needs of punters and was open to being part of a multiuse facility not just a racecourse.
- People were moving away from greenspace and more to more convivial spaces, with a lot of race goers wanting to be in a lounge situation, and if there were more of those spaces they would be filled them as people liked to be with their friends at a table.
- The location of the racecourse was key to getting local people to attend, the weekend race days attracted families that had never been to the races before. These people would not come to a faraway location if the racecourse moved.
- The club would open up the front of the racecourse, get rid of the barbed wire and shorten or remove the hedge to show people what was there. On race day many people were quite amazed at the atmosphere and what went on at the course. The parading of the horses would make a race day even more attractive if the horses could be seen. The initial purpose of the hedge was to prevent horses from shying.
- Successful racecourses were open and accessible with the Tauranga 2 January race day crowd equalling or bettering Ellerslie; was getting the name of being one of most popular courses in the country.
- Commissioners thanked members for their willingness to participate, and noted that the greenspace was really important as was how together everyone could get the best use of the land.
- In response to a query regarding venue consolidation by NZ Racing Association, most of the population and owners were based in or around Tauranga and they hoped that one course would stay in the WBOP. Members wanted the economic value and entertainment to be part of this city and not another city . The courses that the Association wanted to close were small country ones with little in the way of facilities and community use. Tauranga offered community use, crowds and had a high rating on the track.

(12) Sub 321 – Maree Cooper

Key points

- Ms Cooper noted that she was not an expert, she was a normal ratepayer with huge passion for Tauranga and, having listened to the racecourse group, there was a lot of history for local people with the site and she wanted to keep it open and available.
- The submitter was born here and remembered dog training and race days as a child.
- The submitter felt strongly the need to retain the greenspace as it was the first significant big area of its kind in Tauranga. With the growing population that Council had to account for today and the development for future people, they needed keep in mind retention of green areas so the new generations could feel the spaces and see the beauty.
- Option B was only supported if there had to be a compromise, but preferred Option C if possible because of the history of the area.
- The submitter had read the Open Space strategy on the Council website, which noted the importance of green space and reserves and the need for those spaces to be improved and retained as the city grew, and asked that Tauranga city open spaces remained protected and preserved for future generations.
- Council did not own the land but administered it; the submitter liked the reserve as it was now and did not want to see a hospital on it. Keep as an open space.

In response to questions

- Commissioners thanked the submitter and appreciated that she felt so strongly on the issues as a long-time resident and came to speak to the meeting.
- The submitter reiterated that the Council should not build on the space and it should be kept as an open green space no matter how it was used, as a racecourse of for sport, it was important that future generations had the opportunities her family had.

- The submitter noted that she had lived in number of cities around the world and said it was so important to a city to have a huge green space for people to use.

At 10.58am the meeting adjourned.

At 2.01pm the meeting reconvened.

(13) Sub 326 – Deborah Garrett

Key points

- Submitter was passionate for the need to remain a greenspace, it was a taonga and precious to the community and needed to be looked after it so that it could be given to future generations.
- Noted the National Parks City Charter which originated for parks in London, and had been signed by the Council of the day, and these national park principles and values now needed to be applied to towns and cities. These were vital to the health and wellbeing of any area and city.
- Tauranga adopted the National Parks City Charter, and there was no better way to ensure retention of greenspaces for future generations to enjoy.
- There were a number of possibilities for the space such as a huge outdoor event area like Brooklyn's bowl where many events could be held.
- Should increase the walking and cycling tracks in Kopurererua Valley which could also be enhanced and complemented by further tree planting and gardens.
- The local area had fantastic beaches but it also needed greenspace for sports and other users to enjoy.
- From an environmental perspective, greenspace was vital to health and wellbeing, clean air and lower carbon emissions. Any city park was an enormous asset to a city.
- This was a lifetime opportunity to provide a large greenspace and inner-city park, like other big cities overseas and in other parts of New Zealand.
- Hoped that a covenant could be placed on it to remain a greenspace in perpetuity for all locals and visitors to enjoy.

In response to questions

- The submitter noted that although she supported Option B she considered that the racecourse could be enhanced if it stayed. Considered it would be a shame if racing went out of town.
- The traffic was already a nightmare on Cameron Road and, if a hospital was located in the area, people would need to go back and forth between two venues which would create further problems.
- Commissioners noted that they had not realised TCC had signed the National Parks City Charter.

(14) Sub 482 – Duncan Guy

Key points

- Represented the Adult Riding Club who used the grounds under the umbrella of the Tauranga Equestrian Sports Association (TESA) and was one of nine clubs included under the Association. They were affiliated to NZ Riding, which was nationwide with the nearest club being at Rotorua.
- The group was established in 1989, currently had 60 members and a public Facebook page with 1,400 followers, 90% of those had horses and lived in the Bay of Plenty.
- The group used the inner racecourse and had rallies fortnightly aimed at improving horsemanship, show jumping and dressage, with a turnout of 12-15 riders per time.
- The group held three show jumping practice days in winter, which were very informal with 1.2m jumps, where the younger and older riders were able to learn the ins and outs of show jumping. They also held a gymkhana in the summer and the Andrews Cup in mid-April.

- A gate fee was charged to members and the general public to use the sand arena for an hour at a time.
- Pluses for adult riding members included the course being central for all areas in and around Tauranga and Rotorua, the facilities included clubrooms, office, storage room, an all-weather sand arena and grass arena. The course had plenty of parking and room for the horses to be tied up, there were horse pens and room for more than one club to use the grounds and facilities on the weekend. There were sometimes pony club activities and a rally being held at the same time.
- Investment in the area was through annual fees for improvements and upkeep and the running of the club. \$10 of the fee was paid to TESA and then to the racecourse.
- The club supported Option C in principle, without some of the enhancements of the status quo. They did not want to see any sports fields included in the inner arena as they needed that area for parking, especially during an event. There had been some soccer grounds there in the past but they had disappeared over time.
- Competitions needed room for parking, a warmup area where riders could get their horse ready, and a collection area before competing. All of this took up room, as did a show ring, which was fine with the current big green open space.
- The submitter noted that 548 submitters had supported Option C, 201 Option A, and 228 Option B, which indicated that there was overwhelming support from the public for Option C.
- The submitter queried when a decision was likely to occur and noted that local iwi had concerns about their issues being addressed according to the report in the local media.
- Further queries also included whether suitable grounds had been found for equestrian clubs and what facilities would be provided there. Hopefully these would be improved facilities and members would not have to pay for an arena and parking and such costs to move if the decision was to go ahead to a new venue.
- Average horse riders felt squeezed out of places to compete; it was hard to get onto the beach with the horses and had to go to either Waihi or past Papamoa. TECT Park was good and well used by the public.
- Noted in the feedback received that it was getting difficult to attract young people to the sport as there was a perception it was elite and expensive. The submitter considered that the sport was not all about having a big truck or big horses, this was totally incorrect and cut back on equestrian activities. There were many ways to get into riding through pony clubs, racing stables, riding other people's horses.
- The club had increased membership, they started with only 15 and were now up to 60 riders. The club would only grow from there. The number of riders who participated in high level show jumping was only going to increase as riders moved to the area from Auckland and with an increasing number of immigrants from Great Britain.
- Noted that a local rider competing with his local horse had recently managed to get into the final of the world Fédération Equestre Internationale (FEI) show jumping in Nebraska.

In response to questions

- The submitter was advised that the timeframes for a decision were an ongoing process, it was a large and important piece of land in the heart of Tauranga and Commissioners had heard many comments from the clubs associated with it about wanting certainty. A decision should be made in the next few months regarding the reserve, and if it incurred any expenditure, it would need to be included in the next LTP which might lengthen the decision-making process.
- Council was aware of the treaty claim lodged by Ngai Tamarāwaho for the land, but this would only be triggered by a change in the reserve status of the land by law, which would mean that any argument would be with the Crown not Council.
- Until a decision was made, staff would not be requested to work on moving the racecourse. Council had met with TESA on a number of occasions and understood they did not want to move.

- On club days horses and riders were divided into different courses for jumping etc. They had fortnightly practice days in winter for anyone jumping up to 1.2m, these were fun days and good for young riders. Three gymkhanas and two Andrews Cup days were also held, which were more formal with judging.

(15) Sub 621 – Michael Bayly**Key points**

- Submitter was speaking as an individual and for the Tauranga Racecourse Reserve Charitable Trust as a Trustee. The Trust was established by the government in 1873, and there were few historical places left in Tauranga after 150 years that were still ongoing. The course was a priceless jewel of greenspace and must be preserved for future generations.
- There were lots of uses already in place with existing users and it would be an eye watering cost to ratepayers if they were to move; a far more viable option for the public would be for it to remain as status quo. The leases were good with no drain on Council finances and treaty claims could also be averted.
- The racecourse was a top-rated course. It was managed by board members who were all volunteers and skilled staff who were effective in the operation of the facility and passionate about it.
- Staff took great care of the 9ha site and reserve. A tree fell down in the entrance way with the recent cyclone and this was cleared in no time by staff.
- Greenspace per people ratio was far more important as the population increased. The area was used in the pandemic, had emergency helicopters occasionally landing, housed some charitable organisations, held activities including police dog training and was a tourism destination.
- The last race meeting was the largest single sporting event by value in the area.
- The area was a sporting and entertainment venue used by many clubs, it allowed other equestrian facilities and was user friendly.
- Future uses included a possible cultural centre to acknowledge mana whenua and city ancestors.
- The Bay of Plenty races had a good reputation as a result of years of work to establish the races. The facilities were well patronised as an events centre and there were possibly options for some land alteration on the extremities of the course.
- Large urban areas were the world biggest polluters, so more greenspaces were needed; should leave a lasting legacy and preserve the space in perpetuity.

In response to questions

- In response to having only one race venue in the wider Bay of Plenty, the submitter noted that, given that Tauranga attracted record numbers of attendees, if the land was to be retained, it was a front runner to be the racecourse chosen. Many of the smaller courses were closing as they did not have the turnover. Tauranga was a second-tier course and favoured as a go to track, so it had a very good chance of remaining.

(16) Sub 870 – Aroha Ririnui**Key points**

- The submitter noted that she had been brought up around the racecourse as part of her daily living as her dad had been a top jockey.
- She was aware the land was part of treaty claims and was significant in cultural heritage as was the land around it and this should be recognised.
- Supported having a heritage centre to teach people the history and importance of the environment of the Tauranga moana with the input of artworks, cultural narratives from tangata whenua; also to create more revegetation of native bush in the Kopurererua Valley. The river was significant to Ngāti Ranginui and Matakana Island was kaitiaki of the river.

In response to questions

- Commissioner Tolley noted that a museum was being built as part of the Te Manawataki o Te Papa and the design was currently being finalised, along with a civic whare. Noted the recent appointment of a Museum Director.
- This was the third round of public consultation and two common themes were to keep the area as greenspace and to enable better connections into the Kopurererua Valley.
- There was a lot of development in the city and it was changing the water courses and especially affected the tuna. The submitter noted that she had just come from monitoring the waters which flowed into the Kopurererua Stream and it needed to be kept healthy.
- Commissioners noted that capturing the cultural and environmental values was front of mind across the city, as was the principle of preserving and telling the stories, and this would be no different here no matter what decisions were made.

(17) Sub 325 – Carole Gordon

Tabled document

Key points

- Focus towards urban planning for enhanced wellbeing of current and future generations.
- Consultation options should be congruent with SmartGrowth principles and plans for urban growth, Cameron Road infrastructure investment, an identified priority for intensification of the Te Papa peninsula to sustainably meet current and future known housing demand.
- Public responses indicated an issue with problem definition that had confused and polarised public and specific sector responses. The problem needed to be defined to achieve the outcomes.
- Treasury defined a problem with the racing industry being in decline and the government report on racing sought fundamental reform for a viable and sustainable racing industry.
- As a principle there was no basis for public investment to support a commercial gambling industry.
- There was a known affordable sociable and elder housing crisis in the area and Greerton as an amenity centre would support mixed used housing together with a recreational greenspace. Tauriko West development would provide new recreational amenity.
- The submitter queried why housing was taken out of the options and reminded the Council that they must look for social equity in all they did.
- Time would erode partisan issues, people, mana and social cohesion matters. Housing was fundamental to health, social and economic sustainability.
- The submitter asked why not trigger a treaty claim as the Tauranga moana had recent history of working in partnerships on land issues. She noted that this was not a threat and should not be seen as one, as the best outcome would be to give the land back to enable an opportunity to work with the Crown.

In response to questions

- Commissioner Tolley noted that the hapū was not using the Treaty as a threat, if they wanted the opportunity to talk with the Crown it was their right. Council had gone out to the community to ask what the future use of this land should be. Almost all said no housing, they wanted to retain the greenspace. It had been repeated through the hearings that one of most divisive things to do would be to put housing on the space.
- Commissioners noted that SmartGrowth had a range of objectives and goals with further urban development being one of them. However, Council was tasked with taking a balanced approach and had to make a decision weighing competing policy directions and the weighting to be given to those.
- Council was conscious of housing issues and was somewhat surprised by the feedback around housing and how people valued the greenspace more. Proceeds from the sale of elder housing were to be used in social and affordable housing.

(18) Sub 350 – Andrew O'Neill**Key points**

- If this land was lost, the city would not get it back.
- The submitter noted that he enjoyed going to the races, where his kids and friends enjoyed a day out.
- Colleagues used the greenspaces and, if it became housing or a hospital, it would be a waste, as once it was gone you would never get it back.

In response to questions

- The submitter noted that he went to the races as it was handy, but would not go if it was relocated to somewhere like Paengaroa.
- Suggested placing a cultural centre in the middle of the track with botanical gardens.
- The submitter noted that he had used the links to the valley during his rugby training days and they used to have cycle missions around the tracks. Currently his children were playing rugby and they were struggling to find field space for training so it would be a good option to use the tracks.

At 3.23pm the meeting adjourned.

At 4.00pm the meeting reconvened.

(19) Sub 816 – Charlotte Taniwha, Greerton Pony Club with Gabby Cardey, Sienna Smart, Gabriella Douglas, Lexi Cardey, Danni Carter, Ellie Carter - Greerton Pony Club**Key points**

- The club was established prior to 1972, originally on Māori owned land where the Polytech currently was. They moved to Gate Pā then to the racecourse where they had remained ever since.
- There were families who lived locally who had been involved in the club for 50 years and were still involved.
- 20 ribbon rallies were held each year, plus unmounted rallies, a camp, two gymkhanas and fundraising shows at the grounds. There were three groups of riders, lead rein beginners, middle and senior; was a youth focused sport that supported all ages to 24 years.
- The club utilised the equestrian facilities weekly and on a fortnightly basis from August to May as well as holding local clinics and specialised training days and show jumping events.
- The club ran theory rallies as a group lesson in the colder months to encourage children to stay engaged and strive to do the NZPCA certificate levels. It usually took a rider two years to get to the point where they were ready to sit exams.
- Members used other facilities on the course such as show hunting, show jumping, and dressage.
- Greerton Pony Club was a part of the NZPCA which was one of NZ's biggest youth organisations with 8,000 members. It was part of a national network with access to specialised training, competitions and other opportunities.
- It was the club's goal to encourage young people to ride and enjoy all things riding. There were a variety of equestrian disciplines which also emphasised sportsmanship, citizenship and loyalty.
- There were many members who had gone on to represent NZ on the national and international stage including Mark Todd, Tim and Jonelle Price and Katie Laurie. They had achieved great success at the Olympics and throughout the world and were role models for the young ones to aspire to.
- Pony club not only helped with physical skills, it also helped to develop life skills and taught responsibility, resilience, commitment and ingenuity.
- Equestrian sports could be challenging due to the growing cost of owning and maintaining a horse as well as the need for specialised training and equipment. This

sometimes made it difficult for riders to pursue their passion and develop their skills. The club provided grass roots level entry and affordable access to expert instruction and facilities to enable youth to pursue their passion in a growing environment.

- Covid had a significant impact on the mental health of children with anxiety levels higher than usual. The pony club offered a safe environment in which to learn how to care for ponies and spend time with their friends. It was beneficial for children who were stressed as being with horses provided a sense of purpose and was therapeutic with bonds and mutual trust being formed with a child and their pony. It also provided confidence and a sense of responsibility and accomplishment in a supported and safe environment.
- Children faced lots of challenges with the pressures of social media and the impact of technology on social skills. Pony club could provide social support for children struggling with those issues, where children could develop social skills and meaningful connections with others who shared their love of horses and riding. Investing in the pony club could help to develop those life skills and connect with the natural world.
- The club supported Option C in principle, maintaining the connection to the valley and for the golf course, equestrian facilities and green space to continue.
- They supported better parking, access and an indoor equestrian arena but did not support the enhancement of the sports fields or any reduction of the equestrian space to allow for active sports.
- Within the next few weeks the BOP Pony Club were hosting the NZ Pony Club Championships at Taupo. Unfortunately they were unable to be held here as there were insufficient facilities.
- If Council agreed to either Option A or B, the club ask that any relocated venue should be one for all equestrian sports including pony club.

In response to questions

- The Greerton Pony Club currently had 17 members but the Tauranga Pony Club had four branches with 120 members overall.
- Commissioners noted that they were tasked with how to get more people to use the greenspaces. The number of equestrian group members was not a lot compared to the 155,000 residents living in the city with a shortage of sports grounds for people to use for active recreation. The dilemma with the status quo was how to enable more people to play sports in the area as well as keep equestrian sports.
- Concern was raised that if sports fields were in the centre of the course, horses would not be able to ride on them. Commissioners were aware that during big events there were lots of horse trailers and not enough room, so were unsure what the state of the grounds would be if horses rode on them on a regular basis.
- There was a safety aspect with the flight nature of a horse when bringing in the unknown like dogs, pushchairs, umbrellas.
- Commissioners noted that they understood the value and connections children had with horses and that the pony club had been operating for a long time.
- In relation to a query regarding membership, the Tauranga Pony Club had discussed becoming one group rather than four, but logistically it was tricky as members came from a lot of areas. The Greerton Pony Club was the smallest and, due to Covid, there were times when there were no events or shows for members to attend. Membership had grown again this year; overall, equestrian sports were quite difficult to access and were expensive. The club applied for funding for instruction, as they were trying to keep it accessible to those who may not necessarily come to the show events. The rallies were free.
- The club did not hold statistics on the frequency of events with higher levels of parking, but the Tauranga club held five gymkhanas a year and each of the branches held their own one. The Tauranga Pony Club held show jumping and a closing gymkhana, which was for all the branches.
- There was a sand area in the middle of the track that was not suitable for riding, but there was a half-track which was smaller in the interior track. The spacious area could be used

- for parking on a show day as it would not be used then.
- Commissioner Tolley explained the process to make a decision and noted that they were conscious of the timeline for all the clubs involved.

RESOLUTION CO5/23/1

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Greerton Maarawaewae Options Study - Hearings Report" and the written submissions attached to this report, received during the Greerton Maarawaewae Options Study phase 3 consultation.
- (b) Receives the verbal submissions and additional information from submitters wishing to speak who provided a submission on the Greerton Maarawaewae Options Study during phase 3 consultation.
- (c) Receives further submissions on the Greerton Maarawaewae Options Study from community members who provided feedback during the phase 1 and 2 engagement with the community.

CARRIED

12 DISCUSSION OF LATE ITEMS

Nil

13 PUBLIC EXCLUDED SESSION

Nil

14 CLOSING KARAKIA

Commissioner Rolleston closed the meeting with a karakia.

The meeting closed at 4.36 pm.

The minutes of this meeting were confirmed as a true and correct record at the Ordinary Council meeting held on 1 May 2023.

.....
CHAIRPERSON

8 DECLARATION OF CONFLICTS OF INTEREST

9 DEPUTATIONS, PRESENTATIONS, PETITIONS

9.1 CBD parking petition - Ethan Watene

ATTACHMENTS

1. CBD parking petition - email to Commission Chair Tolley - A14633580 [↓](#) 
2. CBD parking petition - change.org - A14633582 [↓](#) 

RECOMMENDATIONS

That the Council receives the petition of Ethan Watene regarding the provision of parking for city CBD workers.

From: Ethan Watene
Sent: Wednesday, 9 November 2022 2:21 pm
To: Anne Tolley <Anne.Tolley@tauranga.govt.nz>
Subject: CBD parking petition

CAUTION: External Email.

To Whom it may concern, my name is Ethan Watene. I have recently decided to write a petition around the recent decision to take away the free on street parking in the Tauranga CBD, the raised cost of parking and the issues of finding a park around the CBD. I am going against the decision as I feel it is a massive change to the system that does not necessarily need to be made. The petition I have created is signed by over 250+ people on paper and 350 and counting on the online version found at [Change.org.nz/p/parking-situation-in-tauranga](https://change.org.nz/p/parking-situation-in-tauranga). There is an overwhelming amount of support behind it, but no one is doing anything about it so I have stepped up to be a voice for others. I have a list of issues that I think could be resolved such as

- No dedicated parking for workers.
- The parking is already very expensive and raising it will not help.
- Public transport is not viable for majority of people as it can be dangerous and unreliable. Does not run late enough for hospitality staff to use.
- Parking fines are already at a reasonable price and do not need to be raised.

I do not have the perfect solution, but I do have a few ideas to contribute that I think would help make the city thrive again.

- Building or re-establishing one of the carparks purely for workers in a centralised area.
- Having a parking pass for workers at a discounted price with a card that can be at a set dollar amount for 3, 6 or 12 months.

Utilising another carpark like sulphur point and have a morning and night shuttle that runs every half hour or so 7am-11am and 5pm-11pm as sulphur point is a large parking area that does not get used to its full potential.

These are few ideas that I have thought about or talked to others around the city about. I am already paying roughly \$60 a week just to pay for parking to come to work and it is already hard enough in my industry (hospitality) with low wage cost, food cost on the rise, low staff counts and less customers coming in as its hard-to-find parking. If the parking prices are raised, I fear that not only for my place of work but many of the business around will close making town obsolete. In my mind raising the prices will not affect carpark turnover and I think it will push many people out to places like the Lakes, Bayfair or Papamoa as there is an ease of parking and many more shops. This is a big issue for myself and many others if parking is raised, as I said earlier, I already pay a large sum of money just to come to work and if the price keeps being raised, I will start losing money coming to work. Please rethink this idea of price increases because it will do more harm than anything and the city is already on a decline of people because it is hard to find a park, it is too expensive already and it will detour people from coming to the city. I have recently been in the newspaper (sunlive) and done a podcast called the weekly buzz talking about my personal experience with the parking and other issues around the city. Feel free to have a look and see but please do consider this for our community.

Thanks for your time,

Ethan.

Ethan Toa Watene

After this I will be a temporary worker who pays roughly 300 dollars a week for a paid carpark, and it still feels like too much money as it is hard enough to find parking already. My goal for this is to potentially get a worker pass or our own carpark for the workers in the CBD and make our commute easier, if this applies to you, please sign down below to show your support.

Cheers, From Workers of the CBD!

Name.	Surname.	Signature.	Place of work.
Sarah	Webb	<i>[Signature]</i>	Law Vu
Marc	Goodley	<i>[Signature]</i>	Cafe Depot
Chr	Brown	<i>[Signature]</i>	Little trooper
Shar	McElligott	<i>[Signature]</i>	The Nourished Eatery
Chloe	Soutar	<i>[Signature]</i>	The Nourished Eatery
Ang	Soutar	<i>[Signature]</i>	The Nourished Eatery
Jane	Anderson	<i>[Signature]</i>	Coffix
Sen	Hill	<i>[Signature]</i>	Books a plenty
Harry	van Heerden	<i>[Signature]</i>	Poet Jewellery
Gray	Chamberlain	<i>[Signature]</i>	CBK
Ash	Houghton	<i>[Signature]</i>	CBK
Jane	McPherson	<i>[Signature]</i>	Spring Kitchen
Ashley	Lodge	<i>[Signature]</i>	Spring Kitchen
Bria	Turner	<i>[Signature]</i>	Spring Kitchen
Alexa	Bornova	<i>[Signature]</i>	Bohemian Tattoos
Alex	Pratt	<i>[Signature]</i>	Bohemian Tattoos
Paul	Collier	<i>[Signature]</i>	Bohemian Tattoos
Hayden	Ross	<i>[Signature]</i>	Security
Newton	Thompson	<i>[Signature]</i>	Security

To whom it may concern. I am writing this paper as I have recently seen that the Tauranga City Council are looking to raise the on street carparking prices to \$5 an hour after the first 2 hours. I am a hospitality worker who pays roughly \$55 dollars a week for a paid carpark, and it still feels like too much money as it is hard enough to find parking already. My goal for this is to potentially get a worker pass or our own carpark for the workers in the CBD and make our commute easier, if this applies to you, please sign down below to show your support.

Cheers, From Workers of the CBD!

Name.	Surname.	Signature.	Place of work.
Claire	Murray	<i>[Signature]</i>	cornerstone
N. Khan	P. Khan	<i>[Signature]</i>	cornerstone
Nephi	Pulepule	<i>[Signature]</i>	MOJ
Norm	Tokarua-Lugere	<i>[Signature]</i>	MOJ
Hine	Weiland	<i>[Signature]</i>	MOJ
Pam	Smith	<i>[Signature]</i>	NHS NZ
Susan	Cameron	<i>[Signature]</i>	cornerstone
Luke	Muir	<i>[Signature]</i>	cornerstone
Levefreest	Singh	<i>[Signature]</i>	LA MEXICA
Sophie	McAuley	<i>[Signature]</i>	2020
Raise	Kaur	<i>[Signature]</i>	2020
Stevie	Te Miha	<i>[Signature]</i>	2020
Alice	Patterson	<i>[Signature]</i>	Starbucks!
Nicole	Rowe	<i>[Signature]</i>	STARBUCKS
TAMIN	BOLTH	<i>[Signature]</i>	STARBUCKS
Rose	Spence	<i>[Signature]</i>	Starbucks
Bella	Davies	<i>[Signature]</i>	DOCA
Sydney	Gould	<i>[Signature]</i>	Assemblage
Shanrae	Potter	<i>[Signature]</i>	Assemblage
Laurie	Darwin	<i>[Signature]</i>	DOCA
Rebecca	Gillman	<i>[Signature]</i>	DOCA
Lee	Boscoe	<i>[Signature]</i>	Bedford

hour after the first 2 hours. I am a hospitality worker who pays roughly \$55 dollars a week for a paid carpark, and it still feels like too much money as it is hard enough to find parking already. My goal for this is to potentially get a worker pass or our own carpark for the workers in the CBD and make our commute easier, if this applies to you, please sign down below to show your support.

Cheers, From Workers of the CBD!

Name.	Surname.	Signature.	Place of work.
Beth Vind	Burns		Tauranga
Ethan	Whitene	Charlotte	Barrell team
Astid	Tunon		Barrel Room
Abek	Webster		Barrel Room
Virgile	Meiller.		Barrel Room
ANTHONY LUGO	SMITH		SUGO.
Maisy	MILLER		SUGO
Jessica	Cox		Volare
Odessa	Turner		Miss Gees
Kenyn	Hutchinson		Miss Gees.
Ash	Gee		Miss Gees.
Alfred	Peterson		Miss Gees.
Eli	Ormsby		Miss Gees
Rhea	Macpherson		The Phoenix
John Salgado			" "
Camille G.	Cadiz		Phoenix
Hugo	Monoz		Phoenix
SETH	Lequich		Phoenix
ROBIN	LIMBO		PHOENIX
Grace	Legge		TEAM
			Phoenix*

NAME	SIGN	LOCATION (PLACE)
Ros Crowley	<i>[Signature]</i>	Sun Media
Kyra Duffy	<i>[Signature]</i>	Sun Media
Felicity Alquist	<i>[Signature]</i>	Sun Media
Jay Boston	<i>[Signature]</i>	Sun Media
[Name]	[Signature]	[Location]
[Name]	[Signature]	[Location]
Angela Speer	<i>[Signature]</i>	Sun Media
NGAIRE BARUGH	<i>[Signature]</i>	Facebook
JILL COONEY	<i>[Signature]</i>	Wheeler Street
<i>[Signature]</i>	<i>[Signature]</i>	
Kelvin DeX Maline	<i>[Signature]</i>	Brookfield
24 years Hospo..		
You guys need to sort		
Public transport		
Sonya Hudson	<i>[Signature]</i>	Avenues Tgo.
Bruce Hudson	<i>[Signature]</i>	" "
Leigh Stuart	<i>[Signature]</i>	Willow Street
NICOLA RICHIE	<i>[Signature]</i>	Willow Street
John Christiansen	<i>[Signature]</i>	Ros R, Tauranga

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Cheers, From Workers of the CBD!

Name.	Surname.	Signature.	Place of work.
Patricia	Kruiser	Patricia	Paterson Burn Opt.
Emile, Rosa	RAOSA	Emile	Paterson Burn optom
Mike	Duby	Mike	Diced
mani	Singh	mani	Supplements
Brandon	Hammill	Brandon	Escape Rooms
Ethan	EStall	Ethan	Escape Rooms
Jazz	Haffenden	Jazz	Escape Rooms
Claudy	Schenh	Claudy	Hoshlag cafe
Saraj	Saraj	Saraj	Hoshlag Cafe
Corylln	Cheyna	Corylln	Status
Christine	Jugum	Christine	Status
Lyncek	Brown	Lyncek	step Inn Shoes
Rosie	McGovern	Rosie	Hammon Jeweller
Alexandra	Elliott	Alexandra	Hammon Jeweller
Arabella	Elliott	Arabella	Hammon Jeweller
Jah	Warena	Jah	Blur Eyecare
Kayla	Rillstone	Kayla	Blur Eyecare
Bew	Tulloch	Bew	Diamond Design
JOHN	TULLOCH	JOHN	Diamond Design

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Cheers, From Workers of the CBD!

Name.	Surname.	Signature.	Place of work.
Phillip	Scandlyn		TGA
ANNIKA	CORLEY		ANZ
Heather	O'Brien		TGA
Sam	McGrath		B.E.M
Steve	McCulloch		Sequel
Gavin	Frost		TGA
Gavin	Schneekel		ASSB
Paul	Godwin		21/10/2022
Jane	Cracker		TGA
Colin	McGargle		Tga.
Robert	Evans		Kinn's Court
Ros	Collin		TGA
Murali	Barz		Taufwerk
Jon	Ellis		TGA
Ly	Ellis		TGA
John	Alcock		TGA
David	Alcock		TGA
Gavin	Adsett		Tauranga
LEWANA	WEBB		Tauranga mount

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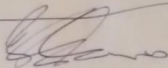
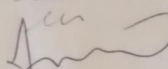
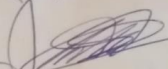
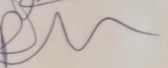
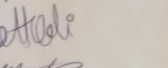
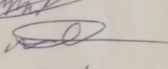
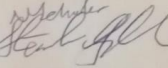
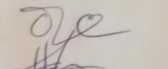
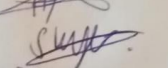
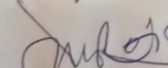
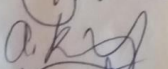
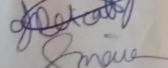
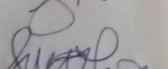
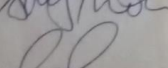
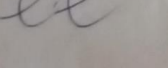
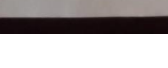



Cheers, From Workers of the CBD!

Name.	Surname.	Signature.	Place of work.
Christine	Hamilton		Hop House
Jack	Hamilton		Hop House
Dave	Stewart		Hop House
Shen	Chen	Chen Shen	Dumpling Delights
Susan	Jin		A Sushi
MIRA	CORBOVA		THE ART LOUNGE
Sandy	Woodward		Colonial Antiques
Jasper	Skentelberg		Bivouac Tauranga
Amber	Mckenzie	AMKENZE	Bivouac Tauranga
Peggy	Nauker	PS	City Mart Fga
Amy	Joyce	Amy Joyce	Little Long Cafe
Nick	Turnbull		Little Long Cafe
Marianne	Adridge		Footloose Shoes
Susan	Skilton		Paper Plus
Isla	Jones	I Jones	Paper Plus
Brianna	Langstaff		Paper Plus
Cheryl	Pakani		ACC.
Farid	SHARAH		IBK
Penny	TANE		City Sports

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Cheers, From Workers of the CBD!

Name.	Surname.	Signature.	Place of work.
ANDREA	KEAST		TAGallery
maisy	millar		Sugo TGA
TATIANA	CARPES		Sugo TGA
Aditya	Raut		Sugo TGA
Ken Hough	Harrison		Sugo TGA
Richard	Steele		Sugo TGA
Joek	Kim		Chooknook
JEFF	KILFORD		DHO VINA
M. Kilford	Kilford		Datacom
Sarabjit Kaur	Kaur		Thai Thani 2
Rahminthra	Phanplee		Thai Thani 2
ANUPHON	Phanplee		Thai Thani 2
SAM	CANLICK		The Crown & Badge
Katie	Short		Nectar
Tennessee	Teddy		NECTAR
Kammy	Bains		Nectar
Abhishek	Cunning		Nectar
Frank	Nguyen		Nectar
Kerry	Ballen		Grown & Badge

Name	Sign	Place of work
S Harmens		Broncos Sports
Mark Asm		"
J. Dundalian		"
A. McMahon		Tauranga Art Gallery
R Collett		Tauranga Art Gallery
A. Kee-Thomas		Tauranga Art Gallery
Sophia Burton		Tauranga Art Gallery
Marique Barnett		Tauranga art gallery
Nicola Schuler		Tauranga art gallery
Stewart Gethrie		THE BARREZ ROOM.
Christine Wilson		Western Bay of
Van Hout Nieg		SUGO
Skye Barnes		Barrel Room
Josh Reid		Law Va.
AMEENA KNIGHTLY		THE HOP HOUSE
Jo Delicata		Sun Media
Sophie main		sun media.
Sapphire Thomas		Barrel Room
Clay		N/A

Name	Sign	Place of Work
Charise Harapo	Chh	Redoubt.
John Gole		Redoubt.
Kelly Anderson	K	Redoubt
Sashjet Kaur		Redoubt
Rachael Schou	R	lone Star
Emma Pinkerton	E	lone star
Alli Willis	A	lone star
Suzanne Kaul	S	lone star
Manpreet Singh	M	lonestar
Abby Troloue	A	lonestar
Gracie Ross	G	Magee
Pete Ross	P	Ross
Kerensa Kopae	K	Corporate Angels
Jacquelyn Riche	J	city Bar
Janet McEder	J	city Bar
Siabon Seukins	S	CLOVER BAR
LANA ALESANA	L	Clover Bar
La O Muller	L	Saint Leon
Down Kiddle	D	Buzzworthy

Parking situation in Tauranga



Ethan Watene started this petition

The main goal of this petition is to work with the council to come up with some sort of solution for not only workers but also for customers/consumers to make the city thrive again. Parking prices are rising as well as fines, Workers that arrive early to the city will take on street parking forcing consumers to search for accessible parking, If that is not available then the best solution is to go to the lakes, Bayfair or even Papmoa which has accessible free parking. I don't have the solution to the problem but I do have a few ideas that may help towards figuring out the right solution. The public transport can be very unreliable at times and for someone like me who works till late hours, busses are not an option as they do not run past about 8pm so this will lead to having to rely on taxis or ubers to get home. We need some kind of bus service that runs later for hospitality workers as were all open quite late and it would mean that the busses would then be an option but unfortunately it is not an option at this stage. Another option could be to have a shuttle from somewhere like sulfur point that will do a couple of trips to and from meaning we will utilize a carpark that normally has a very large quantity of space. Another solution could be to have a centralized main carpark for workers in the CBD that is only accessible via a parking pass.

These are steps towards a solution for this problem. I feel strongly that the best solution is the parking lot idea as not only would workers have a consistent source of parking cars it would free up so much space for patrons on the street with easy access to stores without having to walk quite a distance. My manager is from Lyon, France and said that they have passes for workers that are free for parking because there is such a high rate of people that drive they needed the passes for workers as it was almost impossible to park. I have a hospitality background and it is already hard enough in this industry with wage cost rising, staff shortages, food cost rising and that's not even the lot. This is why I feel so strongly because it's a hard industry already with low pay rates and I pay \$55 dollars a week just to come to work let alone trying to find a park, getting fines on top of that, Things are just getting out of hand.

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10 RECOMMENDATIONS FROM OTHER COMMITTEES

Nil

11 BUSINESS

11.1 Tauranga Community Stadium - preliminary business case

File Number: A14484611

Author: Fiona Nalder, Principal Strategic Advisor

Authoriser: Gareth Wallis, General Manager: City Development & Partnerships

PURPOSE OF THE REPORT

1. This report presents, on behalf of Priority One, the recently completed Tauranga Community Stadium – Preliminary Business Case. It highlights key material from the Preliminary Business Case and seeks Council advice to assist in informing next steps in the Tauranga Community Stadium project.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Tauranga Community Stadium - preliminary business case".
- (b) Notes that further consultation and any decisions regarding future Council participation and funding of the Tauranga Community Stadium could occur via the 2024-2034 Long-term Plan Process, with ongoing community engagement occurring in addition to formal consultation processes as appropriate.
- (c) Provides advice to Priority One and Council staff to inform next steps for the Tauranga Community Stadium project.

EXECUTIVE SUMMARY

2. This report presents, on behalf of Priority One, the Tauranga Community Stadium (the Stadium) - Preliminary Business Case, and highlights key information from the Preliminary Business Case, along with areas which Council may wish to give further consideration to, prior to decision making.
3. The Preliminary Business Case outlines a preferred concept design for the Stadium, which combines the following elements:
 - A boutique community stadium that provides scalable seating with ~7,000 permanent seats and provision for an additional ~8,000 temporary seats.
 - A light exhibition centre, ~2,000m² exhibition space plus support facilities.
 - A function centre, ~1,300m²
 - A community multi-sport facility, with ~400m² of changing rooms and lounge space.
 - A University of Waikato sports science/physiotherapy space, which includes 250m² of exclusive space and access to shared space.
4. Together, these elements would deliver a non-traditional stadium that operates as a community precinct, encouraging and enabling community use throughout the year. It is proposed to locate the Stadium on the Tauranga Domain (the Domain).
5. The estimated total project cost for the Stadium is \$220,272,000, this figure includes escalation costs to 2026 and a contingency allowance of 20%. From an operational

perspective, the Stadium would return a positive EBITDA¹. However, the preferred option is not projected to return sufficient profit to cover debt, interest payments and depreciation - this is typical of most stadiums. As a result, most stadiums receive additional funding over time, frequently in the form of operational grants from councils, to remain cash flow positive.

6. The Preliminary Business Case indicates that, assuming Council decides in the future to support the provision of the preferred Stadium concept design on the Domain, and to provide an annual operational grant to the Stadium to meet the costs of depreciation, interest and debt repayment, the cost of this grant would be approximately \$15 million per year. However, there are other alternatives to an annual operating grant, and these are being explored outside of the Preliminary Business Case.
7. Moving forward, there are several key areas addressed by the Preliminary Business Case that Council may wish to invest more time into prior to decision-making. These include:
 - The need for further engagement and work with Tauranga communities, with a focus on identifying future options for those who may be impacted if the delivery of a Stadium on the Domain went ahead.
 - Funding and affordability considerations, for the delivery of the capital project and on an ongoing basis.
 - Management structures, for both the initial approach and delivery, and the ongoing operations.
8. This report seeks guidance from Council regarding next steps.

BACKGROUND

Previous work

9. Investigations into the feasibility of establishing a sub-regional stadium were initiated in late 2018, with key steps in this process listed as follows.
10. 2018 – a report to Council identified the potential for a stadium in Tauranga, proposed Priority One as the coordinating agency for further feasibility work and Sport New Zealand, Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council and Priority One as co-funding partners, with further funding via 'community contributions'. Council resolved to partner as outlined in the report and to assess the feasibility of a sub-regional, multi-purpose stadium.
11. 2019 – co-funding partners (partners) received a report referred to as 'the PwC Needs Assessment Report'.
12. 2020 – Beca Limited provided Priority One and partners with a report titled 'Pre-feasibility Study', which reviewed the PwC Needs Assessment Report, identified long-term desired outcomes, developed a multi-criteria framework to guide site selection, and identified the key elements to be addressed by a feasibility study.
13. 2021 – Beca Limited provided Priority One with a 'Tauranga Stadium Site Selection' report. A total of 18 sites were identified, and this was shortlisted down to nine sites. The report then further assessed and ranked these nine sites, with this assessment including input from relevant council staff members. The Tauranga Domain (the Domain) was the top-ranked site.
14. 2022 – the partners (led by Priority One and now consisting of Sport New Zealand, Tauranga City Council and the Bay of Plenty Regional Council) received a Feasibility Study completed by Visitor Solutions and Tuhura Consulting. This work highlighted that a stadium for Tauranga would need to offer a different value-proposition from standard stadiums around the country, instead proposing a boutique, open air, 'people's stadium' located on the Domain, with two potential sub-concepts identified, one incorporating a fitness centre/gym (estimated build cost of \$155m) and one incorporating an exhibition space (estimated build

¹ EBITA refers to net income (earnings) before interest, taxes, depreciation and amortization

cost of \$166m). While both these options were estimated to return positive earnings before interest, tax, depreciation and amortisation, neither were cashflow positive over a 50-year timeframe, and neither delivered sufficient profit to cover costs such as debt, interest payments, depreciation and renewals. This report was presented to Council in May 2022 for consideration of next steps.

15. Upon receiving the Feasibility Report, Council agreed in principle that the Domain was a potentially suitable site and approved Council participation in next steps, including development of a business case and further design work. Alongside this work, Council approved the continuation of engagement with mana whenua, affected parties and wider stakeholders.

The Preliminary Business Case – purpose

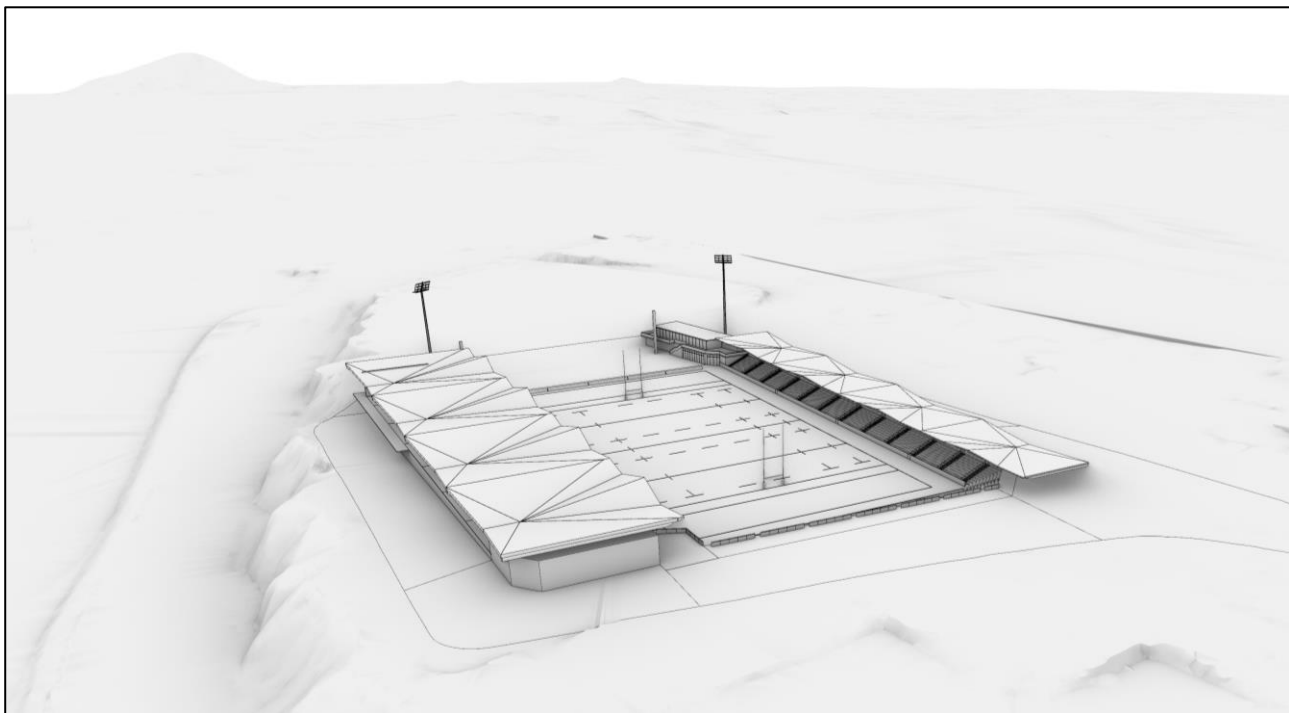
16. Priority One led the development of the Preliminary Business Case (see Attachment 2) for the Stadium, supported by the partners, including Council. Visitor Solutions and Tuhura Consulting, who completed the feasibility study, were also appointed to complete the Preliminary Business Case. This report presents the Preliminary Business Case to Council on Priority One's behalf (see Attachment 1).
17. The Preliminary Business Case provides additional information regarding the proposed stadium, its design, purpose, estimated cost and community use, building on the concepts contained in the Feasibility Study. Key elements of the Preliminary Business Case are outlined in the Executive Summary on pages 3-9 and detailed further in the full document and appendices.
18. The purpose of this report to Council is to present the Preliminary Business Case, highlighting key findings, with the aim of informing next steps. However, this report does not:
 - Make recommendations seeking decisions from Council regarding delivery and funding, as further work and consultation is required before these decisions can be made. Whilst the Preliminary Business Case contains recommendations, these do not necessarily reflect the final positions of any of the partners, including Council, but exist to provide guidance and prompt discussion.
 - Follow the format of the business case, by summarising the Strategic, Economic, Commercial, Financial and Management Cases for the Stadium project. Instead, it pulls out key information regarding the proposed Stadium project which is likely to be of high interest, such as the preferred concept design, and costs versus benefits assessment. For a summary of the Preliminary Business Case, refer to the Executive Summary.

The Preliminary Business Case – design

19. The Preliminary Business Case refined the concept options presented in the Feasibility Study, landing on a preferred concept design which, if the project proceeds, would deliver a non-traditional stadium that operates as a community precinct, encouraging and enabling community use throughout the year.
20. The proposed Stadium design takes a different approach to many of the existing stadiums across New Zealand, which have a focus on catering for large numbers (typically between 20,000 to 30,000), resulting in regular underutilisation. This means the visitor experience for the more frequent, smaller scale events is poor, with predominantly empty seats. Stadiums of a larger size also tend to be less accessible for community sport, privatising publicly owned facilities.
21. Instead of the typical large-scale stadium discussed above, the preferred concept design would provide a smaller, multi-functional stadium. The design would accommodate community clubs, local cultural events, festivals, professional sport, business events and commercial concerts, by including the following elements.
 - A boutique community stadium that provides scalable seating with ~7,000 permanent seats and provision for an additional ~8,000 temporary seats. Of the ~8,000 temporary

seats, ~5,000 of these would be prefabricated seating modules which could be moved around different facilities across Tauranga and the Western Bay, as needed. Other uses of the Stadium, such as festivals, could cater for up to 40,000 attendees depending on configuration of the site.

- A light exhibition centre of ~2,000m² exhibition space plus support facilities. This would relieve pressure on TrustPower Baypark (Baypark), as the frequency of exhibitions at that space is causing significant and growing disruption to community sports users. The light exhibition centre would not replicate the exhibition and conference facilities being proposed for the city centre, but instead be used for events such as the Women's Expo and Pet Expo which are currently held at Baypark. The income generated by this space would also contribute to revenue.
 - A function centre of ~1,300m²
 - A community multi-sport facility ~400m² of changing rooms and lounge space. The size of this space has been increased from previous design iterations, improving the level of service for community sports users.
 - A University of Waikato sports science/physiotherapy space, which includes 250m² of exclusive space and access to shared space. This is a new addition to previous design concepts and whilst it would add building cost, it would generate income as well as complementing the existing Adams Centre for High Performance in Mount Maunganui.
22. Together, these elements would deliver a boutique 'people's stadium' focused on prioritising the fan/spectator experience and on welcoming the wider community into the facility continuously. Community users are expected to be drawn from across the region, but particularly the western Bay of Plenty sub-region.
23. In addition to improving user experience and providing for extensive community use, the Preliminary Business Case indicates that designing a smaller scale, community focused stadium with the facilities described above, could maximise income and decrease capital and operational costs, lessening the financial burden of a stadium for the region.
24. The proposed design accommodates the retention of community facilities for rugby, football and cricket. Community access to the open playing space would be retained and the improved facilities would allow for greater hours of play (enhanced field surfaces, lighting, and access to the community multi-sport facility).
25. However, further work is needed to identify and assess future options for the existing bowls, croquet and athletic facilities, with the input and involvement of these groups an important part of ensuring their needs are met on an ongoing basis.
26. As part of refining the preferred concept, the proposed design of the Stadium was carefully considered to maximise its connection to the surrounding landscape and to ensure community access would be maintained.
27. The artist's render below (Figure 1) shows how the proposed Stadium would have open sightlines from north to south, capturing and maximising the view of Mauao for a unique Tauranga experience. This would be achieved by lowering the playing fields, which would also have the benefit of maintaining easy community access to the site (see Figure 2 below).
28. The need to provide clear views of Mauao was emphasised during engagement with mana whenua, and the added benefit of having a fully open northern end means the venue is ideal for large kapa haka festivals and other cultural events.
29. Additionally, the grandstand design to the west and east is open and would provide view shafts to surrounding trees and vegetation, whilst still offering some protection from prevailing winds. The carparking onsite would be increased from its current capacity.

Figure 1: Artist's render*Figure 2: 3D visualisation*

30. If the Stadium proceeds as a project, extensive input from mana whenua and other key stakeholders/users would occur throughout the detailed design process. This would ensure that the proposed benefits would be retained, and that opportunities to add value and integrate cultural design narratives were captured.

The Preliminary Business Case – costs and benefits

31. The Preliminary Business Case includes estimated delivery and operational costs, as well as completing an overall cost benefit analysis (CBA).
32. The estimated delivery cost for the Stadium is \$220,272,000, this figure includes escalation costs to 2026 and a contingency allowance of 20%. These costs are based on the high level concept design for the Stadium, and as a result do not have detailed engineering input (e.g. geotechnical investigations have not yet been completed for the site). For details of what this estimated cost includes see Table 1 below. Note that these figures assume no land cost.

Table 1: Estimated escalated capital cost (for the preferred Stadium concept design)

\$NZ000's	
Demolition	1,224
Bulk Excavation & Filling	3,626
Piling	11,112
Internal Building Structures	59,878
Seating (Including 4,950 temporary seats)	21,034
Roof	19,011
Infrastructure & Site Works	21,395
Resource Consents	764
Contract Works Insurance	388
Council Development Contribution	1,536
Professional Fees	21,075
Contingency	31,097
Total (Feb 2023 Real Terms)	192,140
Cost Escalation	28,132
Total (Nominal)	220,272

Source: Maltbys (QS), Deloitte Analysis

Excludes Capitalised Interest 8,058

Note forecast escalation is 1.4% (Qtr 4 FY23), 4.7% (FY24), 3.8% (FY25) and 3.0% (FY26).

33. Analysis of projected revenue for the preferred Stadium concept returns a positive EBITDA². However, the preferred option is not projected to return sufficient profit to cover debt, interest payments and depreciation. Additionally, the projected revenue assumes a high level of occupancy and use throughout the year.
34. Typically, stadiums, as well as a range of other community facilities such as swimming pools and libraries, do not generate sufficient income to cover costs. Most stadiums receive additional funding over time, frequently in the form of operational grants from councils, to remain cash flow positive.
35. Assuming Council decides in the future to support the provision of the preferred Stadium concept design on the Domain, and to provide an annual operational grant to the Stadium to meet the costs of depreciation, interest and debt repayment, the Preliminary Business Case indicates that the cost of this grant would be approximately \$15 million per annum. For detail regarding revenue, expenditure and projected rates cost to Council, view table 6.10, p102 of the Preliminary Business Case (Attachment 2). However, there are other alternatives to an annual operating grant, and these are being explored outside of the Preliminary Business Case.
36. The Preliminary Business Case does not recommend a funding approach for the delivery costs, noting that the exact funding mix for the Stadium is still in development. Earlier work completed assumed approximately \$60 million may be able to be raised from non-Council sources. Opportunities to increase this amount are being considered. Overall, the funding for the project is likely to be based on a mix of local government, central government, charitable grant, and sponsorship funding.
37. The Preliminary Business Case also completed an overall cost-benefit analysis for the project, considering the various factors itemised in the table below.

² EBITA refers to net income (earnings) before interest, taxes, depreciation and amortization

Table 2: Costs and benefits assessed

Costs	Benefits
Capital costs	Benefits to participants (consumer surplus)
Ongoing maintenance costs (life cycle costs)	The terminal value of the facility
The costs associated with operating the facility	Benefits to community users (based on time value and facility use)
The costs associated with delivering the services (e.g., food and beverages)	Return on business spending (e.g., for exhibitors, naming rights)
Participants opportunity costs	Additional spending and activity attracted to the facility
Opportunity costs of labour	Labour benefits (associated with new employment)
The value of the resources used to service 'new visitors' and the associated activity (estimated using producers' surplus)	Additional monetary flows from international students

38. The analysis considered a lifecycle of out to 2075, and assessed future benefits and costs in today's terms, using discounting (default rate of 5%). This returned a cost benefit rate (CBR) of 0.94. A CBR of one or above indicates the benefits equal or outnumber the costs, and a CBR of less than one indicates the costs outweigh the benefits.
39. The CBR of 0.94 was higher than earlier CBRs calculated based on previous concept designs, which shows the proposed design refinements have added value. Overall, the benefits to community users scored relatively lowly due to the displacement and substitution effects relating to existing facilities (i.e. some of the potential benefits are already experienced and will not be new).
40. The CBR did not account for other potential benefits such as supporting regeneration across the city centre and improving local sporting talent, the value of health outcomes, identity of pride and place in the city, and potential uplift in surrounding property values.

The Preliminary Business Case – highlighting areas for further work and consideration

41. There are a number of areas addressed by the Preliminary Business Case which require further work and consultation before Council decides on its role in the potential delivery of the Stadium project. These include:
 - The need for further engagement and work with Tauranga communities, with a focus on identifying future options for those who may be impacted if the delivery of a Stadium on the Domain went ahead.
 - Funding and affordability considerations, for the delivery of the project and on an ongoing basis.
 - Management structures, for both the initial approach and delivery, and the ongoing operations.

Engagement

42. Both the consultants who completed the Preliminary Business Case and Council have engaged with key stakeholders and community groups regarding the potential delivery of a stadium on the Domain. Points 42 to 44 below summarise the consultation completed by consultants as part of developing the Preliminary Business Case.
43. Mana whenua were supportive of the concept overall, and saw opportunities to integrate Māori narratives into design, operation and governance. Mana whenua were also influential in certain concept revisions, such as ensuring sightlines from south to north preserved the viewshaft towards Mauao. Other supportive stakeholders included most of the professional sports organisations and event promoters interviewed.

44. Community sports representatives were generally supportive, except for some of the sports clubs currently located at the Domain, who raised concerns about their future options if the Stadium proceeds.
45. Some existing stadiums operators felt that Tauranga had limited need for a large stadium, given the city's population size and the potential for added competition across the national stadiums network.
46. Council has undertaken reviews of Baypark, Blake Park and Tauranga/Wharepai Domain to consider how they are functioning and meeting the needs of user groups. High-level master plans for each of these three key reserves have been developed, based on early conversations with community and sports organisations, however all this work, including the Stadium project, is still at the preliminary stage.
47. Before any decisions are made, further consultation is required. This would include conversations with potentially affected community groups and other key stakeholders about the future of the Domain site, and optimisation of public space in the city centre.
48. Careful planning and thought needs to go into the future development of the city's greenspaces across the citywide network, given finite land availability and our growing population. Continued engagement with potentially affected community groups and the wider community is important to ensure the wellbeing of Tauranga communities, and that planned development meets people's needs now and into the future. This can be integrated into project processes, and some project elements may be able to be progressed alongside consultation (such as geotechnical investigation of the site).

Cost

49. The CBR assessment and the projected capital and operational costs contained in the Preliminary Business Case reflect the known tension that normally exists in economic assessments of large community facing facilities such as stadiums, which generally do not deliver economic benefits that outweigh their costs.
50. In addition, the Preliminary Business Case does not factor the costs associated with providing future options for existing community sporting groups (croquet, bowls and athletics) into the project costs. However, in the event the Stadium project goes ahead, Council is highly likely to pay for relocation costs, increasing the overall costs of this project for Council. These considerations are being addressed outside of the Preliminary Business Case.
51. Council is currently challenged with a constrained balance sheet and a large capital works programme. The focus is on maintaining existing levels of service and meeting the demands of growth, as well as on improving environmental, community, economic and cultural wellbeing. This delivery agenda already contains ambitious projects such as Te Manawataki o Papa (the Civic Precinct), which will support significant revitalisation of the city centre.
52. Recent weather disasters across New Zealand, combined with inflation, cost of living challenges and a potential recession, also mean that central government funding is likely to be more tightly allocated over the next several years, making grant funding more difficult to access for projects such as stadiums. Despite this, there are opportunities to explore funding avenues with regional partners, given the wide ranging benefits the Stadium can deliver for the region as a whole.
53. This places Council in a difficult position when it comes to making decisions regarding project prioritisation and funding. Potential investment into the Stadium is only one element of Council's proposed capital works programme and also has implications for ongoing operational budgets. Additionally, the wider community needs to be involved in this decision-making process, as most of Council's funding is sourced via the general rate.

Management and delivery

54. The Preliminary Business Case considers management and delivery models, and makes some initial recommendations, however this is an area that Council and the Governance Group for the project acknowledge needs further thought before progressing.

STRATEGIC / STATUTORY CONTEXT

55. The proposed delivery of the Stadium aligns and supports key Tauranga City Council strategic planning documents, including:
- Our Direction – Tauranga 2050 (including the City Vision)
 - Tauranga City Council Community Outcomes
 - Sport and Activity Living Strategy (2012)
 - Te Papa Spatial Plan 2020
 - City Centre Action and Investment Plan 2022-2032
 - Tauranga Events Action and Investment Plan 2022-2032
 - Recreational Masterplans for Wharepai and Tauranga Domains, Baypark and Blake Park 2022
56. It also aligns with sub-regional, regional and national strategies, most notably the Urban Form and Transport Initiative, SmartGrowth, the Bay of Plenty Spaces and Places Strategy, the Living Standards Framework and Sport New Zealand's Strategy Plan 2020-2024.
57. Delivery of the Stadium could support the strategies and plans above by:
- Contributing to the vibrancy of the city centre, complementing and enhancing other proposed city centre initiatives such as Te Manawataki o Te Papa (the heartbeat of Te Papa, the redevelopment of the civic precinct), and the Memorial Park to city centre coastal connection.
 - Addressing the city's growing demand for open space by optimising the use of the Domain. The proposed Stadium project forms part of Council's wider work to consider the future use of shared green spaces across the city.
 - Complementing the overall city facility network by providing light exhibition space which frees up TrustPower Baypark for increased community use.
 - Providing a sub-regional facility in a central location, connecting in with public transport routes to minimise the need to travel via car to the stadium for events, and maximising the population catchment serviced by the stadium (rather than locating it on the outskirts of the city).
58. For a more detailed discussion of how the proposed Stadium could deliver on strategic objectives for the city and the region, refer to the Strategic Case included within the Preliminary Business Case (see p13-40, Attachment 2).

OPTIONS ANALYSIS

59. Not applicable – this report does not recommend decisions to Council.

FINANCIAL CONSIDERATIONS

60. The overall costs for the proposed preferred Stadium design are discussed above, and no decision has been made by Council regarding funding and/or land contributions towards future stages of the project. Any significant future decisions regarding Council contributions towards the proposed Stadium project, including provision of land, could be consulted on via a Long-term Plan process.
61. Funding for the business case and associated work in the last round totalled \$590,000, with Council contributing 34% (approximately \$200,600) of that cost. The remainder of the \$590,000 was contributed by four other organisations.

LEGAL IMPLICATIONS / RISKS

62. This report has no legal implications for Council, as no decisions are sought.

SIGNIFICANCE

63. 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.
64. 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; and
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
65. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that this report is of low significance as it does not seek a decision from Council.
66. However, it is noted that the decision whether to proceed with provision the Stadium on the Domain would be of high significance and require formal consultation.




ENGAGEMENT

67. Taking into consideration the above assessment, that this report is of low significance as it does not seek a decision from Council, but that the decision whether to proceed with delivery of the Stadium on the Domain would be of high significance, an appropriate vehicle for decision making would be the 2024-2034 Long-term Plan Process. This would allow for formal widespread community consultation in addition to the project's ongoing engagement processes with key stakeholders. Consideration will also be given to pre-Long-Term Plan engagement with the wider community as a way of gaining meaningful insight into community perspectives on the project.

NEXT STEPS

68. The next steps for Council staff will be as advised by Commissioners.

ATTACHMENTS

1. **Priority 1 - Stadium cover letter - A14645291**  
2. **Tauranga Multi Use Boutique Stadium Preliminary Business Case - Final_April 2023 - A14629042 (Separate Attachments 1)** 

21st April 2023

Tauranga Multi-Function Community Stadium

On May 1st, a preliminary business case will be presented for the proposed Tauranga Multi-Function Community Stadium at Tauranga Domain

The business case marks the culmination of several years of work, including needs assessments, location analysis, and feasibility studies. While Tauranga City Council is a key player in this development, it is essential to acknowledge that the project is a collaborative effort. Funding and effort have been shared amongst several interested parties, including Sport NZ/BOP, TECT, Grassroots, BOP Regional Council, and Priority One. Work undertaken has been under the guidance of a steering group made up of key stakeholders.

Stadiums are complex and difficult projects that require careful consideration of location, usage, size, and role. However, this development aligns well with the region's transition, CBD rejuvenation, city facilities and a growing sense of pride. The steering group has been heartened by strong support from many parties in the consultation process, noting a small number of existing users on the Domain concerned about relocation.

The business case presented is robust and fulfils strategic needs for a rapidly growing city, providing better social/cultural infrastructure and representing a strong financial case. There are five cases; strategic, economic, commercial, financial and management.

There are some critical points to note regarding the development and the case presented so far:

- I. The purpose of this work is to present the best possible case for a stadium in Tauranga. It aligns with the active reserve masterplan work that TCC is undertaking concurrently but should be viewed as its own project.
- II. The stadium's development has been carefully considered to ensure that it is fit for purpose, meaning that it is the right size and has multiple uses. This maximizes viability and user experience.
- III. In line with the recommendation of consultants and the steering group, a trust will be formed to handle the stadium's key relationships and fundraising. This trust is expected to work closely with TCC and other funders/stakeholders.
- IV. Funding is a key area of consideration that will need more work. We expect this to be a collaborative effort maximise non-council funding with plenty of scope to explore alternative models.

On behalf of the steering group, we ask that Tauranga City Council:

- a) Includes the stadium in the upcoming Long-Term Plan for full public consideration.
- b) Continues to work closely with Priority One and the soon-to-be-formed trust on the development of the community stadium. This work includes alignment to masterplans, funding, and stakeholder engagement.
- c) Provides feedback on how we can make this project a success together.

We thank you for your input and partnership on this project to date and look forward to continuing to work with you.

Yours sincerely

A handwritten signature in dark ink, consisting of a large, stylized 'N' followed by a series of loops and a long horizontal stroke.

Nigel Tutt

Stadium Steering Group / Priority One

11.2 Adoption of Ōtūmoetai Spatial Plan

File Number: A14455916

Author: Corinne Frischknecht, Senior Urban Planner

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

PURPOSE OF THE REPORT

1. This report presents the Ōtūmoetai Spatial Plan for adoption.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Adoption of Ōtūmoetai Spatial Plan".
- (b) Adopts the Ōtūmoetai Spatial Plan (Attachment 1) to guide development and investment prioritisation in the Ōtūmoetai peninsula.
- (c) Delegates the General Manager: Strategy & Growth to approve minor amendments if required prior to publication and/or any changes to ensure alignment and consistency with Plan Change 33 – Enabling Housing Supply.

BACKGROUND

2. The Ōtūmoetai Spatial Plan (hereafter referred to as 'the Plan' sets out a vision and framework for enhancing existing and future community wellbeing as growth occurs over the next 30 years. The full Plan is attached as **Attachment 1**.
3. The Plan will support neighbourhoods to become unique, liveable, connected and healthy. These outcomes will be delivered through specific actions, detailed in the plan, that will be implemented Ōtūmoetai wide or within the identified centres (Matua, Bureta, Cherrywood, Brookfield and Huria Marae). These outcomes will improve the liveability of Ōtūmoetai, by supporting an urban form, character, amenity and proximity to other places, to enhance the wellbeing of the people who live, work, play or visit there, now and in the future.
4. It outlines the key actions we will take with our partners, with a focus on the next 10 years to achieve the identified outcomes and help to improve the health and wellbeing of communities now and into the future.
5. A report was taken to Strategy, Finance and Risk Committee Meeting on 3 October 2022, for the adoption of the Ōtūmoetai Spatial Plan. The report, which can be found [here](#), provided an overview of the context, purpose and preparation process for the Ōtūmoetai Spatial Plan; accordingly, this information is not repeated here.
6. Committee Resolution SFR10/22/3 included that the Strategy, Finance and Risk Committee:
 - (a) *Receives the 'Ōtūmoetai Spatial Plan' report.*
 - (b) *Acknowledges the contribution from the community through the engagement process and notes that this input has been reflected within the Ōtūmoetai Spatial Plan presented for consideration.*
 - (c) *Endorses in principle the intention and direction of the Ōtūmoetai Spatial Plan.*
 - (d) *Notes that a further Strategy, Finance and Risk Committee discussion is required to address the issue of prioritisation and funding of actions within the proposed Plan.*

UPDATES TO THE ŌTŪMOETAI SPATIAL PLAN

7. A follow-up workshop with the Strategy, Finance and Risk Committee was held on 17 November 2022 focusing on the refinement of the prioritisation criteria and timing of proposed Ōtūmoetai Spatial Plan projects. Projects have been prioritised taking into account:
 - (a) The extent to which they are required to support the existing community as well as future growth and the demands of changes in housing patterns
 - (b) The extent to which they respond to historic service level deficiencies or gaps
 - (c) The extent to which they support Tauranga City Council's Strategic Framework, the Plan's outcomes and Pou
 - (d) The extent to which they contribute to climate change mitigation, adaption and/or resilience
 - (e) Extent to which they are supported by community and tangata whenua (based on engagement feedback)
 - (f) Capital and operational costs and value for money
 - (g) Whether they are funded in the 2021-2031 Long Term Plan and/or whether potential for external funding exists (i.e., Waka Kotahi FAR subsidy).
8. The key changes to the Ōtūmoetai Spatial Plan are:
 - (a) Stronger messaging that the plan supports the wellbeing of the existing community and making it a better liveable area for people now and into the future.
 - (b) The document includes map updates to growth areas, to align with Plan Change 33 – Enabling Housing Supply.
 - (c) An updated action plan, particularly actions and timeframes to align with the refined prioritisation outcomes from the workshop on 17 November 2022 and follow up actions. The timing of these is outlined in Section 6 of the Plan.

FINANCIAL CONSIDERATIONS

9. The associated table of actions and programmes of work included in the Plan has proposed timeframes and indicative costs.
10. The programme of work includes actions that are currently funded through the current 2021-2031 Long Term Plan, as well as projects where funding is to be considered and determined through the upcoming 2024-2034 Long-term Plan.
11. The implementation table has been prepared in conjunction with the partner lead agencies and internal business activities, as part of the preparation of the 2024 Long Term Plan. Any changes to programme of works will be updated once LTP 2024-2034 has been adopted.

LEGAL IMPLICATIONS / RISKS

12. The implementation of the Plan relies on stakeholders, partnerships with mana whenua and the community, through execution of the projects, delivered by Council, Central Government and/or the private investment sector.
13. Legal implications and risks of individual projects will be identified through the detailed project planning phases, and as the programme of work in the Plan is implemented.

CONSULTATION / ENGAGEMENT

14. A summary of the engagement undertaken with mana whenua, the community and stakeholders, including summary of engagement report, was provided in the previous Council report found [here](#) and is not repeated in this report.


SIGNIFICANCE

15. 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.
16. 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.
17. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of medium significance.
18. Taking into consideration the above assessment, that the decision is of medium significance, that considerable engagement has occurred and been incorporated through the development of the Plan, and that further consultation will occur through future Annual Plan and LTP processes, officers are of the opinion that no further engagement is required prior to Council making a decision.

NEXT STEPS

19. Implementation of many of the Plan's actions have already commenced, or will commence shortly, and will be supported by the adoption of the Plan. This includes Plan Change 33, currently going through statutory process which contributes to creating more liveable neighbourhoods through up-zoning around Brookfield, Cherrywood and Bureta, and ongoing delivery of the Accessible Streets programme, currently underway in the Plan area.
20. Ongoing implementation of the Plan's actions will be coordinated and monitored in partnership with other council teams, partners and key stakeholders. A monitoring plan (and associated KPIs) will be prepared alongside broader action plan monitoring frameworks currently under preparation.
21. Partnerships with mana whenua and the community within Ōtūmoetai, will be essential to achieving the vision. We will continue to engage with our partners, key stakeholders and the community on the actions as they are planned, initiated and delivered.

ATTACHMENTS

1. **Ōtūmoetai Spatial Plan - April 2023 - A14633481 (Separate Attachments 1)** 

11.3 Submission to the Ministry of Transport - Charging Our Future - draft Electric Vehicle Charging Strategy

File Number: A14623094

Author: Rob Lahey, Principal Strategic Advisor
Peter Siemensma, Principal Strategic Transport Planner
Dan Smith, Manager: Sustainability & Waste

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

PURPOSE OF THE REPORT

1. To present, and seek approval for, a draft submission to the Ministry of Transport on their draft electric vehicle charging strategy, 'Charging Our Future'.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Submission to the Ministry of Transport - Charging Our Future - draft Electric Vehicle Charging Strategy".
- (b) Approves the draft submission included in **Attachment 1** with the following amendments:
 - (i) *(to be added during the meeting if necessary)*
- (c) Delegates authority to General Manager: Strategy, Growth, & Governance to make minor drafting, typographical, and presentation amendments as required prior to formally submitting the submission ahead of the 11 May deadline.

BACKGROUND

2. The Ministry of Transport (MOT) is seeking submissions on its draft electric vehicle (EV) charging strategy. The draft strategy and accompanying discussion document are provided in Attachment 2 and 3.
3. The draft strategy is high-level and covers the period to 2035. While system-wide, it is primarily focused on light electric vehicles and proposes a vision that '*Aotearoa's EV charging infrastructure supports the transition to and use of low-emissions transport by being accessible, affordable, convenient, secure and reliable.*'
4. The strategy is organised around five outcomes covering:
 - energy security and electricity grid stability,
 - access to EV charging infrastructure,
 - a regulatory regime that promotes common planning and standards,
 - EV charging market structure, and
 - the transition to low-emission transport modes across the wider transport system.
5. The draft strategy identifies specific targets:

Location	Target
Main highways	Journey charging hub every 150-200 km by 2028
Urban areas with limited off-street parking	One public charger for every 20-40 EVs
Rural and provincial areas	Public charging at municipal or community facilities for settlements with a population of 2,000 or more by 2025

DISCUSSION

6. The draft strategy proposes a market-led rollout of EV charging infrastructure in New Zealand with central (and potentially local) government focussing on ensuring equitable access and addressing gaps in the network (e.g., journey hubs and provision in rural and provincial areas), enabling regulation (e.g., councils mandating EV charging infrastructure for new apartment builds) and promoting standards and interoperability (e.g., Energy Efficiency and Conservation Authority (EECA) Minimum Energy Performance Standards regime).
7. While publicly accessible EV charging infrastructure will be critical to reducing EV range anxiety and improving uptake, EECA research suggests that 82% of EV charging sessions occur at home. Private residential off-street charging is anticipated to continue to be suitable for most current and future EV owners in Tauranga. Despite a shift to higher density living, in 2021/2022 67% of buildings consents were for detached homes, most of which offer the potential for private off-street parking, including EV charging.
8. Key themes identified in the draft submission include:
 - (a) Support for the draft EV charging infrastructure strategy and its vision for accessible, affordable, convenient, secure, and reliable charging infrastructure.
 - (b) Request for clearer guidance on funding responsibilities between central and local governments, the private sector, and other stakeholders.
 - (c) Encouragement for the Ministry of Transport to address system-wide decarbonisation (including heavy vehicles and some marine craft), considering Tauranga's role as a port city and freight gateway.
 - (d) Desire for clarification on the applicability of the target for public EV charging infrastructure at municipal or community facilities by 2025 in metropolitan areas.
 - (e) Suggestion to maintain technological agnosticism and consider alternative low or zero-emission transportation solutions, such as green hydrogen.
9. In summary, TCC's submission is supportive of the MOT's draft strategy.

STRATEGIC / STATUTORY CONTEXT

10. In May 2022, the Government released New Zealand's first Emissions Reduction Plan (ERP). The ERP includes the action to rapidly adopt low-emissions vehicles including by improving EV-charging infrastructure to ensure that all New Zealanders can charge when they need to. 'Charging Our Future' represents the Ministry of Transport's plan to deliver on that aspiration.
11. The draft strategy supports Tauranga's community outcomes that 'We value and protect our environment' and 'We can move around our city easily'. In Tauranga, the transportation sector is responsible for 74% of Green House Gas (GHG) emissions, with 36% of the city's total gross emissions attributed to petrol and diesel consumption. The transition of our private vehicle fleet from one mostly powered by fossil fuels to zero-emission vehicles is a key pillar of the Western Bay of Plenty Transport Systems Plan. However, our analysis has identified that a holistic approach is needed that manages demand for travel through macro trends such as urban planning and flexible/remote working initiatives, improving the carbon efficiency of travel, and a shift towards more sustainable transport.

OPTIONS ANALYSIS

12. There are three options available for the Council:
 - (a) Approve the submission as written and submit to the Ministry of Transport
 - (b) Amend the submission and submit to the Ministry of Transport
 - (c) Do not make a submission to the Ministry of Transport.
13. Submitting a response will ensure that the Council's thoughts and opinions on the draft strategy are clearly communicated to the Ministry of Transport for their consideration.

FINANCIAL CONSIDERATIONS

14. The draft strategy does not levy financial obligations on local government. Staff interpretation of the discussion document (Attachment 3) is that the target relating to the provision of public EV charging infrastructure at municipal or community facilities only applies to rural and provincial areas and is not relevant to Tauranga City. The draft submission seeks further clarity regarding the delineation of funding responsibilities between central government, local government, and the private sector.

SIGNIFICANCE

15. 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. It is considered that the decision is of low significance.

ENGAGEMENT

16. 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

17. Once direction is received from Council, the submission will be finalised and lodged with the Ministry of Transport before the deadline of 11 May 2023.

ATTACHMENTS

1. **TCC Submission - Charging Our Future - MOT's draft EV charging infrastructure strategy - A14623058**  
2. **MOT - Charging our Future - draft strategy - A14613433**  
3. **MOT - Charging Our Future - discussion document - A14613428 (Separate Attachments 1)** 



‘Charging our Future’ – Tauranga City Council’s submission on the Ministry of Transport’s Draft Electric Vehicle Charging Infrastructure Strategy

Introduction

1. Tauranga City Council is pleased to submit feedback on the Ministry of Transport’s draft electric vehicle (EV) charging infrastructure strategy, ‘Charging our Future’. Our submission is informed by a review of the draft strategy, discussion document, and workshops with Council staff involved in transportation planning, parking management, and sustainability. This submission has been endorsed by Council and represents the views of Tauranga City Council.

About Tauranga

2. As one of New Zealand’s fastest-growing metropolitan areas, Tauranga faces unique challenges stemming from our geography, dispersed urban form, and prominence as a port city and freight gateway for Aotearoa New Zealand. Our high reliance on private vehicles has contributed to significant congestion and transport-related greenhouse gas (GHG) emissions.
3. Tauranga City Council is actively addressing these challenges at both a local and sub-regional level through initiatives like the Urban Form and Transport Initiative – Connected Centres programme and the Western Bay Transport System Plan (TSP). These efforts focus on promoting a more compact urban form and a shift to sustainable transport options, reducing emissions, and improving urban development to accommodate our growing population.
4. The transportation sector accounts for 74% of GHG emissions in Tauranga, with petrol and diesel consumption accounting for 36% of Tauranga’s total gross emissions¹. For a tier 1 growth council to achieve net zero emissions by 2050, reducing private vehicle use alone will not be enough to meet the targets set by [Aotearoa New Zealand’s First Emissions Reduction Plan](#). Our analysis, informed by a Transport Emissions Planning Tool, has identified that substantive progress toward the target requires a holistic approach that manages demand for travel through macro trends such as urban planning and flexible/remote working initiatives, improving the carbon efficiency of travel, and a shift towards more sustainable transport².

General feedback on the draft strategy

5. We welcome the Ministry of Transport’s draft EV charging infrastructure strategy, recognising the need for a supportive charging network as New Zealand transitions to a zero-emission fleet. However, it is essential to consider that private electric vehicles still contribute to urban form challenges, congestion, and parking stress. A comprehensive approach encompassing urban form, mode shift towards walking, cycling and public transport, as well as decarbonisation of the private vehicle fleet will be required.

¹ [Tauranga Community Carbon Footprint](#) (September 2022), p. 5.

² We would be pleased to discuss this analysis further in detail if desired.

6. We support the strategy's vision for accessible, affordable, convenient, secure, and reliable EV charging infrastructure and generally agree with the identified outcomes. We also acknowledge the importance of a market-led rollout and the need for public charging infrastructure to address gaps in the network. Ensuring the proper functioning of the EV charging market and the promotion of standards and interoperability are important functions for central government to lead.
7. We support the intent of the actions identified under Outcome 3. By standardising charging equipment and ensuring that different systems can interoperate, we can create a more user-friendly and convenient charging experience for EV drivers. This can help increase EV adoption and support their integration into our transport system. Standardisation can also reduce costs and increase efficiency in installing and maintaining charging infrastructure.
8. However, the strategy should provide clearer guidance on funding responsibilities for the various parties involved in implementing EV charging infrastructure. A more detailed breakdown of financial responsibilities between central and local governments, the private sector, and other stakeholders is needed.
9. We understand and support the intent of the draft strategy to focus initially on light EVs. However, as a port city and freight gateway for Aotearoa New Zealand, Tauranga incurs considerable regionally and nationally attributable emissions stemming from heavy vehicles. We encourage the MOT to move with pace on Outcome 5 and identify actions that support system-wide decarbonisation.
10. We seek clarification on the applicability of the target for public EV charging infrastructure at municipal or community facilities by 2025 in metropolitan areas. If all local authorities, including metro councils, are expected to deliver this infrastructure, then funding will need to be identified and, if to be funded by Councils, prioritised through the upcoming 2024-2034 Long-Term Plan development process. However, our interpretation of this proposed target is that it does not apply to metro councils and in any case would not fall to local government to fund or deliver.
11. Tauranga City Council encourages the Ministry of Transport to maintain a degree of technological agnosticism, given the rapid pace of innovation in low or zero-emission transportation solutions. For instance, as highlighted in the discussion document, green hydrogen may be a viable alternative to battery-electric power for heavy-duty transport and long-distance travel and should be considered in the broader context of sustainable transport infrastructure. We would be willing to enter into partnership discussions with the Ministry of Transport and the commercial sector in trialling EV charging infrastructure for heavy vehicles, and commercial and recreational marine craft.
12. Thank you for the opportunity to provide feedback on this important matter. Any queries or points of clarification may be directed to Rob Lahey, Principal Strategic Adviser, rob.lahey@tauranga.govt.nz.

Appendix 1 – response to discussion document questions



Online submission survey form		
Number	Question (Ctrl + click the question to see the relevant section of the discussion document)	Draft TCC submission response
1	Do you have any comments about the institutional arrangements for implementation set out in Annex 2, or on the way central government should work with the private sector when implementing the final version?	No comment.
2	Do you agree with this description of the status quo? Is anything missing from this description of the status quo?	<p>Yes, we agree with the description of the status quo. It highlights the current situation in New Zealand, where EV charging infrastructure is largely privately owned and operated, with the government playing a limited role focussed on co-funding journey charging infrastructure. This has resulted in a fragmented charging network, with inconsistencies in pricing, accessibility, and reliability.</p> <p>We note that residential on-street charging carries complexities in terms of the provision of dedicated space to support charging, ensuring chargers are appropriately placed to meet demand and maximise utilisation. The National Policy Statement on Urban Development (NPS-UD) removed the ability to require minimum parking requirements which is likely to lead to more parking stress for on-street parking spaces and subsequently the need to introduce parking management. The need to introduce parking management (e.g. through pricing or time limits) conflicts with the requirements to enable EV Charging as these typically require longer-term parking.</p>
3	Do you think this draft vision serves as a useful guide for the EV Charging Strategy? If not, what is missing from the vision?	We agree the draft vision serves as a useful guide for the EV charging strategy.
4	Outcome 1, Q1. Do you agree with the focus area under outcome 1?	Yes, we agree.

5	<u>Outcome 1, Q2. Which further actions under Focus area 1a would you prioritise?</u>	<p>If we were to prioritise further actions under Focus area 1a, we would first suggest collaborating with electricity retailers to offer flexible pricing options that incentivise off-peak charging and discourage charging during peak demand. This would help minimise stress on the electricity network and reduce the need for expensive network upgrades. Encouraging the installation of renewable energy sources, such as solar panels, at EV charging stations to reduce reliance and pressure on grid electricity would also be a priority. This could include exploring funding options to co-fund the installation of solar panels at EV charging stations. Finally, developing guidelines for the safe and secure installation and use of EV charging infrastructure, particularly for fast charging, would be crucial to ensure that EV chargers are installed safely and that consumers are aware of the best practices for their use.</p>
6	<u>Outcome 1, Q3. Please provide any comments on the timing of completing these actions.</u>	<p>Some of the actions identified may require a longer timeframe for planning, consultation, and implementation. For example, changes to regulations or policy settings may require extensive consultation with stakeholders and the public.</p> <p>On the other hand, actions related to data collection and publication can potentially be completed in the short to medium term. It's important to strike a balance between the urgency of addressing the challenges in the EV charging infrastructure and ensuring that the actions are well-considered and effective in achieving the desired outcomes.</p>
7	<u>Outcome 2, Q1. Do you agree with the focus areas under Outcome 2?</u>	<p>The focus areas appear comprehensive and well thought out. They address critical issues surrounding the equitable provision of EV charging infrastructure and consider the different charging needs and energy supply challenges across New Zealand.</p>
8	<u>Outcome 2, Q2. Which further actions under Focus areas 2a and 2b would you prioritise?</u>	<p>We would suggest prioritising the action of working with existing vehicle service stations to improve EV charging provision. This is because vehicle service stations already have much of the supporting infrastructure necessary and are already in strategic locations to support market demand for vehicle refuelling and servicing.</p>

		<p>Collaboration with local government to ensure consistent, practical planning and approval processes across councils should also be a priority.</p>
9	Outcome 2, Q3. Please provide any comments on the timing of completing these actions.	<p>It would be beneficial to move swiftly on those that can be implemented in the short term, such as improving data collection on charging issues and exploring partnerships with existing vehicle service suppliers.</p>
10	Outcome 2, Q4. Are there any actions needed to reflect the particular EV charging needs of disabled communities, Māori, or other groups?	<p>It is essential to ensure that charging infrastructure is accessible and user-friendly for everyone. For instance, providing charging infrastructure with universal design principles, and consulting with these communities to identify their specific charging needs and preferences can help ensure inclusivity.</p>
11	Outcome 2, Q5. Please provide any comments relating to targets for EV charging infrastructure.	<p>We agree with the principles that underpin the targets provided in Outcome 2. However, given the vast majority of EV charging occurs at home and the distance range of EVs continues to increase, we believe the target of one public charger for every 20-40 EVs may be considered too high.</p>
12	Outcome 3, Q1. Do you agree with the focus areas under Outcome 3?	<p>Yes, we agree with the focus areas under Outcome 3.</p>
13	Outcome 3, Q2. Which further actions under Focus areas 3a, 3b, and 3c would you prioritise?	<p>Under Focus area 3a, we believe that prioritising the development of national EV charging standards and guidelines will be crucial in achieving a cohesive and interoperable EV charging network. This is important to ensure that EV drivers can access and use charging stations safely and conveniently while promoting competition among charging providers. Standardisation and interoperability in payment systems will improve the EV user experience and prevent fragmentation issues.</p> <p>Under Focus area 3b, we believe that broadcasting the location, type, and availability of public chargers (e.g. through EVRoam) is critical. This way EV drivers can confidently plan their route, encouraging faster EV adoption.</p> <p>Focus Area 3c should also include provision of a regulatory framework (e.g. under the Resource Management Act and its successors) that enable the</p>

		development of EV charging infrastructure and facilities.
		We support further investigation into the requirement for a minimum number of EV parking bays through the City Plan, in particular for higher-density developments.
14	Outcome 3, Q3. Please provide any comments on the timing of completing these actions.	Actions that can be implemented quickly and with relatively low cost should be prioritised first, while more complex and expensive actions can be phased in over time. It's also important to consider any external factors, such as changes in technology or policy, that could impact the timing of these actions.
15	Outcome 4 Q1 . Do you agree with the focus areas under Outcome 4?	Yes, we agree with the focus areas under Outcome 4.
16	Outcome 4, Q2. Which further actions under Focus areas 4a and 4b would you prioritise?	We support the proposed further actions and have no comment as to the relative priority.
17	Outcome 4, Q3. Please provide any comments on the timing of completing these actions.	Ideally these actions would be completed concurrently as they're complementary and need not be completed in series.
18	Outcome 5, Q1. Do you agree with the focus areas under outcome 5?	Yes, and as a port city, we strongly support initiatives to decarbonise the broader transport sector, including heavy vehicles (trucks and buses), rail, and commercial and recreational marine craft. We support the provision of heavy vehicle charging infrastructure alongside light vehicles, where provided on private land away from the road corridor. However, we note the potential of green hydrogen and ask that MOT maintain a degree of technological agnosticism given the rapid pace of technological innovation and adoption.
19	Outcome 5, Q2. Which further actions under Focus area 5a or 5b would you prioritise?	Research and engage with the sector to understand how a public journey charging network for heavy vehicles might look (based on critical freight infrastructure networks).
20	Outcome 5, Q3. Please provide any comments on the timing of completing these actions.	There are particular challenges in supplying electricity to charge larger vehicles. We recognise these complexities and support the intent to initially focus on light vehicle EV charging infrastructure. However, as a port city, with considerable emissions from heavy vehicles, decarbonisation of the heavy vehicle fleet will be critical to Tauranga achieving our emissions targets.

Charging Our Future: a draft long-term electric vehicle charging strategy for Aotearoa New Zealand

The Government's long-term strategic
vision for Aotearoa's national electric
vehicle charging infrastructure system.

March 2023

Draft Strategy



This draft Strategy is intended
to be read in conjunction with
the associated *Charging Our
Future: discussion document*.



Te Kāwanatanga o Aotearoa
New Zealand Government

Ko te pae tawhiti whaia kia
tata. Ko te pae tata, whakamaua
kia tina | The potential for
tomorrow is determined by
what we do today



TE MANATŪ WAKA
MINISTRY OF TRANSPORT



MINISTRY OF BUSINESS,
INNOVATION & EMPLOYMENT
HĪKINA WHAKATUTUKI

Our vision for Aotearoa New Zealand's EV charging infrastructure

➤ **Our vision: Aotearoa's EV charging infrastructure supports the transition to and use of low-emissions transport by being accessible, affordable, convenient, secure and reliable.**

This system-wide vision guides the Government's long-term strategy for our national electric vehicle (EV) charging infrastructure system for its expansion out to 2035.

The vision ensures the government's long-term strategic direction:

- **considers both public and private charging infrastructure and charging behaviour**, such as residential off-street, residential on-street, journey and destination charging
- **includes an initial focus on charging for light EVs**, while accommodating for and recognising areas where other vehicle modes and zero-emission energy sources may fall within scope, such as commercial heavy vehicles and green hydrogen
- **includes a commitment to all New Zealanders** (including current and future EV users from a range of backgrounds) to support an equitable transition.

Five long-term outcomes support the vision

The vision for Aotearoa New Zealand's EV charging infrastructure is supported by five proposed long-term outcomes. These outcomes reflect the urgent need to decarbonise Aotearoa's transport system, while acknowledging the need for an equitable transition which benefits all New Zealanders.

- **Outcome 1:** Aotearoa's EV charging system is underpinned by affordable, reliable, secure and safe power supply and infrastructure.
- **Outcome 2:** All EV users can safely access and use EV charging when and where needed.
- **Outcome 3:** Aotearoa's EV charging system is underpinned by integrated and streamlined cross-sectoral planning and standards.

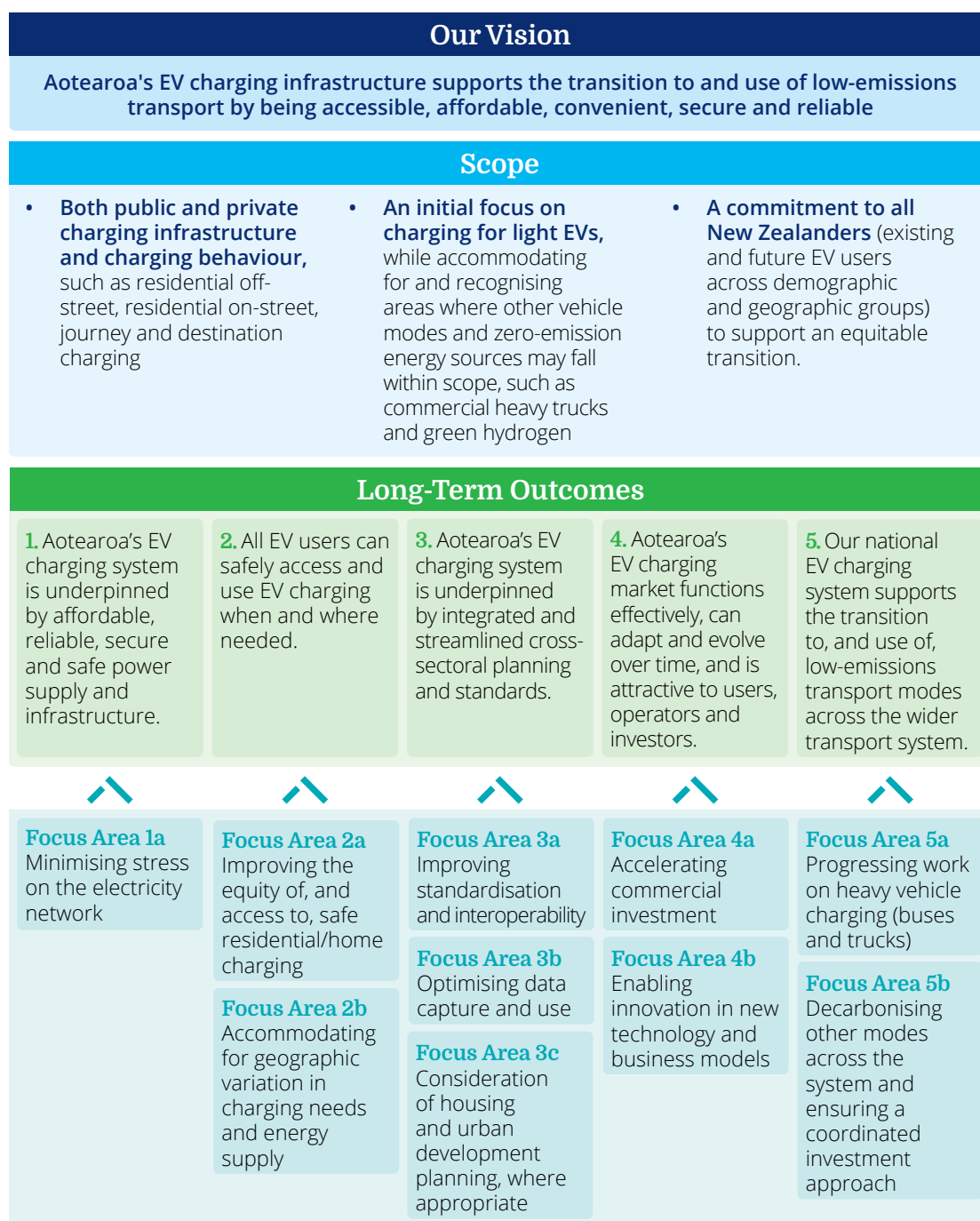
- **Outcome 4:** Aotearoa's EV charging market functions effectively, can adapt and evolve over time, and is attractive to users, operators and investors.
- **Outcome 5:** Our national EV charging system supports the transition to, and use of, low-emissions transport modes across the wider transport system.

Each long-term outcome is supported by key focus areas

Each of these five long-term outcomes is supported by key focus areas, which will help to group areas of work underway and set out the further actions needed to achieve these outcomes.

The relationship between the vision, long-term outcomes and key focus areas is summarised by the figure on page 2.

Vision, scope, outcomes and focus areas



Outcomes

Outcome 1: Our national EV charging system is underpinned by affordable, reliable, secure and safe power supply and infrastructure

Focus area 1a. Minimising stress on the electricity network: relevant considerations

- EV uptake increases pressure on electricity infrastructure but also provides an opportunity to better manage demand through smart charging.
- The Energy Efficiency and Conservation Authority has recently published a discussion document to consider options to improve the energy performance of private EV chargers. Options being explored include the current use of voluntary guidelines, financial incentives to install 'smart' chargers and regulation using EECA's Minimum Energy Performance Standards regime.
- In early-2023, Cabinet will clarify whether EECA can set requirements for technology capable of responding to electricity demand (sometimes known as 'smartness') as part of its energy performance standards and labelling functions. If adopted, this would enable EECA to regulate EV chargers for demand response capability.
- The Electricity Authority oversees regulatory settings for distribution networks, including exploring settings necessary to facilitate distributed energy resources, including smart EV chargers. The Authority also promoted the idea to offer a separate load control tariff for EV chargers, to help encourage consumers away from charging during peak demand.
- The Commerce Commission is currently reviewing the rules and processes that underpin key aspects of information disclosure and price-quality regulation, including matters related to this outcome.

Further actions which could help meet Focus area 1a. Minimising stress on the electricity network

- Use vehicle and electricity supply data to identify and plan for electricity network requirements (i.e. avoid inefficient network upgrades).
- Publish detailed electricity network capacity data so public and private infrastructure planners can see where constraints are to encourage efficient investment.
- Investigate emerging technologies that can prevent the need for additional power generation, with the aim of encouraging innovative technologies that will make a positive difference.
- Promote the benefits and support the uptake of smart chargers for EVs.
- Work with lines companies to identify opportunities, mitigate risks, and clarify responsibilities in developing EV charging infrastructure.

Outcome 2: All EV users can safely access and use EV charging when and where needed

Focus area 2a. Improving the equity of, and access to, safe residential/home charging: relevant considerations

- As New Zealanders' living arrangements diversify, we need to consider access to home charging.



Further actions which could help meet Focus area 2a. Improving the equity of, and access to, safe residential/home charging

- Improve our understanding of the issues for access to chargers at home, using data and evidence. Specifically looking at:
 - rental accommodation
 - locations with challenging topography
 - living in multi-unit dwelling
 - social housing without access to off-street parking.
- Explore solutions to increase the provision of public charging infrastructure (i.e. slow AC charging) in locations with limited access to off-street parking.
- Partner with iwi and hapū to identify needs and possible solutions for EV charging on marae.
- Review current regulations relating to residential EV charging to ensure they remain fit for purpose.
- Ensure policies and interventions target an equitable transition to meet the specific needs of different communities. This may mean targeted government investment or intervention where gaps are identified in market provision.
- Investigate the case for a 'right to charge' policy for renters.

Focus area 2b. Accommodating for geographic variation in charging needs and energy supply: relevant considerations

- EECA's Roadmap and support through the Low Emission Transport Fund is helping to identify and address critical regional public charging coverage gaps, but further Government intervention may be needed to improve charging provision and service quality at the local level in rural areas.
- EV charging needs vary heavily with local factors, including population density, renting patterns, public transport access and supply, and parking patterns.

Targets

- We propose a target of **having a journey charging hub every 150 – 200 kms on main highways by 2028**. Hubs will charge many more vehicles and at faster speeds than the current national network of EV chargers that are currently spaced every 75km along our highways.
- In urban areas with limited off-street parking (generally in central Auckland and central Wellington) we could **aim to have one public charger for every 20 – 40 EVs**.
- We propose a target that **all settlements with a population of 2000 or more should have public charging at municipal or community facilities by 2025**.
- We propose to do further research on regional requirements, including consultation with groups and individuals in regional New Zealand, to inform targets and approaches to deployment across the country.

Further actions which could help meet Focus area 2b. Accommodating for geographic variation in charging needs and energy supply

- Monitor the expansion of the public EV charging network in line with EV uptake forecast levels across regions to inform investment.
- Implement a consistent, practical planning and approval process for new EV chargers across councils.
- Introduce high-level targets for new EV chargers that correspond to EV uptake projections and regional factors based on research and data.
- Provide additional government support (financial or otherwise) to assist the planning and installation of public charging infrastructure that specifically meets the needs of rural communities.
- Explore the role of existing vehicle service suppliers in improving regional/rural EV charging provision.
- Support vehicle-to-load technologies that increase resilience to fluctuations in supply from the national grid.
- Investigate the role of stationary battery storage and other charging innovations for rural locations. These measures can help to address seasonal EV charging demand peaks in more remote tourist areas and/or provide a lower-cost option for those areas facing costly electricity network upgrades due to regional energy supply barriers. The Low Emission Transport Fund is already actively encouraging applications of this technology.

Outcome 3: Aotearoa's EV charging system is underpinned by integrated planning and standards across multiple sectors

Focus area 3a. Improving standardisation and interoperability: relevant considerations

- As the EV charging market expands, standardisation and interoperability can improve participant experience.
- EECA is exploring options to improve the energy efficiency, interoperability, and connectivity of private EV chargers, including the current use of voluntary guidelines, financial incentives to install 'smart' chargers and regulation using EECA's Minimum Energy Performance Standards regime.
- Standards New Zealand published voluntary guidelines for residential and commercial EV charging in 2021, known as PAS (Publicly Available Specifications). The PAS will be updated in 2022/23 to reflect the latest technological developments and advice.

Further actions which could help meet Focus area 3a. Improving standardisation and interoperability

- Promote national consistency and reliability of service and a customer-centred approach to EV charging.
- Explore policy options to ensure chargers are efficient and safe.
- Support and enable data sharing where appropriate (e.g. EV charger and/or network providers) to support standardisation and interoperability.
- Support local authorities to implement the required public charging infrastructure.
- Develop systems and support networks to share best-practice between local authorities, industry and central government to ensure guidance and regulations are feasible and proportionate.

Focus area 3b. Optimising data capture and use: relevant considerations

- There are opportunities to use data capture and sharing to improve charging services.
- Currently EVRoam (a live database of Aotearoa's EV charging infrastructure) collects real-time information from all safe and monitored public chargepoints around New Zealand, and freely distributes it through apps and websites to inform EV drivers of charger location and availability.
- EECA is working on 'demand flexibility' across a number of initiatives, with EV chargers being one component of a flexible demand system. A functional system will require device registration (to enable visibility and control over the electricity network), data capture, and robust cybersecurity.

Further actions which could help meet Focus area 3b. Optimising data capture and use

- Explore the value of mandating real-time broadcasting of the location, type and availability of public chargers (e.g. through EVRoam).
- Investigate other user information the market would want EVRoam to capture, e.g. nearby services, price, etc.

Focus area 3c. Consideration of housing and urban development planning, where appropriate: relevant considerations

- There may be an opportunity to explore regulatory change in the housing and urban development sector to encourage charge-ready infrastructure or installed charge points in new builds.
- Auckland Council is investigating mandating electricity connections to enable smart EV chargers to be installed where developers choose to provide on-site parking.

Further actions which could help meet Focus area 3c. Consideration of housing and urban development planning, where appropriate

- Explore the costs and benefits of introducing charging infrastructure requirements for new developments (residential, commercial, and industrial).
- Investigate potential changes to planning strategies (for local and regional councils, e.g. minimum numbers of EV parking bays in certain locations).
- Provide guidance material for local councils, landowners and developers (e.g. in regard to "licences to occupy" granted to charging providers to place charging on council land).

Outcome 4: Aotearoa's EV charging market functions effectively, can adapt and evolve over time, and is attractive to users, operators and investors

Focus area 4a. Accelerating commercial investment": relevant considerations

- We seek to maximise the opportunity for a market-led rollout to support our vision for our national charging network.
- EECA continues to co-invest in the public EV charging network to support commercial partners, with a focus on high-speed journey charging.
- The Electricity Authority is assessing and addressing any significant first mover disadvantage issues facing customers connecting to distribution networks. The Authority also recently issued guidance to distributors on how to appropriately pass-through charges under the new transmission pricing methodology, including to new and expanding connections.
- The Commerce Commission can apply rules and processes for information disclosure and price-quality regulation to electricity distribution businesses (EDBs). The review of price-quality regulation for EDBs will consider any barriers to EDBs creating new connections in a timely and cost-effective manner.
- The Publicly Available Specification, *Electric vehicle (EV) chargers for commercial applications* is designed to become a single touch point document containing all relevant general EV charging information to inform investors of all requirements.

Further actions which could help meet Focus area 4a. Accelerating commercial investment

- Work with investors, charge point network operators and providers, and other key parties to support investment in public chargepoints.
- Enable data access and sharing where appropriate and needed to accelerate commercial investment.
- Ensure public funds are targeted at areas where commercial investment is unable to fully deliver.
- Ensure the network connection process and pricing for firms wishing to connect public EV chargers to distribution networks is efficient and enabling. Investigate changes to the current system that could reduce 'first mover disadvantage'. This barrier is explored in further detail under Outcome 5.

Focus area 4b. Enabling innovation in new technology and business models: relevant considerations

- The government and the market should enable innovative solutions to manage potential impacts from an increase in demand and permit new types of charging behaviour and technology.
- EECA's Low Emission Transport Fund demonstrates innovative solutions to stimulate wider replication of successful projects in the transport sector.

Further actions which could help meet Focus area 4b. Enabling innovation in new technology and business models

- Continue to co-fund the demonstration of innovative charging technologies and work with industry to address barriers to uptake where benefits exist.



Outcome 5: Our national EV charging system supports the transition to, and use of, low-emissions transport modes across the wider transport system

Focus area 5a. Progressing work on heavy vehicle charging (buses and trucks): relevant considerations

- Heavy EVs have specific charging needs that make it harder to provide charging infrastructure.
- At the 26th UN Climate Change Conference (COP26) the Government signed a Memorandum of Understanding (MOU) committing to increasing the sales of zero emissions heavy vehicles to 30 percent by 2030, and 100 percent by 2040.
- Te Manatū Waka is developing New Zealand's first Freight and Supply Chain Strategy. Part of the work from the Strategy includes optimizing the freight network to enable freight to shift to lower emission transport modes, and developing better data and modelling approaches to support strategic decision-making, including in low emissions infrastructure.
- The recent funding round to prototype public EV charging hubs (administered by EECA's Low Emission Transport Fund) set minimum specifications for these hubs, including that potential projects would need to be able to accommodate light trucks or light vehicles with trailers.

Further actions which could help meet Focus area 5a. Progressing work on heavy vehicle charging (buses and trucks)

- Where appropriate, provide for heavy vehicle charging in new light vehicle charging developments.
- Research and engage with the sector to understand how a public journey charging network for heavy vehicles might look (based on critical freight infrastructure networks).



Focus area 5b. Decarbonising other modes across the system and ensuring a coordinated investment approach: relevant considerations

- This focus area looks at a range of vehicles that have particular charging needs, either because of their size and electricity requirements (e.g. ships and planes), or because they have specialist offroad uses and generally operate away from charging infrastructure (e.g. tractors and harvesters).
- Wellington is home to East by West's first fully electric ferry (Ika Rere), and another ordered from the Wellington Electric Boat Building Company. Auckland Transport have two hybrid ferries on order and are expected to be the biggest in the Southern Hemisphere. These ferries require shoreside infrastructure to recharge. The East by West electric ferry is currently charged from a 300kW charger at its overnight berth using the same specification as the high-power EV chargers used by ChargeNet in Taupō and the Bombay Hills.
- Sounds Air has ordered three 19-seater electric planes for later this decade, and intend to convert to a fully-electric fleet in future. Air New Zealand also expect to make use of electric aircraft on some shorter domestic routes by 2030. Two-seater electric planes have already taken flight in Aotearoa, and are likely to play a part in reducing emissions of pilot training.

Further actions which could help meet Focus area 5b. Decarbonising other modes across the system and ensuring a coordinated investment approach

- Research the present and future system-wide charging needs for heavy vehicles, planes, trains, and ships, including opportunities for co-location of journey and destination charging.
- Reforms in electricity pricing consider the needs of EV charging.
- Reform the approach for the cost-recovery of local network upgrades triggered by investment in public and private chargers.



Ngā Uara Te Manatū Waka Te Manatū Waka Values



WHAKAPAKARI
IMPROVING OUTCOMES



AKO
CAPABILITY DEVELOPMENT



MAHI TAHI
WORKING TOGETHER



RANGATIRATANGA
EMPOWERING
AND LEADING



KAITIAKITANGA
GUARDIANSHIP AND
PROTECTION



WHANAUNGATANGA
COLLABORATION
AND UNITY



MANAAKITANGA
CARING FOR AND
VALUING OTHERS

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11.4 Update on cycle use on Totara Street

File Number: A14438375

Author: Karen Hay, Team Leader: Cycle Plan Implementation

Authoriser: Nic Johansson, General Manager: Infrastructure

PURPOSE OF THE REPORT

1. To provide Council with an update on the cycle use on Totara Street.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Update on cycle use on Totara Street".
- (b) Notes that a further evaluation of cycle use will be reported to Council in six months, following completion of the Totara Street safety improvement project.

EXECUTIVE SUMMARY

2. Totara Street is a nationally strategic important corridor which provides access to the Port of Tauranga and services a large industrial area. Totara Street also provides the most direct route for people driving or biking between Mount Maunganui and the city centre or the Ōtūmoetai peninsula.
3. It is also a highly utilised cycling route for commuting and recreational purpose. In 2020 there was close to 100,000 cycle trips with an average daily on road use of 277.
4. The mix between heavy vehicles and people biking is of safety concern.
5. Since construction of the cycleway in January 2023, Totara Street has shown an increase a total cycle use of 50.6% compared with the same period in 2022. This is despite significant weather events and a very wet summer season. This trend is currently exceeding the target of 30% increase of cycle use by 2026. Completion of the signalised crossings at Kawaka Street, Hull Road and Triton Avenue were not completed until mid-March 2023.
6. If we remove the impact of the cyclones, daily cycle trips in March 2023 are averaging 426, up by 78.6% compared to the same period in 2022.
7. When comparing citywide cycle use, there is an increase of 3.4% since Jan 2023 compared with the same period in 2022. With settled weather in March there has been an increase of 13.4% citywide.
8. Since the partial opening of Totara Street shared path in around October 2022, there have been no reported crashes, but the risk remains high for cyclists who choose to ride on road. The conflict with heavy vehicles remains.

BACKGROUND

9. The section of Totara St between Hewlett's Road and Hull Road carries over 19,000 vehicles per day with 11% heavy commercial vehicles (HCV). These include high productivity motor vehicles, the largest trucks allowed on NZ roads.
10. Following a tragic fatality between a truck and a person cycling near the intersection of Totara Street and Waimarie Road in 2020, plans to improve safety on Totara Street were accelerated. This was the second fatality involving a truck and a vulnerable road user on Totara Street (a fatality involving a truck turning right into a driveway occurred in 2018).

11. Since then, a further two cycle related crashes occurred where vehicles turning right from Totara Street into Triton Avenue did not see approaching on-road cyclists.
12. Limited space at the intersections and the corridor means that heavy vehicles encroach on the on road shoulders used by cyclists. Heavy vehicles undertaking turning movements have difficulties avoiding cyclists being lost in the blind zone of a large vehicle.
13. Interventions were delivered on Totara Street that are aimed at minimising the risk between heavy vehicles and cycles and providing for a wider range of people that wish to cycle.
14. People choose to cycle for a range of reasons and these people have a wide range of abilities and needs. Satisfying the needs of people who cycle (or may wish to cycle) and providing a higher level of service for cycling are vital to maximising cycling uptake. One type of cycle facility may not suit all people wanting to use a particular part of the cycle network.
15. Some riders will continue to use on road facilities and are comfortable cycling with little or no provision of specific cycling infrastructure. An alternative solution in the form of an off-road cycleway has been provisioned for Totara St to achieve the desired safety outcomes for cyclists.
16. There are cycling club group rides along Totara Street with some also undertaking time trial runs. Leader board results from Strava show that some travel at speeds greater than 40km/h completing the route in 2-3 minutes
17. While the majority of work on Totara was complete at the end of January 2023, the intersections were not operational at Kawaka Street, Hull Road and Triton Avenue intersections until the 16th of March 2023. Because the work was not complete earlier on, the data outlined in this report is considered an early indication of use.
18. Since the Hewletts Road/Totara Street left turn slip lane signals were operational from late last year and the remaining in March, no complaints have been received with regards to delays.

Benefit realisation plan

19. The purpose of the project is to improve safety by reducing the conflict between cyclists and heavy vehicles and increase cycle uptake.
20. The projects benefit realisation plan outlines the following KPI's
 - (a) Reduce the number of deaths and serious injuries by 40% within five years of construction being completed.
 - (b) Reduce all active mode crashes by 40% by within five years of construction being complete.
 - (c) Increase the number of people biking on Totara Street to 360 in 2026, 851 in 2031 and 961 by 2043. This assumes the cycle network is largely complete.
 - (d) Increase the Level of Service (LoS) for pedestrians from F to D . Note: The review of LoS will be undertaken over the next six months.

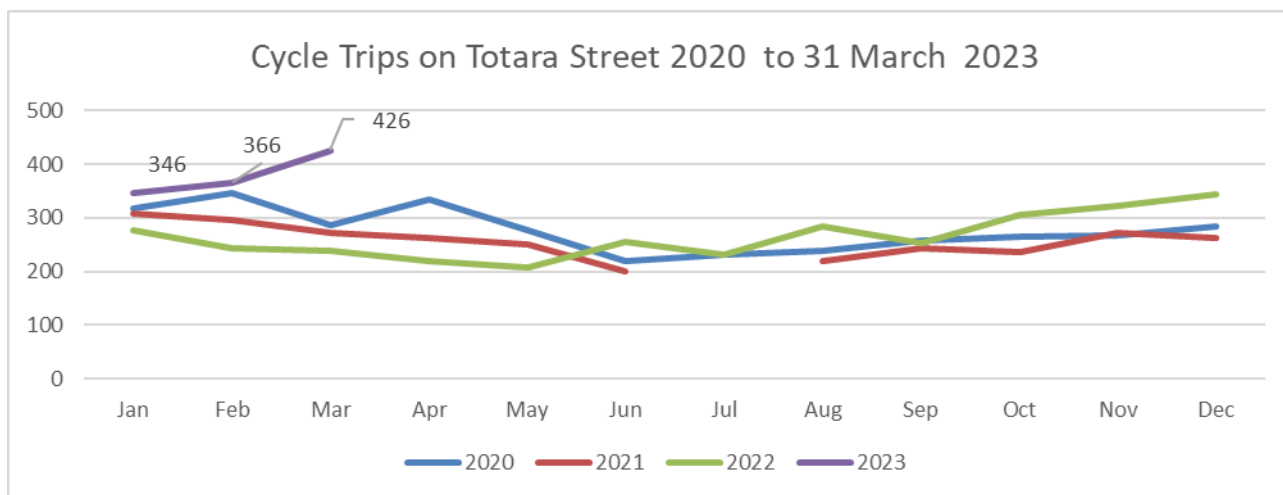
STRATEGIC / STATUTORY CONTEXT

This project aligns with:

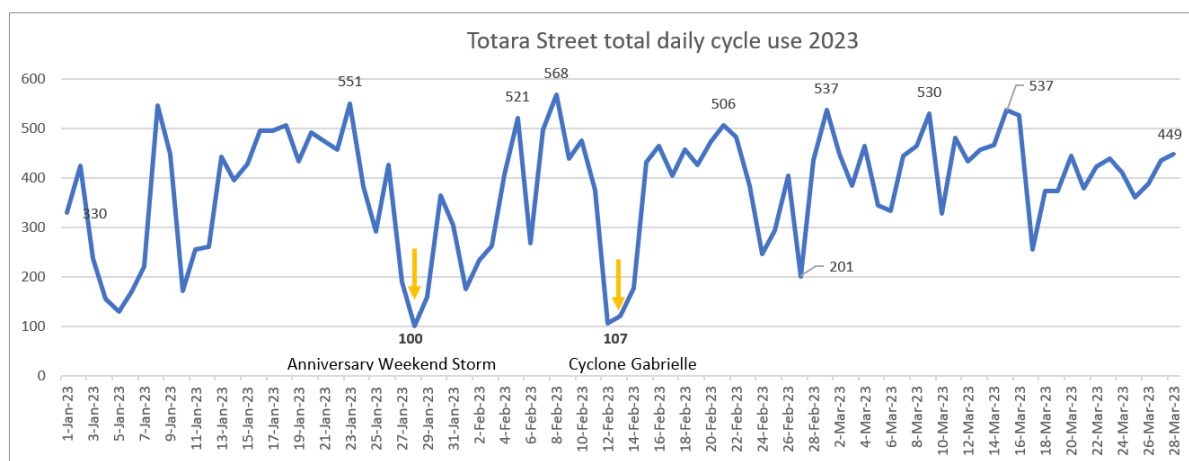
21. New Zealand's Road Safety Strategy, Road to Zero which has a vision for New Zealand where no-one is killed or seriously injured in road crashes by 2050. The Road to Zero strategy builds on, and is guided by, the Safe System approach.
22. Tauranga's Accessible Streets programme focuses on developing a safe, accessible, and connected network for active modes, improve road safety, increase active mode use and provide greater transport choice.

TOTARA STREET USAGE

23. Cycle counts are undertaken using automated inductive permanent in ground loops that count both on road and off road cycle use. The inductive loops transmit data to a data warehouse that enables analysis of trends and compare bike trips over consecutive months, seasons, weeks or years, on a day or in hours. The pedestrian counts utilise an infrared sensor that enables the same analysis as that of the cycle counts. This data has been utilised for the analysis outlined below.
24. Since 2020, there was small decline in on road cycle use from a daily average of 277 in 2020 to 256 in 2021 and 265 in 2022. 2023 shows the average cycle use of both on road and shared path cycle use. These trends are outlined in the Figure 1 below:



25. Data was analysed for cycle use between 1 January 2023 and 31 March 2023. This is compared with the same period in 2022 and are as follows:
- A total of 34,191 cycle trips or daily average of 380 were recorded on Totara Street. This represents an increase of 50.3%.
 - With finer weather in March, total daily on road and shared path cycle use 426 up by 78.6%. Daily weekday averages are 434, up by 84.5%. Figure 2 shows daily trends.



- There are 182 daily average shared path users (24 pedestrians and 158 cycles). Average daily use of people riding on road is lower at 221 compared to 265 in 2022.
- The weekday morning peak (6-9am) averaged 94 daily cycle trips, an increase of 65.4%. Of these 94 daily morning peak trips 20% (18) cyclists are on road.
- Since the signals were operational, the weekday morning peak increased to an average of 117 of which 17 (15%) were on road.

- (f) The weekday afternoon peak (3-6pm) averaged 87 daily cycle trips an increase of 53%. Of these afternoon trips an average of 19% (17) were on road.
- (g) Since the signals were operational, weekday afternoon peak averaged 101 of which 18 (18%) were on road.
- (h) Weekend cycle trips were 368 up by 41.8%. In March these increased to an average of 403 up by 62.5% with on road cycle use averaging 228 up by 8%.
- (i) The peak day use was Wednesday the 8th of February with 568 cycle trips, an increase of 65.1% compared to peak use in the same period in 2022.

FINANCIAL CONSIDERATIONS

- 26. The return on investment is linked to the KPI's. The expected ROI was 1.7 to 2.3. The is based on the expected number of daily cycle trips of 851 in 2031 and 961 by 2043 as modelled in the economic evaluation. This includes the reduction by 40% in death and injury crashes within 5 years of implementation.
- 27. If the current cycle use trend continues, then we would achieve 40% of the 2031 target within the 1st year of operation.

LEGAL IMPLICATIONS / RISKS

- 28. Not applicable

CONSULTATION / ENGAGEMENT

- 29. Not applicable

SIGNIFICANCE

- 30. 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.
- 31. 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.
- 32. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of low significance.
- 33. The matter is considered low significance as this report covers an update on Totara Street use.

ENGAGEMENT

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

NEXT STEPS

- 35. That a further evaluation takes place six months following completion of the project and reported to Council.

ATTACHMENTS

Nil

11.5 Water Supply Fluoridation Funding

File Number: A14613835

Author: Bryan Everitt, Team Leader: Engineer Services

Authoriser: Nic Johansson, General Manager: Infrastructure

PURPOSE OF THE REPORT

1. The purpose of this report is to seek Council approval for unbudgeted capital expenditure of \$2,600,000 next financial year to front fund the implementation of fluoride project work until such time as Council receives funding payments from Ministry of Health.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Water Supply Fluoridation Funding".
- (b) Approves a budget of \$2,600,000 in the 2024 Annual Plan to front fund the implementation of fluoridation (on the understanding that Ministry of Health will ultimately cover this budget upon project completion).

EXECUTIVE SUMMARY

2. Ministry of Health have issued Tauranga City Council a directive to fluoridate its water supply by 31 July 2024. It is a statutory requirement for Council to comply with the directive. The Ministry of Health have also agreed in principle to fund the project, but this is subject to a funding agreement that Ministry of Health will only enter into once final quotations are submitted. Tauranga City Council will require a budget to front fund the project until a formal agreement is entered into and payments from the Ministry of Health are received.

BACKGROUND

3. In July 2022 the Director General of Health issued a directive to Tauranga City Council to fluoridate its water supplies by 31 July 2024. This directive is a statutory requirement that Council is required to comply with. The Director General of Health also advised that Ministry of Health is making capital works funding available for local authorities that have been issued a directive to fluoridate, although details of the deal were lacking at the time.
4. Council staff are proceeding with the implementation of fluoridation as directed, and consultants have prepared a concept design.
5. A funding application for \$2,950,000, together with a concept design was submitted to Ministry of Health in November 2022. The total funding application is made up of a fluoridation implementation sub-project for each water treatment plant as follows:-

Oropi WTP	\$1,160,000
Joyce Road WTP	\$1,060,000
Waiari WTP	\$730,000

6. In February 2023 Ministry of Health approved the funding application in principle subject to detailed design (in accordance with the concept design) and final quotations. They provided a copy of the proposed funding agreement, which they advised will be finalized on receipt of a final quotation. It is apparent from the draft agreement supplied by Ministry of Health that funding for the project will not be upfront, so Council will have an unbudgeted cashflow /

bridging finance position to cover until such time as Council recovers its costs through the Ministry of Health funding agreement.

7. A detailed design and tender process will need to be completed to arrive at final quotations to progress Ministry of Health funding agreement requirements. The Chief Executive under delegated authority has approved unbudgeted expenditure of \$320,000 to proceed with the detailed design.
8. Details of the cost recovery payment schedule will be agreed with Ministry of Health once final quotations are presented.
9. No budget is available next financial year to front fund any cashflow shortfall during the construction phase, as it was anticipated that the government would front fund the project, similar to the three waters stimulus projects.

STRATEGIC / STATUTORY CONTEXT

10. Council has been directed to implement fluoridation, under Section 116E of the Health Act 1956.
11. Under section 116I of the Health Act Council must comply with the direction to fluoridate its water supply and take all practicable steps to ensure that the specified level of fluoride is present in the water immediately before it is available for consumption.
12. Failure to do so is an offense liable on conviction to a fine not exceeding \$200,000, and if it is a continuing offense to a further fine of \$10,000 per day during which the offence continues. (Section 116J of Health Act).

OPTIONS ANALYSIS

Nil

FINANCIAL CONSIDERATIONS

13. It is estimated that the total project cost will be \$2,950,000 (all figures in this report are exclusive of GST).
14. Milestone payments in the funding agreement are still to be agreed, but a cashflow forecast estimates that the maximum unfunded cashflow could peak at approximately \$2,600,000. Actual figure could be less than this subject to the milestone payments negotiated and agreed.

An estimate of the project cashflow, and financial implications are presented below. Council staff will include a claim for interest costs to be considered in the final funding agreement negotiations.

	Total	22/23 Q3	22/23 Q4	23/24 Q1	23/24 Q2	23/24 Q3	23/24 Q4	24/25 Q1
Estimated Project cashflow	\$ 2,950,000	\$ 54,000	\$ 170,000	\$ 191,000	\$ 259,000	\$ 1,059,000	\$ 1,114,000	\$ 103,000
Estimated Funding payments	\$ 2,950,000	\$ -	\$ -	\$ -	\$ 340,000	\$ -	\$ -	\$ 2,610,000
Quarterly TCC project funding		\$ 54,000	\$ 170,000	\$ 191,000	\$ 81,000	\$ 1,059,000	\$ 1,114,000	\$ 2,507,000
Cumulative TCC project funding		\$ 54,000	\$ 224,000	\$ 415,000	\$ 334,000	\$ 1,393,000	\$ 2,507,000	\$ -
Interest on funding calculation	\$ 70,826	\$ 776	\$ 3,220	\$ 5,966	\$ 4,801	\$ 20,024	\$ 36,038	\$ -
Interest rate	5.75%							

LEGAL IMPLICATIONS / RISKS

15. The Ministry of Health draft funding agreement has been reviewed by the Council's legal team without significant concerns raised. The payment schedule included in the legal agreement will be based on progress milestones that are yet to be identified, negotiated and agreed.

CONSULTATION / ENGAGEMENT

16. Under Section 116H of the Health Act Council is not required to consult on any matter related to the direction or invitation to fluoridate.

SIGNIFICANCE

17. 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.
18. 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.
19. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the issue of fluoridation is of high significance, however Council have been provided a directive to fluoridate, and have an agreement in principle from Ministry of Health to fund the necessary capital works.
20. The budget decision recommended in this report considered of low significance.

ENGAGEMENT

21. 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

22. Nil

ATTACHMENTS

Nil

11.6 Project budget changes: Hastings Road Upgrade and Wairakei Stream Papamoa East/Emerald Shores Crossing

File Number: A14608762

Author: Paul Young, Programme Manager: Safety

Authoriser: Nic Johansson, General Manager: Infrastructure

PURPOSE OF THE REPORT

1. This report aims to seek approval for budget changes to two projects: Hastings Road Upgrade and Wairakei Stream Papamoa East/Emerald Shores Crossing.

RECOMMENDATIONS

That the Council:

- (a) Approves the additional unbudgeted funds for the two listed projects:
 - (i) Hastings Road Upgrade: Approves the additional funds required to build the retaining walls to the required building consent design standard.
 - (ii) Wairakei Stream Papamoa East/ Emerald Shores Crossing: Approves the additional funds required to finalise payment of Bluehaven Holdings Ltd. Outstanding invoice for the works already completed for this project.

EXECUTIVE SUMMARY

2. Hastings Road Upgrade:
 - (a) Seek approval for Tauranga City Council Commissioners to approve an additional unbudgeted expenditure of \$245,000 to enable the Hastings Road Upgrade project to commence on-site physical construction works. The additional funds will allow for meeting the design requirements of the standards under the building consent requirements to build the three significant retaining walls. The additional \$245,000 for this project is the second lot of extra funds requested within this financial year. The first request was for \$493,431, which was asked in September 2022, totalling additional funds seeking approval of \$738,431 (We will expand on the first request within the background of this submission).
3. Wairakei Stream Papamoa East/Emerald Shores Crossing:
 - (a) Seek approval for Tauranga City Council to approve \$527,500 (Ex GST) to be allocated from unbudgeted expenditure FY2022/23 to reimburse Bluehaven Holdings Ltd for the cost associated with the installation of road/stormwater culvert infrastructure to service the Papamoa Special Housing Area (PSHA).

BACKGROUND

4. Hastings Road Upgrade:
 - (a) Original (September 2022) request for additional funds background information: Stage two of this project involves widening Hastings Road from 5m to 6m, upgrading a water main and installing a new footpath. The road's topography means significant retaining will be required to achieve this. The project is expected to open up a substantial amount of land for further development. The project is, therefore, primarily funded by developer contributions. The project has been on hold since December 2021 after underground powerline work planned to be undertaken by a developer was delayed due to their Powerco-approved design expired. The developer has since reapplied and

gained approval for the design (which caused a delay of eight months). The TCC's road upgrade designs relied on the powerline being undergrounded before the widening to ensure minimum clearances were not compromised. No economical solution was found to complete the upgrade without the undergrounding first taking place. The delay in reapplying for Powerco approval meant the existing budget was no longer relevant, and the additional \$494,431 was requested & approved in September 2022.

- (b) Current (April 2023) request for further additional funds background information: While reviewing the retaining wall design as part of the TCC building consent approval process, it was calculated that the steel poles and footing sizes were deemed to be too light. As a result, both needed to be upgraded to larger footings & more significant gaged steel posts. The design plans got adjusted to suit the requirements of the building standard, and the preferred tenderer was asked to reprice based on the new design. The revised price for the new design has come in at \$180k high than the original tender. The new tender quote was reviewed and challenged. The new higher price could clearly be justified based on the extra concrete, steel, galvanising, auger spoils and labour being the most significant cost increases. A smaller contingency budget has been agreed on to minimise the additional overall fund's requirement, leaving the total of extra funds required to be \$245,000.

5. Wairakei Stream Papamoa East/Emerald Shores Crossing:

- (a) On 1st May 2019, Tauranga City Council signed a formal agreement with Bluehaven Holdings Ltd to reimburse them for reasonable cost of constructing the Emerald Shores road/stormwater culvert. The estimated cost at the time the agreement was signed was \$2,296,800 (Ex GST). The proposed work has now been completed, and this culvert/road crossing asset will be jointly owned and managed by the Transportation & Three Waters teams.
- (b) \$1,972,500 (Ex GST) was allocated in the LTP budget, and Bluehaven Holdings Ltd was reimbursed with this amount on 29th Mar 2023.
- (c) In June 2022, the transport team was advised that the final cost would be approximately \$2.5m. At the time, the transport team had an acting director, and unfortunately, the required action to increase the budget did not occur.
- (d) The inaction has resulted in a shortfall of \$581,899.08 (Ex GST). Transport advises that this shortfall can be funded from Capex budgets which have under expenditure, and are requesting approval to progress this option, to reimburse the outstanding balance for this work to Bluehaven Holds Ltd. The original Invoice total from Bluehaven Holding Ltd. is \$2,554,399.08 (Ex GST).

STRATEGIC / STATUTORY CONTEXT

6. Hastings Road Upgrade:

- (a) The benefits of funding the additional sums of money required to move this project forward will enable the realisation of the street access to the land beyond for further housing development in the area. There are developer contributions toward this project, and commitments have been agreed upon with the developer.
- (b) The trees on the hillside above where the retaining walls will be built have already been cut down. The absence of trees on the hillside leaves the hillside vulnerable to becoming unstable and prone to the hillside slips. This is a risk that TCC will only be able to address by constructing the retaining wall within this project scope.
- (c) Approval of this request will expedite the delivery of the project and realise the scope/outcome of the project by delivering a better road and access experience for the current and future residents of Hasting Road.

7. Wairakei Stream Papamoa East/Emerald Shores Crossing:

- (a) Tauranga City Council are obligated to reimburse the outstanding invoice balance for this work; otherwise, TCC would face legal action by Bluehaven Holdings Ltd.

OPTIONS ANALYSIS8. Hastings Road Upgrade:

- (a) Going back through the tender procurement process was considered. This process would cause even further delays to a project that has already been troubled by several lengthy delays and would affect the project's critical delivery path. Given the market's current position, the results are unlikely to achieve a different outcome. We recommend accepting the current offer on the table instead of potentially needing to pay even more if we further delay the commencement of this project.

9. Wairakei Stream Papamoa East/Emerald Shores Crossing:

- (a) Nil Options

FINANCIAL CONSIDERATIONS10. Hastings Road Upgrade:

- (a) Project Funding history & amount requested as part of this proposal (Excl GST):

<u>Funding Description</u>	<u>Project Budget or additional funds requested</u>	<u>Date addition funding requested</u>
Original Project Budget	\$1,395,905	
1 st Project additional fund request & amount (approved)	\$494,431(seeking approval)	September 2022 (approved)
Current approved budget Total	\$1,890,336	
2 nd Project additional fund request & amount	\$245,000 (seeking approval)	April 2023 (Request for approval)
Proposed project total Budget/funds	\$2,135,336	

- (b) Considering that the 1st additional fund request was during this current financial FY2022/23, these two additional fund requests need to be summed together as part of this proposal. **The total amount requiring approval is \$494,431 + \$245,000 = \$739,431**
- (c) The Director of Transport will approve any variations, and the contract will be managed to utilise incremental milestones methodology to track deliverables, programme & cost.

11. Wairakei Stream Papamoa East/Emerald Shores Crossing:

- (a) Project funding history & amount requested as part of this proposal (Excl GST):

<u>Funding Description</u>	<u>Project Budget or additional funds requested</u>	<u>Comment</u>
Original Project Budget	\$1,972,500	Made up of two amounts \$1.2m & \$772.5k
Bluehaven Holdings Invoice total \$ amount	\$2,554,399.08	Date of Invoice 19 th Dec 2022, the due date for payment 20 th Feb 2023
Funds being requested / shortfall to pay Invoice	\$581,899.08	Amount seeking approval for

- (b) The request for \$581,899.08 is to enable the payment of an outstanding tax invoice that Tauranga City Council have a legal obligation to pay for works that have already been completed.
- (c) Approval for the required funds towards this project should have been applied for prior but was not in error.

LEGAL IMPLICATIONS / RISKS

12. Hastings Road Upgrade:

- (a) Complete the execution of the contract process with the preferred building contractor to enable the purchasing of materials required for the project.
- (b) Unsure if there is any legal risk with the agreement in place with the developer.
- (c) With the tree removal already completed, this may cause instability in the hillside. A future earth slip of the hillside may cause a legal implication/risk for TCC's delayed action in commencing the retaining wall work to sure up the hillside.

13. Wairakei Stream Papamoa East/Emerald Shores Crossing:

- (a) Not finalising the payment of the outstanding invoice from Bluehaven Holdings Ltd may cause legal action to be taken by Bluehaven Holdings Ltd to recover the outstanding money from TCC.

CONSULTATION / ENGAGEMENT

14. Hastings Road Upgrade:

- (a) Consultation on this project was undertaken during the earlier stages, and there was no community objection. The local community are looking forward to the project outcomes. Zest Consulting handled community consultation and engagement.
- (b) A final letter delivery to the local residents will be delivered before on-site physical construction starts, which will be handled via Zest Consulting.

15. Wairakei Stream Papamoa East/Emerald Shores Crossing:

- (a) All work on this project has been completed, and no additional consultation or engagement is required with this project.

SIGNIFICANCE

- 16. 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.
- 17. 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.
- 18. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of low significance.

ENGAGEMENT

19. 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

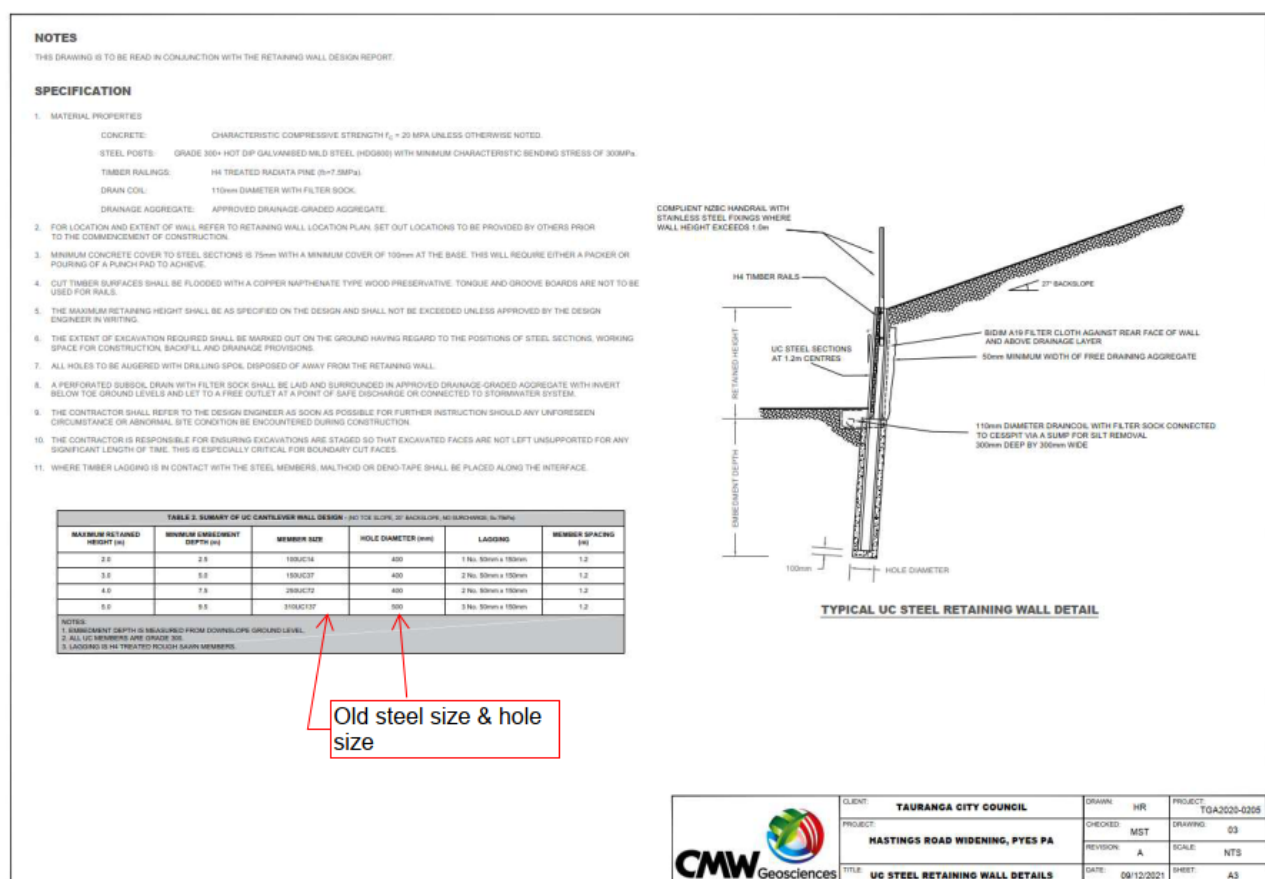
20. Hastings Road Upgrade:
- Negotiate with the Builder to finalise contracts and then engage in on-site physical works, noting that this project has already approved building consent for the required outcomes.
21. Wairakei Stream Papamoa East/Emerald Shores Crossing:
- Treasury & Financial Compliance will arrange the additional loan drawn down. Once the money is available, the purchase order will be amended to enable the balance of the invoice to be paid to Bluehaven Holdings Ltd.

ATTACHMENTS

Nil

Hastings Road Upgrade:

Old wall Design



NOTES

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RETAINING WALL DESIGN REPORT

SPECIFICATION

- | | | |
|--|--|------|
| 1. MATERIAL PROPERTIES | | 1.1m |
| CONCRETE: | CHARACTERISTIC COMPRESSIVE STRENGTH f_{ck} = 20 MPa UNLESS OTHERWISE NOTED. | |
| STEEL POSTS: | GRADE 300+ HOT DP GALVANISED MILD STEEL, WITH MINIMUM CHARACTERISTIC BENDING STRESS OF 320MPa. | |
| TIMBER RAILINGS: | H1 TREATED RADICATA PINE. | |
| DRAIN CORK: | 110mm DIAMETER WITH FILTER SOCK. | |
| DRAINAGE AGGREGATE: | APPROVED DRAINAGE-GRADED AGGREGATE. | |
| 2. FOR LOCATION AND EXTENT OF STEEL WALL REFER TO RETAINING WALL LOCATION PLAN, SET OUT LOCATIONS TO BE PROVIDED BY OTHERS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. | | |
| 3. MINIMUM CONCRETE COVER TO STEEL SECTIONS @ 75mm WITH A MINIMUM COVER OF 100mm AT THE BASE, THIS WILL REQUIRE EITHER A PUNCH OR POURING OF A PUNCH PAD TO ACHIEVE. | | |
| 4. CUT TIMBER SURFACES SHALL BE FLOODED WITH A COPPER NAPHTHENATE TYPE WOOD PRESERVATIVE. TONGUE AND GROOVE BOARDS ARE NOT TO BE USED FOR RAILS. | | |
| 5. THE MAXIMUM RETAINING HEIGHT SHALL AS BE SPECIFIED ON THE DESIGN AND SHALL NOT BE EXCEEDED UNLESS APPROVED BY THE DESIGN ENGINEER IN WRITING. | | |
| 6. THE EXTENT OF EAVING REQUIRED SHALL BE MARKED OUT ON THE GROUND HAVING REGARD TO THE POSITIONS OF STEEL SECTIONS, WORKING SPACE FOR CONSTRUCTION, BACKFILL AND DRAINAGE PROVISIONS. | | |
| 7. ALL HOLES TO BE AUGURED WITH DRILLING SPOOL, DEPOSED OF AWAY FROM THE RETAINING WALL. | | |
| 8. A PERFORATED SUBSOIL DRAIN WITH FILTER SOCK SHALL BE LAID AND SURROUNDED IN APPROVED DRAINAGE-GRADED AGGREGATE PER DRAINAGE DETAIL 01. | | |
| 9. THE CONTRACTOR SHALL REFER TO THE DESIGN ENGINEER AS SOON AS POSSIBLE FOR FURTHER INSTRUCTION FOR ANY UNFORESEEN CIRCUMSTANCE OR ABNORMAL SITE CONDITION BE ENCOUNTERED DURING CONSTRUCTION. | | |
| 10. THE CONTRACTOR IS RESPONSIBLE FOR ENDURING EXCAVATIONS ARE STAGED SO THAT EXCAVATED FACES ARE NOT LEFT UNSUPPORTED FOR ANY SIGNIFICANT LENGTH OF TIME, RECOMMENDED CONSTRUCTION SEQUENCING @ SPECIFIED IN DESIGN REPORT. | | |
| 11. WHERE "TIMBER LAGGING IS IN CONTACT WITH THE STEEL MEMBERS, DENO-TAPE SHALL BE PLACED ALONG THE INTERFACE, | | |

TABLE 3A. SUMMARY OF 10' CANTH OVERWALL PERIMETER - 40,700 GROSS SQ. FEET OFF NO. 6 BARGEWAY & MID-
BAY

MAXIMUM RETAINED HEIGHT (ft)	MINIMUM EMBEDMENT DEPTH (ft)	MEMBER SIZE	MINIMUM HOLE DIAMETER (in)	MEMBER SPACING (in)
2.0	2.0	16M22G3	800	1.2
3.0	4.0	20M26G4	800	1.2
4.0	6.2	31M32G6	800	1.2
5.0	8.2	39M36G8	800	1.2

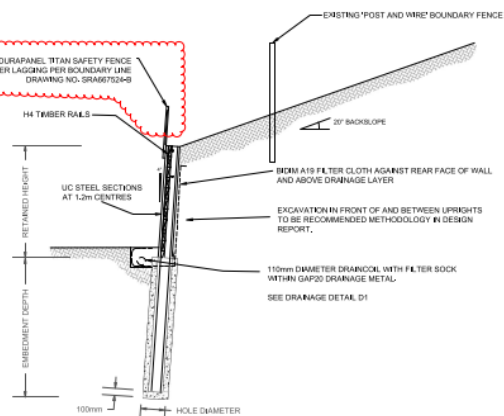
NOTES:
 1. EMBEDMENT DEPTH IS MEASURED FROM DOWNLOAG GROUND LEVEL.
 2. ALL UC MEMBERS ARE GRADE 50S.
 3. ALL UCs ARE 16' LONG. 16' IS THE MINIMUM LENGTH FOR ALL GRADES AND SPACING.

NOTES:
1. EMBEDMENT DEPTH IS MEASURED FROM DOWNSLOPE GROUND LEVEL.
2. ALL UC MEMBERS ARE GRADE 300.
3. LAGGING IS H4 TREATED ROUGH SAWN MEMBERS 150X.

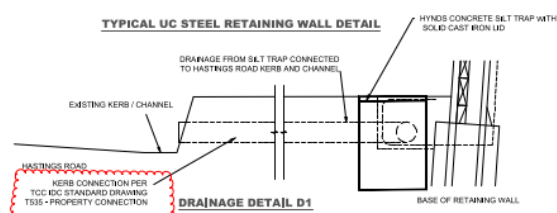
TABLE 28 • TYPE 1 RETAINING WALL LAGGING SCHEDULE

DEPTH FROM TOP OF WALL (in)	SOE TIMBER RAIL LAGGING
0 - 1.25	1 No., 50mm x 150mm
1.25 - 2.50	2 No., 50mm x 150mm
2.50 - 3.75	3 No., 50mm x 150mm
3.75 - 5.00	4 No., 50mm x 150mm

steel size increase &
hold size increase



TYPICAL UC STEEL RETAINING WALL DETAIL



CLIENT:	TAURANGA CITY COUNCIL	DRAWN:	JS	PROJECT:	PGA2021-0205
PROJECT:	HASTINGS ROAD WIDENING, PYES PA	CHECKED:	MST	DRAWING:	04
		REVISION:	B	SCALE:	NTS
TITLE:	UC STEEL RETAINING WALL DETAILS	DATE:	28/05/2022	SHEET:	A3

11.7 Increase of 2022/23 Borrowing Resolution

File Number: A14630716

Author: Sheree Covell, Treasury & Financial Compliance Manager
Kathryn Sharplin, Manager: Finance

Authoriser: Paul Davidson, Chief Financial Officer

PURPOSE OF THE REPORT

1. The purpose of this report is to request approval to increase the borrowing limit for the 2022/23 financial year.

RECOMMENDATIONS

That the Council:

- a) Receives the report "Increase of 2022/23 Borrowing Resolution ".
- b) Approves a \$55m increase to the 2022/23 borrowing limit from \$198.5 million to \$253.5 million.
- c) Notes that the closing debt position is now forecast to be \$69.5m above the annual plan budget at \$972.5m, which will affect the debt to revenue ratio by 16%.

EXECUTIVE SUMMARY

2. An increase to the previously approved 2022/23 borrowing programme is required to fund the remainder of capital expenditure in the 2022/23 financial year. This is the result of delays in significant property disposals and capital grant funding. This higher debt is expected to be temporary as the majority of unrealised asset sales are expected in the 2023/24 financial year.
3. As a result of a previous increase for property acquisitions and the delayed disposals, debt by year end is expected to be \$69.5m above the \$903m gross debt in the 2022/23 Annual Plan. This will result in additional financing costs which were budgeted at \$31.2m. This will be partially mitigated by utilising the interest rate contingency reserve set aside at the end of the 2021/22 financial year.

BACKGROUND

4. Approval to borrow \$184m was given on 25 July 2022 in conjunction with the adoption of the 2022/23 Annual Plan ("The Plan). The \$184m reflected the debt required to deliver the capital programme as set in The Plan.
5. The total gross debt in the plan was budgeted at \$903m.
6. An additional \$14.5m of borrowing was approved via confidential council report on 12 December 2022 associated with strategic land purchases.
7. The Plan included significant property disposals of which \$40m has not yet settled.
8. Delays in receiving grant funding from CIP and Waka Kotahi for significant capital projects have put further pressure on monthly cashflows.
9. In order to pay for the ongoing capital programme an additional \$55m will need to be borrowed to offset the delayed timing of capital receipts.
10. The existing and requested borrowing programme is summarised below.

	Borrowing required	Total gross debt
Approved borrowing programme for 2022/23 Annual Plan	\$184.0m	\$903.0m
Additional borrowing approved 12 December 2022	\$14.5m	\$917.5m
Revised borrowing programme at December 2022	\$198.5m	\$917.5m
Further borrowing requirements not covered in current programme:		
Delayed capital receipts	\$55.0m	\$972.5m
Recommended revised borrowing programme	\$253.5m	\$972.5m

11. The additional \$55m of borrowing will result in carrying a higher than budgeted debt balance at the end of the 2022/23 financial year. This will impact the debt to revenue ratio by 16%. It is expected this will be temporary as property settlements are realised.

STRATEGIC / STATUTORY CONTEXT

12. Council's gross borrowing was forecast to reach \$903m by June 2023 as per the 2022/23 Annual Plan. The borrowing programme allows TCC to fund the delivery of the budgeted capital programme and enables the delivery of community outcomes.
13. The recommended increase to the borrowing programme will result in a projected gross debt amount of \$972.5m by June 2023.

OPTIONS ANALYSIS

14. Option 1: **Approve the recommended \$55m increase to the borrowing programme**

The consequences of this option are increased finance costs for the 2022/23 financial year and temporarily higher debt balances at year end due to the timing of capital receipts.

15. Option 2: **Do not approve the recommended \$55m increase to the borrowing programme**

The consequence of this option would mean deferral of capital spend.

FINANCIAL CONSIDERATIONS

16. The accelerated borrowing will result in unbudgeted debt servicing costs in the 2022/23 financial year of approximately \$500k. This will be partially mitigated by utilising the interest rate contingency reserve set aside at the end of the 2021/22 financial year.

LEGAL IMPLICATIONS / RISKS

17. The Local Government Act 2002 provides the authority to borrow in Section 12. Borrowing falls within the "full rights, powers and privileges" that a local authority has to undertake any activity, do any act or enter into any transaction for the purpose of performing its role. The Treasury Policy also requires the approval of all borrowing by Council resolution.

SIGNIFICANCE

18. These borrowing programme matters are of medium significance and short term only. This is because the delayed timing of capital inflows require action for temporary cashflow management actions. These actions are a result of prior decision making and allow the execution of capital expenditure which underwent public consultation via the Annual Plan or appropriate formal approval processes via Council. All risk management activities are undertaken in accordance with the Treasury Policy.

ENGAGEMENT

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

NEXT STEPS

20. Implementation of the increased borrowing programme.

ATTACHMENTS

Nil

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 3 April 2023	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
13.2 - Variation to contract and direct appointment contract TC64/21 Accessible Streets	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 s7(2)(j) - The withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage	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 - Reinvestment of Elder Housing Sale Proceeds	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
13.4 - Chief Executive Appointment	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)(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

14 CLOSING KARAKIA