



MINUTES

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

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
	7.1 Minutes of the Council meeting held on 19 June 2023	3
8	Declaration of conflicts of interest	4
9	Deputations, presentations, petitions	4
	Nil	
10	Recommendations from other committees	4
	Nil	
11	Business	4
	11.1 Council-Controlled Organisation Board Remuneration Review, June 2023	4
	11.2 Traffic & Parking Bylaw Amendment No.45.....	5
	11.3 Transport System Plan Transport System Operating Framework (TSOF)v2 Endorsement.....	6
12	Discussion of late items	8
13	Public excluded session	8
	13.1 Public Excluded Minutes of the Council meeting held on 19 June 2023	9
	13.2 Appointment of Additional Urban Design Panel Members	9
	13.3 Progression of the Dam 5 and Wetland 5 stormwater project	9
	13.4 Construction of Car Parks 160-176 Devonport Road.....	10
14	Closing karakia	10

**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 JULY 2023 AT 9.30AM**

PRESENT: Commission Chair Anne Tolley, Commissioner Shadrach Rolleston (via Zoom), Commissioner Stephen Selwood, Commissioner Bill Wasley

IN ATTENDANCE: Marty Grenfell (Chief Executive), Paul Davidson (Chief Financial Officer), Manager: Strategy, Growth & Governance), Christine Jones (General Manager, Strategy, Growth and Governance), Anne Blakeway (Manager: City Partnerships), Brendan Bisley (Director of Transport), Coral Hair (Manager: Democracy & Governance Services), Anahera Dinsdale (Governance Advisor), Janie Storey (Governance Advisor)

1 OPENING KARAKIA

Anahera Dinsdale opened the meeting with a karakia.

2 APOLOGIES

Nil

3 PUBLIC FORUM

Nil

4 ACCEPTANCE OF LATE ITEMS

Nil

5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

6 CHANGE TO THE ORDER OF BUSINESS

Nil

7 CONFIRMATION OF MINUTES

7.1 Minutes of the Council meeting held on 19 June 2023

RESOLUTION CO11/23/1

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the minutes of the Council meeting held on 19 June 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

Nil

11 BUSINESS

11.1 Council-Controlled Organisation Board Remuneration Review, June 2023

Staff Anne Blakeway, Manager: City Partnerships

Key points

- Anne Blakeway noted that she had an interest in this item as her husband was a Member of the Tourism Bay of Plenty Board.
- Figures in recommendations (f), (g) and (h) were incorrect and had been amended in the resolution.

In response to questions

- The methodology used for the schedule was the same framework that had been used in the past.
- The remuneration was reviewed every three years in line with the Long Term Plan cycle.
- No remuneration was allocated to the Te Manawataki o Te Papa Charitable Trustees.

RESOLUTION CO11/23/2

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Council-Controlled Organisation Board Remuneration Review, June 2023".
- (b) Agrees to increase the remuneration for trustees of the Tauranga Art Gallery, with the new base fee set at \$7,500 per annum.
- (c) Agrees to increase the remuneration for the Tauranga Art Gallery Trust Chair to \$15,000 per annum.
- (d) Agrees to increase the remuneration for the Tauranga Art Gallery Trust Deputy Chair to \$9,375 per annum.
- (e) Agrees to increase the funding grant for Tauranga Art Gallery by \$25,625 from the 2023-24 financial year onwards, to be funded through the existing City Partnerships council-controlled organisation budget (effective from 1 July 2023). Going forwards, this increase will be included in the Long-term Plan 2024-2034.
- (f) Agrees to increase the remuneration for trustees of Tourism Bay of Plenty, with the new base fee set at \$13,500 per annum.
- (g) Agrees to increase the remuneration for the Tourism Bay of Plenty Chair to \$27,000 per annum.

- (h) Agrees to increase the remuneration for the Tourism Bay of Plenty Deputy Chair to \$16,875 per annum.
- (i) Noting that Western Bay of Plenty District Council have agreed that \$10,000 of the increased total cost of trustee remuneration of \$10,875 will be funded out of their opex budget and the remaining \$875 would come from Council's existing City Partnerships council-controlled organisation budget (effective from 1 July 2023). Going forwards, this increase will be included in the Long-term Plan 2024-2034.
- (j) Agrees to increase the remuneration for the directors of Bay Venues Limited, with the new base fee set at \$35,000 per annum.
- (k) Agrees to increase the remuneration for the Bay Venues Limited Chair to \$70,000 per annum.
- (l) Agrees to increase the remuneration for the Bay Venues Limited Deputy Chair to \$43,750 per annum.
- (m) Agrees that the increased total cost of director remuneration of \$14,500 will be funded out of Bay Venues Limited's operational budgets, to be included in the Long-term Plan 2024-2034.
- (n) Agrees that the remuneration for the directors of Te Manawataki o Te Papa Limited is currently, and remains set at, \$40,000 per annum.
- (o) Agrees that the remuneration for the Chair of Te Manawataki o Te Papa Limited is currently, and remains set at, \$80,000 per annum.

CARRIED

11.2 Traffic & Parking Bylaw Amendment No.45

Staff Nic Johansson, General Manager: Infrastructure Services
Brendon Bisley, Director of Transport

Key points

- The amendment related to changes to loading spaces, taxi stands and parking spaces due to construction.
- The restriction was only for the period of the construction and was then revoked at the end of the works.

In response to questions

- The area included three construction sites which were being built to the boundary of their sites.
- Staff prioritised which corridors could take a parking reduction and which must stay open.
- Goods vehicles coming into the sites needed somewhere to pull up and a spot was required for the crane to be located.
- Robust conversations had been held with the development site managers to get the best compromise between all of the sites. Their building plans had been structured around the use of the carparks.
- The task force set up to co-ordinate the developments for the city centre were linked in with these proposals.
- Full payment of the per day rate was received for each carpark being used for the duration of the time.
- Completion dates had been provided with corridor access requests for each of the site applications which could be added to the amendments to the Traffic and Parking Bylaw.

Discussion points raised

- The inclusion of maps was requested in future reports of this nature.
- Members considered that as these were valuable parking spaces within the City Centre, a completion date needed to be added.

RESOLUTION CO11/23/3

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Traffic & Parking Bylaw Amendment No.45".
- (b) Adopts the proposed amendments to the Traffic and Parking Bylaw (2012) Attachments as per Appendix A, relating to minor changes for general safety, operational or amenity purposes, to become effective on or after 4 July 2023 subject to appropriate signs and road markings being implemented.
- (c) Adds a maximum date for the changes to loading spaces, taxi stands and parking spaces in the amendments to the Traffic and Parking Bylaw.

CARRIED

11.3 Transport System Plan Transport System Operating Framework (TSOF)v2 Endorsement

Staff Nic Johansson, General Manager: Infrastructure Services
Brendan Bisley, Director of Transport

External Shaun Jones – Programme Manager Transport Systems Plan

Refer to the presentation as included in the agenda.

Key points

- The programme started with the Urban Form and Transport Initiative (UFTI), which was the future state of city growth areas, connected centres concepts and transport. Under that sat the transport system operating framework (TSOF) that would deliver on the outcomes of UFTI.
- The transport model that underpinned that outlined what the level of service was today, the desired level of service of all modes into the future and created a gap analysis to generate the projects needed to implement and meet the future state.
- The timing was critical with the development of the Long Term Plan (LTP) and also the development of the new Regional Land Transport Plan (RLTP) which was to be locked in by March 2024.
- This was an update of the Transport System Plan (TSP) which had been provided two years ago.
- Our Journey was the tag line and purpose statements and key messages included connecting with sustainable, safe and smart journeys and was a collaborative approach with nine partners.
- Delivers on strategic outcomes with strategic alignment with SmartGrowth, UFTI and the TSP.
- The Governance of TSP included an Independent Chair, Dean Kimpton, and the tactical delivery of the outcomes with a governance group, partner management group and then the partners delivering on the infrastructure outcomes.
- Key pressures noted included the key policy changes, constraints enabling growth affecting land supply costs and housing affordability, affordability due to construction inflation, funding availability, scope changes and cost increases.
- Process included refreshed investment objectives, reviewed the programme so it was fit for purpose, refreshed modelling costs, mapping benefits and was packaged into the updated programme to be delivered in draft to each of the councils for use in their LTPs and to develop the regional plan. It would also be used by Waka Kotahi to develop their state highway improvement plan and vehicle kilometres travelled (VKT) reduction programme.
- Objectives included access, safety, sustainable urban growth, and emissions.
- It was a 30 year \$7.9B investment programme with 84 prioritised projects.

- The ten-year plan was \$2.8B, plus the public transport (PT) services investment programme and 13 committed projects of \$1.5B.
- The model brought in existing and future land use patterns and the programme consists of four key tables including committed projects, complementary projects, strategy, policy and studies and a proposed list of activities to be delivered and the list of plans to be collaborated with.
- Next steps included updating the TSP Executive Summary, endorsement from the governance group and combined councils' endorsements to feed into the funding process underway.

In response to questions

- Concern was raised as to what extent the priorities of the subregion were reflected strategically and whether the development of the western corridor (SH29) was included.
- While the process may be strong there did not seem to be alignment with the urban growth strategy which brought the prioritisation into question and it was queried whether sufficient weighting had been made of that change of direction, albeit on an informal basis, until it was embedded in the SmartGrowth Strategy.
- Mr Jones noted that the western corridor had been the subject of ongoing conversations and they were consistently testing for future proofing in an informal way, however the TSP was a tactical delivery partnership with signals taken from UFTI and SmartGrowth. When a formal decision was received from SmartGrowth around the western corridor it would be a priority and the TSP would be updated at that point. The same applied with the road pricing strategies and other initiatives in the process of being worked through. They were aware of them and looked at the implications from a risk perspective, but they could not be brought into the programme at this stage.
- The TSP was initiated by Tauranga City Council to fill the gap because of the government policy statement changes and the urgent need for a programme that met government requirements to get funding. Other partners came on board to make it a total network, including state highways. For Waka Kotahi this formed part of their national planning and funding programme, as these were inter-regional routes, however these networks also provided a local roading function. It was an ongoing journey and the points raised would be picked up and incorporated into the TSP.
- The timeline for the Council was that the draft LTP budgets needed to be completed by mid-August, with the LTP consultation document adopted to go to audit on 11 September 2023.
- In response to a query on whether public transport services required land to be purchased and whether infrastructure costs would be included with the delivery of the service, it was noted that the public transport business case was being worked through at present with early indications being that this would be more of a through service. The working group had considered each of the bus facilities individually and the assumptions around the form and function of each hub location were used as a basis for the cost estimate. Detailed information could be provided for the workshop.

Discussion points raised

- Appreciation was noted for the work done to date on the plan as it provided a good base for conversations that needed to happen and to be reassured that the modelling was taking into account everything in relation to Tauranga.
- Commissioners requested that the item lie on the table and a governance workshop be held with the other entities to test the thinking around the plan and shape it for endorsement.
- A series of queries were raised to be considered at the combined councils' workshop that would provide for high level questioning of the TSP process
 - what was actually delivered and what would become better and by how much, when taking into account all the four outcomes e.g. how much of the city would be opened up for housing, how much of a carbon reduction would be gained
 - to what extent does the modelling test the strategy e.g. to what extent does the transport investment shape the land use?
 - how does variable road pricing link to the travel demand management component of the TSP and demonstrate the outcomes?

- how does the investment in transport connect with the future development strategy?
- does the sustainable urban growth modelling provide sufficient priority rating for multi-modal and alternative forms of transport?
- The upcoming workshop was to include decisions on housing and investigations into the wider growth area, as these formed part of the context and overall picture. It also needed to show clarity around the western corridor and the intensification of the Te Papa peninsula to provide clear guidance in those areas.
- Clarity was required around the scope of the future pipeline of projects including the SH29 corridor upgrade with Waka Kotahi and whether that was for all of SH29A, or the component from The Lakes to Barks Corner, and ensuring that the business case work being undertaken was for all of that corridor.
- It was suggested that a joint submission be made to the RLTP rather than each council having a separate submission as this would provide influence sub regionally, regionally, and nationally.
- There was a need to line up the terminology of the TSP with the business cases so that everyone was clear on the subject matter.

RESOLUTION CO11/23/4

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report "Transport System Plan Transport System Operating Framework (TSOF)v2 Endorsement".
- (b) Lays the report on the table and an urgent workshop be held through the SmartGrowth Leadership Group, with an invitation to be extended to elected members of the Western Bay of Plenty District Council and Bay of Plenty Regional Council to attend.

CARRIED

12 DISCUSSION OF LATE ITEMS

Nil

13 PUBLIC EXCLUDED SESSION

Resolution to exclude the public

RESOLUTION CO11/23/5

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

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

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
<p>13.1 - Public Excluded Minutes of the Council meeting held on 19 June 2023</p>	<p>s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p> <p>s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(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>	<p>s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>
<p>13.2 - Appointment of Additional Urban Design Panel Members</p>	<p>s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p>	<p>s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>
<p>13.3 - Progression of the Dam 5 and Wetland 5 stormwater project</p>	<p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p>	<p>s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>

<p>13.4 - Construction of Car Parks 160-176 Devonport Road</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)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p>s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>
-----------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

CARRIED

14 CLOSING KARAKIA

Commissioner Shadrach Rolleston closed the meeting with a karakia.

The meeting closed at 11.35 am.

The minutes of this meeting were confirmed as a true and correct record at the Ordinary Council meeting held on 24 July 2023.

.....
CHAIRPERSON