



MINUTES

**Ordinary Council meeting
Monday, 4 September 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, 4 SEPTEMBER 2023 AT 9.30AM**

PRESENT: Commissioner Bill Wasley (Chairperson), Commissioner Shadrach Rolleston, Commissioner Stephen Selwood

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), Sarah Omundsen (General Manager: Regulatory and Compliance), Susan Braid (Financial Analyst), Frazer Smith (Manager: Strategic Finance & Growth), Ben Corbett (Team Leader: Growth Funding), Andy Mead (Manager: City Planning & Growth), Sarah Dove (Principal Strategic Transport Planner), Alistair Talbot, (Team Leader: Structure Planning & Strategic Transport), Brendan Bisley (Director of Transport), Ruth Cable (Manager, Project Outcomes), Nigel Holman (Project Manager), Chris Barton (Project Director), Ayy Greenway (Team Leader: Growth Research & Analytics), Alison Law (Manager: Spaces & Places), Ross Hudson (Manager: Strategic Planning and Partnerships, Spaces and Places), Anna Sommerville (Manager Network Safety and Sustainability), Karen Hay (Team Leader: Cycle Plan Implementation), Will Hyde, (Senior Transportation Engineer), Warren Budd (Team Leader: Transport Safety), Sarah Drummond (Governance Advisor), Janie Storey (Governance Advisor)

EXTERNAL: Richard Hearn and Erica Walker, Waka Kotahi

1 OPENING KARAKIA

Commissioner Shad Rolleston opened the meeting with a karakia.

1.1 Appointment of Chairperson for the meeting

RESOLUTION CO15/23/1

Moved: Commissioner Stephen Selwood
Seconded: Commissioner Shadrach Rolleston

That Commissioner Bill Wasley be appointed as Chairperson for the meeting.

CARRIED

1.2 Condolences – Rodney Nicholas

Commissioner Wasley noted that Rodney Nicholas had been a staff member for eight years as part of the Network Operations team. He had a great depth of knowledge on road surfacing and road marking. Rodney was never one to push himself forward, but if you ever had a conversation with him, it was well worth while for knowledge he brought to the role.

Condolences from the Council were passed on to Rodney's whanau, work colleagues and friends at this time.

2 APOLOGIES

2.1 Apologies

RESOLUTION CO15/23/2

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the apology of Commission Chair Anne Tolley be received.

CARRIED

3 PUBLIC FORUM

3.1 Emma Jones - Te Whatu Ora health report on impacts of air pollution in Mount Maunganui.

External Emma Jones

Key points

- Represents Clear the Air Mount Maunganui, a community group which was set up to unify voices within the Mount for the people that had been fighting for improvements to their air quality for decades and generations. The group had become a structure to lobby for improvement.
- The community had the worst air quality in the country as it was downwind from an industrial area with lots of vulnerable sites and bordered three schools that had thousands of children in them each day.
- The community had been waiting for years for the health report that had recently been released. It was an important research document with data around air pollution with clear conclusions about the levels of contaminants in the air and the risk to the community.
- As the activities take place on land in Tauranga, the group felt that there was a duty of care for Tauranga City Council to protect the community, to do what they could and to also lobby for more powers to protect one of their own communities.
- Ms Jones said that she attended today to make sure the report was on everyone's radar and that note was taken of the health risks assessment carried out by ESR, so when making decisions going forward, they would be informed by the report.
- The best case scenarios were noted in the report with regards to the dust, but lots of other contaminants like benzene carcinogenic elements were not being monitored.
- Ms Jones asked Commissioners if they had read the report and whether it would be used around spatial planning and other key decision making and whether it was intended that Council would discuss the findings with central government?
- The Resource Management Act allowed existing use rights which some of the factories had so they carried on the harmful activities. Ms Jones asked what levers the Council could use to work towards better air quality and not hide behind legislation as the government had done.
- The burden had been on the community for decades to prove and complain about the harm the area was causing and to lobby for change, but now the community wanted the burden shifted to the industries. Now that the impacts were known, the submitter asked Council to talk to these industries, do something about the impacts of their activities on the community and to hold them to account if they continued to carry on activities as they were at present. These industries needed to bear more of the burden.
- Ms Jones said that the group was coming from a place of concern and they worried about the children and tangata whenua who had been subjected to generations of harmful contaminants. Schools were without a buffer zone and the group wanted them and the community protected.

In response to questions

- The Health report would feed into the Mount Spatial Plan work and the Mount Industrial Planning Study which would be completed by the end of the year.
- No guarantees could be offered to the group at this time.

Discussion points raised

- Commissioner Wasley thanked the submitter and noted that there were a number of issues raised. He advised that the Commissioners would meet with and respond to the group in the near future outside of a Council meeting.

4 ACCEPTANCE OF LATE ITEMS**4.1 Acceptance of late item****RESOLUTION CO15/23/3**

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Shadrach Rolleston

That the Council:

Accepts the following late item for consideration at the meeting in the public excluded section:

- Appointment of Chief Executive

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 was required in regard to the 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 14 August 2023****RESOLUTION CO15/23/4**

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Shadrach Rolleston

That the minutes of the Council meeting held on 14 August 2023 be confirmed as a true and correct record.

CARRIED

It was noted that future presentations from the Toxic Agrichemicals Advisory Forum should be held as part of a staff report not in the public forum as had been the case at this meeting.

8 DECLARATION OF CONFLICTS OF INTEREST

Nil

9 DEPUTATIONS, PRESENTATIONS, PETITIONS

Nil

10 RECOMMENDATIONS FROM OTHER COMMITTEES

10.1 Tauranga Public Transport Joint Committee - Terms of Reference Amendment Report to Tauranga City Council

RESOLUTION CO15/23/5

Moved: Commissioner Stephen Selwood
Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "Tauranga Public Transport Joint Committee - Terms of Reference Amendment Report to Tauranga City Council".
- (b) Approves the amendment to the Tauranga Public Transport Joint Committee Terms of Reference, to allow for the appointment of a representative and alternate representative for Waka Kotahi NZ Transport, as a non-voting, external member of the Tauranga Public Transport Joint Committee.

CARRIED

11 BUSINESS

11.1 Annual Plan 2023-24 Revised Capital Budgets

Staff Paul Davidson, Chief Financial Officer
Susan Braid, Financial Analyst

Key points

- Some of the \$145M balance in the capital budgets were complex multiyear projects.
- The budgets had been subject to a rephasing exercise, working with the businesses to keep only what was deliverable and affordable.
- Some of the revised budgets included new project budgets, which were the subject of separate reports to this meeting.

Discussion points raised

- As there were items included in resolutions (b) to (d) that pertained to reports later in the agenda, it was requested that the item lie on the table for a decision at the end of the meeting. Refer to item 14.1.

RESOLUTION CO15/23/6

Moved: Commissioner Stephen Selwood
Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report Annual Plan 2023-24 Revised Capital Budgets.

CARRIED

11.2 Long Term Plan 2024-34 - Funding the Backlog of Development Contribution Funded Projects

Staff Paul Davidson, Chief Financial Officer
Frazer Smith, Manager: Strategic Finance & Growth

Key points

- There had been success in charging and collecting development contributions over the years, but less had been collected than required due to legislative restrictions.
- Staff had been considering options for several years in relation to development contribution funded debt to rate funded debt and were proposing the change. There were certain areas that the backlog was generated from specific local areas and were suggesting that half be collected from the general rate and to create charge areas for the other half.

In response to questions

- Given the constraints in the legislation, the backlog does not end as Council could not get the amount required from development contributions to be 100% accurate, but staff did track the contributions and transparently disclose and transfer to ratepayer funded debt.
- In relation to a query on the background paper, attachment A the Council was getting better at including projects in the initial structure plans. Council was asking developers to do most of these projects and some of the quantum council was collecting was less. Council was tending to fund only the major trunk mains.
- The previous Council had not considered collecting the \$23M of the backlog, it had been brought forward to this Council as a new decision.
- Staff were not aware of any other local authorities that used this approach as many did not track their contributions and while other councils realised it was an issue, most had no idea of the quantum of the problem.
- Staff were asked to comment on the question of how to split the funding of the backlog in an equitable way between those communities with the benefit and the general ratepayer. It was noted that this was a difficult conversation, but someone had to pay for the shortfall. Staff had tried to look at the issue and in the past it was considered that this be funded across the city. The proposal that people in an area with the infrastructure was provided should pay more was considered fairer. This proposal was a new change of direction and was a decision for the Council to determine following consultation.
- Under the current legislative framework, there was no way to recognise and pick up the shortfall when setting development contributions. Council did use inflation proof numbers and charge cost of capital, and these were able to be levied, however, to put in a buffer for accuracy of assumptions for yield or cost overruns was not provided for in the legislation. The Council had to have alignment to the capital cost in the Long Term Plan and capital costs in the development contributions policy. This had been explored and raised with the government in the past, but submissions from the Council had not been accepted.

Discussion points raised

- The constraints of the legislation would be included in the briefing paper to incoming Ministers.
- It was recognised that this was not a perfect science and the proposal was a new change of direction to provide a fair compromise and consistent with the direction the Commission had taken to allocate rates on a fair share basis.
- The principle of growth pays for growth was aspirational as there was a component that was rate funded.
- The five principles as outlined in paragraph 20 of the report were included in resolution (b).

RESOLUTION CO15/23/7

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "Long Term Plan 2024-34 - Funding the Backlog of Development Contribution Funded Projects".
- (b) Confirms the current principles in relation to funding any backlog, namely:
 - a. There is certainty that the shortfall is permanent
 - b. The amount of the shortfall is known and certain
 - c. The projects that the shortfall relates to have been completed
 - d. The amount that is transferred is treated as any other rate funded project would be for debt retirement purposes i.e. debt would be retired as per Council's Debt Retirement Funding Policy which is part of its Revenue and Financing Policy
 - e. Elected members have approved the transfer
- (c) Consults on establishing a targeted rate from 2025/26 to collect 50% of the backlog from the growth areas in which they arose as part of the 2024-34 LTP.
- (d) Agrees that any targeted rate would not commence before year 2 of the LTP.
- (e) Retains the current transfer of development contribution funded debt to rates funded debt (\$3.98 M per annum) pending the outcome of the consultation.

CARRIED

11.3 Introduction of Te Papa Local Development Contributions Catchment

Staff Christine Jones, General Manager: Strategy, Growth & Governance
Ben Corbett, Team Leader: Growth Funding
Andy Mead, Manager: City Planning & Growth

Additional Information was tabled.

Key points

- Relates to the Te Papa peninsula which was a significant intensification growth area identified in the Te Papa Spatial Plan and implemented in zoning through Plan Change 33, and an area with significant investment in growth and infrastructure across all council activities.
- Consideration of whether development contributions could be utilised as a funding source to assist with delivery of the works programme for the area.
- While it was proposed to collect development contributions towards transport and reserves infrastructure projects, it was not appropriate to include three waters given the assumptions included in the Long Term Plan (LTP) that the establishment of the water service entities would occur after year two of the LTP. Stormwater was also excluded as it would be challenging to charge across all 30 sub-catchments, when work was limited to a small number of catchments and the benefits would accrue to existing properties even if they were not developing.
- Development contributions would increase development costs and make development more expensive working against housing affordability but would result in the cost being paid by those that benefit from it, and there was a balance to be struck there.
- The issue for reserves and transport was how to determine a charge. This interim approach would be reviewed further before the final Long Term Plan was adopted. 20% had been identified as an appropriate cost share as this recognised the benefit to growth and benefits to the existing community who would be using the infrastructure more frequently. The city-wide Infrastructure Funding and Financing Levy (IFF) for transport recognised the benefit to the whole city of the Cameron Road multi-modal project.

- Funding for reserves and transport through development contributions was proposed to raise approximately \$28m. These projects were already funded in the LTP from other funding sources (rates and IFF), which would create a displacement effect. Shifting funding from rates to development contributions would create a positive impact on rates by decreasing the amount of rates required but for IFF it was more complex.
- When creating the IFF a drawdown profile was created for the financier, based on planning at the time. Through the LTP prioritisation process a delay in the drawdown of the IFF was pushed back to September 2027 and by creating this further displacement in the transport projects the drawdown would be pushed back a further nine months. To minimise this impact they would look at increased costs on eligible projects within the existing drawdown timeframe or by moderating the capital profile for other projects to ensure we were drawing down the IFF as soon as possible.
- A local development contribution for a 3+ bedroom residential dwelling was estimated at \$8,500 and a non-residential 100m² property at \$8,200. This was built on assumptions that still needed to be refined before implementing with a model being run for all the benefits and the method of cost allocation.

In response to questions

- The initial proposal was presented two months ago at a developers' forum so it should not come as a surprise. The team would also attend the next forum and any amendments from that would be provided to Council on 25 September 2023.
- Staff were aware of how difficult it was to hold meaningful conversations about such a topic, and they were looking to target these through the developer's forum, email channels, networks and the Long Term Plan consultation to ensure it got good coverage and ensure that conversations were had with the Commissioners.
- Concerns of the Commissioners were noted on the impact on the IFF to ensure the programme meet timetables, and not incur additional costs, and had the capacity to deliver on the programme. It was noted that this was tracked through the Strategy, Finance and Risk Committee.

Discussion points raised

- Commissioners noted the requirement for fairness and equity in a system and targeting those who get the benefit and requested that they be kept informed throughout the process.
- Ensure that the building sector was advised of the proposed amendments.

RESOLUTION CO15/23/8

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "Introduction of Te Papa Local Development Contributions Catchment".
- (b) Agrees to create a local development contributions catchment for the Te Papa catchment in the draft Development Contributions Policy 24/25 to be reported to Council in September 2023 for consideration and approval.
- (c) Agrees to adjust the draft Long Term Plan 24-34 project funding assumptions for the infrastructure projects included in the proposed Te Papa local development contributions catchment to incorporate:
 - (i) Approximately 20% transport costs for identified projects (after Waka Kotahi funding) to the new catchment; and
 - (ii) Approximately 20% of costs for neighbourhood open space land purchase and development to the new catchment.

- (d) Delegates to the General Manager: Strategy and Growth and the Chief Financial Officer the ability to make adjustments to these allocations prior to the draft LTP being adopted for Audit purposes subject to the outcome of further assessment underway, and notes that any changes would affect the proposed Te Papa development contribution charges.

CARRIED

Attachments

- 1 Supplementary information to Council reports 4 September 2023

11.4 City Centre Development Contribution Incentives

Staff Christine Jones, General Manager: Strategy, Growth & Governance
Andy Mead, Manager: City Planning & Growth
Ben Corbett, Team Leader: Growth Funding

Key points

- Consultation as part of the Draft Long Term Plan was proposed for development contribution incentives in the city centre to support the large investment programme that Council and other agencies had and to optimise private development outcomes.
- Other councils were providing city centre development contributions incentives.
- No funding was being sought at this stage, but it could be a potential outcome following consultation.
- Any potential incentives would need to be considered as forgoing development contribution revenue would fall on ratepayers.
- There were a number of considerations in terms of how development contribution incentives could be structured and these were set out in the report e.g. full or partial offsetting, which type of land uses (residential/non-residential), the scale of the development, the location, the timeframe and any limits or caps.
- The development sector may have other ideas on how the Council could support the development of the city centre as not all developments would attract contributions – e.g. earthquake strengthening works as there was no increase in floor area.
- The additional tabled handout addressed the context of the scale around development contributions and provided a range of example developments for both residential and non-residential developments. These examples included the proposed Te Manawataki o Te Papa development contribution charge.

Discussion points raised

- The incentives need to be framed to get a range of input and Council needed to be clear what outcomes were being sought when putting the incentive arrangement in place.
- The proposal runs counter to the intention to put costs where they lie, information needed to note the wider community benefit and whether it could be quantified to justify this strategic direction.
- Commissioners agreed to consult and have conversations with the community so that they could be better informed on the issue.

RESOLUTION CO15/23/9

Moved: Commissioner Stephen Selwood
Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "City Centre Development Contribution Incentives".
- (b) Agrees to consult through the 2024-34 Long-Term Plan Consultation Document on the potential for development contributions incentives for city centre development.

CARRIED

11.5 SmartTrip Variable Road Pricing Study

Staff Christine Jones, General Manager: Strategy, Growth & Governance
Sarah Dove, Principal Strategic Transport Planner
Alistair Talbot, Team Leader: Structure Planning & Strategic Transport

External Richard Hearn - Waka Kotahi

Key points

- The joint study proposes a variable road pricing arrangement which was exploring a range of funding opportunities as there was a need for significant transport investment in the area.
- The formal report, which was quite technical, would be taken out to the community in a more digestible and less technical form, for a broader conversation within the Long Term Plan process. The community would be canvassed to see if they agreed with the concept and would deliver on transport demand, manage congestion and result in a change in travel behaviours.
- Implementing varying charges depending on the time of day and the day of week.
- Considers urban form outcomes, how to improve the performance of the transport network and create a viable new revenue stream with a predicted \$88M in 2035 year increasing to \$158M by 2048.
- Would lead to reduced congestion, more reliable travel times, an increase in mode shift and the greater use of public transport, and a decrease in emissions.
- There were limitations with the study which was at a proof-of-concept level and would require further technical analysis and cost benefits if the study was to be progressed.
- The Urban Form and Transport Initiative (UFTI) network and services was used as the base for comparison, but there would need to be an improvement to the public transport services to realise those benefits to help support the road pricing scheme and make it work.
- The road pricing scheme had the potential to impact on people's equity and any next stage of work would need to look at how these equity impacts could be addressed.
- The study identifies that technologically the initiative was possible for a city the size of Tauranga, and while it operates elsewhere in the world, there were current legal constraints to introducing road pricing in New Zealand.
- Mr Hearn commended the Commissioners for their leadership, vision and courage and noted that TCC staff were professional, competent and community minded.
- From a road pricing sense, the enduring transport challenge was geometry and the physical space to move people and vehicles forward, even with electric vehicles. Road pricing was one of the most effective tools to address this challenge of geometry into the future.
- Mr Hearn noted that he considered the judgement study results understated what the price points would likely be in reality, the scale of variability needed and the flow through to more significant impacts on VKT (vehicle kilometres travelled). The public transport mode shift was probably understated and needed a much-improved service offering.

In response to questions

- In response to a query as to what the alternative would be to counter congestion if this was not implemented, Mr Hearn was noted that it would result in an economic catastrophe and terrible wellbeing for communities without alternative tools to combat increasing congestion and delay.
- In answer to a question relating to adequate funding to meet demands in future, it was noted that the Council did not have an approved funding plan for UFTI across all partners and there

would continue to be financial constraints to deliver what UFTI sets out to achieve, but the congestion would still increase.

- The next stage of the work would delve into the mix and shape of projects to provide a viable road pricing scheme that also provided transport choices and viable alternatives. Staff were awaiting the feedback and level of support prior to increasing the scope for the future development of the proposal.
- A business case would take time to complete as this initiative had not happened before so national and sub-regional conversations would also need to be included.
- This was a national issue as there would be a need for a legislative change. It would also affect other cities and Council would work with them as it needed to be joined up with other entities to make it work.

Discussion points raised

- Commissioners noted that to take the proposal to consultation a strong story needed to be provided to increase the understanding of the benefits of the SmartTrip initiative and the counterfactual of an alternative future if this initiative was not implemented.

RESOLUTION CO15/23/10

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "SmartTrip Variable Road Pricing Study".
- (b) Notes the benefits identified by the study include reduced congestion and emissions and an ability to accelerate investment in the city's transport infrastructure.
- (c) Notes an expectation that, if implemented:
 - (i) Revenue derived locally from SmartTrip (less costs) would be reinvested in the Tauranga transport network as net additional funding to create a better roading network, more efficient public transport services and better active (cycling and walking) facilities;
 - (ii) The government would supplement SmartTrip locally-raised revenue with additional funding that at least matches the SmartTrip revenue.
- (d) Recommends engaging on the concept of variable road pricing with the community as part of the Long-Term Plan 2024-34 development as well as SmartGrowth Partners and Government.
- (e) Notes that changes in Government legislation would be needed before variable road pricing could be introduced.

CARRIED

11.6 Tauranga City Growth Projections and Allocations

Staff Christine Jones, General Manager: Strategy, Growth & Governance
Andy Mead, Manager: City Planning & Growth
Ayv Greenway, Team Leader: Growth Research & Analytics

Key points

- The LTP growth projections and dwelling allocations had been reviewed and adjusted downward to reflect the exclusion of Te Tumu and Keenan Road urban growth areas until after the 2024-34 period.
- There were questions around the level of dwellings predicted with the challenges of vertical construction and local ground conditions.

- Through Plan Change 33 consideration was being given as to what was planning abled, and what would happen if every site was built out to its fullest extent. This was a theoretical exercise required under the National Policy Statement for Urban Development (NPS-UD) that would equate to 350,000 new dwellings, providing for 900,000 people, which was not required as the projection for growth was 30,000 dwellings over the next 30 years or 40,000 dwellings if Western Bay of Plenty was included.
- Overlaying the other components including the infrastructure needed to cope and what was needed to be put in place and this was based on 30,000 properties.
- There were a number of constraints in some areas such as covenants and questions on the market feasibility in other areas and what would be realised which reduced it more to an assumption of 19,000 dwellings.
- The projections of 30,000 dwellings came from the new greenfield areas at Tauriko West, Keenan Road and Te Tumu in the longer term and in years 10-30 more would be done.
- The growth projects had been allocated to mesh block level and were monitored on a quarterly basis.
- An assessment was being carried out across the city to see whether it was realistic to increase the allocation in other areas like Pyes Pa west, Kennedy Road and Bethlehem and intensification along the coastal strip.
- For the Long Term Plan a reduction of 640 dwellings was proposed. Over the LTP period this would add to the shortfall and the non-compliance issues with the NPS-UD's development capacity requirements. There were opportunities to bring in other funding to open up growth areas faster and at levels Council was able to sustain across the city.
- Positive movement recently was set out in paragraph 40 of the report with decisions by the Commissioners to provide for growth in other locations.

In response to questions

- The projections reduced the development contribution revenue and would also affect the rates and IFF levies.
- A review of the growth projections and allocations were carried out for every Long Term Plan. Whether any land could be released depended on the level of investment in transport and wider infrastructure provision and decisions on these were made as part of the LTP within fiscal constraints that the Council of the day was comfortable with.
- Council's decision to balance investment in existing communities versus future communities impacted on land not being serviced and therefore could not come to market.
- If there was not sufficient growth that required that capacity Council would not want to invest in infrastructure in the ground that was not utilised. Growth was sequenced so that it was planned and ready to go with just in time delivery. Alternatively Council did not want to have growth with nowhere to go.

Discussion points raised

- Concerning when having to dial back the growth projections but it was important that Council was realistic. This underlined the criticality of the alternative funding and financing approach and noted the increasing understanding by central government of their key role to play in enabling alternative funding and financing methods and prioritising investment that supported housing.

RESOLUTION CO15/23/11

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Tauranga City Growth Projections and Allocations".
- (b) Adopts the adjusted growth projections for the 2024-34 Long-term Plan being a reduction of approximately 640 dwellings in the period 2024 to 2034, and a reduction of 1,260 in the period 2034 to 2040.

CARRIED

At 11.19am the meeting adjourned.

At 11.29am the meeting reconvened.

11.7 Active Reserves Masterplans

Staff Barbara Dempsey, General Manager: Community Services
Alison Law, Manager: Spaces & Places
Ross Hudson, Manager: Strategic Planning and Partnerships, Spaces and Places

Key points

- The General Manager Community Services acknowledged staff and the sporting club officials that spent a lot of time on engagement, meetings and working through what would be the best for each code.
- A lot of work had been undertaken with the stakeholders to understand their needs and requirements for now and into the future. The plans aim to minimise disruption where possible and provide cost effective outcomes and changes have been made to the plans.
- The master plan for Baypark had undergone a significant revision with the speedway pit lane remaining and the netball and athletic on the western section of the park, to avoid the treatment plant and ensure the efficient and safe movement of people and vehicles.
- There were still geotechnical, infrastructure and consenting issues with some proposals and more adjustments may be required.
- In response to a slower staged approach to the proposed community stadium at Tauranga Domain there was now a Stadium Deferred Masterplan.
- The relocation of the athletic track to Baypark would need to be carried out no later than 2028.
- The plan was high level to enable the implementation and work would continue. Some codes had requested more detail and the intent was to work closely with stakeholders moving forward.

In response to questions

- In response to a query regarding the level of satisfaction for each of the codes, it was noted that while some codes still had a few reservations as they had been in their current locations for some time, there had been a more positive move. Most could see the benefits of new facilities and were welcoming of changes.
- The existing Mount Hall was at the end of its life and would be removed.

Discussion points raised

- Commissioners gave credit to the team for a job well-done and recognised the enormous task that they had undertaken, noting that the recommendations would go some way to ameliorating many of the concerns raised and providing space for a number of sporting codes into the future.

RESOLUTION CO15/23/12

Moved: Commissioner Stephen Selwood
Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "Active Reserves Masterplans".
- (b) Adopts the revised Blake Park Masterplan and requests that staff proceed with its implementation.
- (c) Adopts the revised Baypark Masterplan and requests that staff continue with its implementation, working with Bay Venues and current & future site users towards appropriate site management and tenure agreements.

- (d) Adopts the revised Tauranga Domain Precinct 'Stadium Deferred' Masterplan as the approach to short-term site development, with the current masterplan (endorsed on 3 October 2022) being retained as the longer-term vision for the site.
- (e) Delegates to the Chief Executive or appointee to make further decisions on minor amendments to the masterplans.

CARRIED

11.8 Annual Report on Dog Control Policy and Practices 2022/2023

Staff Sarah Omundsen, General Manager: Regulatory and Compliance

Key points

- While the number of complaints was increasing, so was the number of dogs in the city, so it was to be expected.
- There had been a good uptake of dogs being microchipped.
- 80% of the dogs impounded were either released back to owners or adopted. The new face book page had been successful in helping to get dogs adopted.
- Great feedback on the education services that the team provide in awareness raising through schools.
- Bark in the Park on 30 September 2023 was part of the awareness and education work encouraging responsible dog owners.

Discussion points raised

- Commissioner Wasley acknowledged the good work done by the Animal Services team and noted that much of the work undertaken was difficult, emotional and staff were sometimes in dangerous circumstances.
- Commissioners noted that the need for a local dog park in the city was often brought up in the City Talk events and they encouraged owners to make submissions to the Long Term Plan.

RESOLUTION CO15/23/13

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report "Annual Report on Dog Control Policy and Practices 2022/2023".
- (b) Pursuant to Section 10A of the Dog Control Act 1996, adopts the Tauranga City Council Report on Dog Management Policy and Practice for 2022/2023.

CARRIED

11.9 Park and Ride Trial Project Unbudgeted Expenditure

Staff Nic Johansson, General Manager: Infrastructure Services
Brendan Bisley, Director of Transport
Ruth Cable, Manager: Project Outcomes
Nigel Holman, Project Manager

Key points

- Business case was to trial a park and ride for two years to assess the effectiveness of it and to enable it to be measured for uptake and success to determine if it should be made permanent.
- The proposal relied on adequate public transport, a bus lane and funding from the Bay of Plenty Regional Council, which, if received, would allow the park to be operational by March 2024.

In response to questions

- The site was owned by Waka Kotahi and the Crown would decide as to its future following the trial. The emphasis was to keep the land for the park and ride as it still met the purpose for transport uses which the land was purchased for under the Public Works Act.
- Initially 200 parks would be trialled, but there was more land available to cater for more parks if needed. It was suggested that as it was a large site and potentially bigger than needed for park and ride, that maybe it could be purchased and put into sports fields and use the carparks for sports ground carparking, so it would have a dual use.
- Waka Kotahi funding would be sought from 1 July 2024, with present funding being sourced from an underspend in the transport activity.

Discussion points raised

- Commissioners would attend the upcoming Joint Public Transport Committee meeting to present a submission on the proposal.

RESOLUTION CO15/23/14

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report "Park and Ride Trial Project Unbudgeted Expenditure".
- (b) Approves the establishment of a Park and Ride facility in Tara Road, Papamoa, to be run as a trial for 2 years, beginning 4 March 2024, contingent on express bus service funding from Bay of Plenty Regional Council from opening.
- (c) Approves capital budget of \$3.2m being transferred from other projects in the FY24 financial year where their current delivery timeframes (and financial forecast) are less than the current budget phasing in FY24.
- (d) Approves operational budget of \$90k per annum for the 2-year trial period for operating the facility.

CARRIED

11.10 Transport Choices Grenada

Staff Nic Johansson, General Manager: Infrastructure Services
Karen Hay, Team Leader: Cycle Plan Implementation
Brendan Bisley, Director of Transport
Chris Barton, Project Manager

External Erica Walker, Waka Kotahi

Key points

- Progressed part of the transport choices programme which was 95% funded from Waka Kotahi's Climate Emergency Response Fund, the designs and public feedback had been completed and were looking to progress to construction if the project was approved.
- Ms Walker noted that the project demonstrated what could be done for communities to provide viable transport choices quickly and effectively and embodies all that they were trying to achieve.
- Waka Kotahi noted that the communities were fully supportive and they were impressed with the quality of the design. They were working closely with Council to make sure that they were able to meet the high bar set and were happy to support the project and look forward to assisting Council to take it forward.

In response to questions

- Supplementary measures were in place to include a signalised crossing from Arataki Park across Girven Road. The future of Marlin intersection would be considered as part of the Arataki wider business case. Provisioning that connection was important from a safety perspective and would provide connections to the new path built by Waka Kotahi and signal improvements would connect to the underpass at Matapihi and local connections provided to schools.
- The Grenada Street upgrade was previously planned as part of the Accessible Streets Area A programme as the preferred cycle route before being included in the Transport Choices programme.
- In relation to a query regarding what was envisaged with cross connections and cycleway connections from Marine Parade to Pāpāmoa, it was noted that they were focusing on accessibility and safety improvements and local connections through to Links Avenue in the accessible streets programme.
- There was an opportunity to rationalise the number of key cycling corridors as not every single corridor was prioritised for cycling or separated from traffic.

Discussion points raised

- The quality of the design was noted, and appreciation was passed on to the team for the effort and what it was about to achieve.

RESOLUTION CO15/23/15

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report; Transport Choices Grenada
- (b) Approves the project scope of the Grenada Street Upgrade as outlined in this report;
- (c) Approves the Grenada Street Upgrade project to proceed to implementation subject to Waka Kotahi approval of implementation funding; and
- (d) Delegates authority to the General Manager Infrastructure to award a construction contract for the Grenada Street Cycleway Upgrade following a public tender process, with a maximum Approved Contract Sum value of \$6,200,000 in accordance with existing project budget allocations.

CARRIED

11.11 Traffic & Parking Bylaw Amendment No.46

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

RESOLUTION CO15/23/16

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "Traffic & Parking Bylaw Amendment No.46".
- (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 5 September 2023 subject to appropriate signs and road markings being implemented.

CARRIED

11.12 Bethlehem Signalised Pedestrian Crossing Investigation and Safety Review Report

Staff Nic Johansson, General Manager: Infrastructure Services
Warren Budd, Team Leader: Transport Safety
Brendan Bisley, Director of Transport
Anna Sommerville, Manager Network Safety and Sustainability

Key points

- Recommendation (b) – change the word Approve to Support as the decision sat with Waka Kotahi not Council.
- The recommendation was to leave the crossing in place and continue to work with Waka Kotahi on short and long term improvements.
- With it being a state highway it fulfilled a main movement corridor function which was not in keeping with retail on either side of the road.
- Following the anticipated opening of Takitimu North Link in 2027 this section of Tamatea Arikini Drive was expected to be revoked from State Highway status and become a local road and it was expected that traffic volumes would drop at that point.

Discussion points raised

- Add in to recommendation (c)- *and report back in February 2024 on the negotiations.*
- Requested that the petitioner be informed of the outcome of the report.

RESOLUTION CO15/23/17

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Bethlehem Signalised Pedestrian Crossing Investigation and Safety Review Report".
- (b) Support the recommendation that the east pedestrian crossing is not removed.
- (c) Approve the Transport Team continue negotiations with Waka Kotahi for both the short and long term safety improvements on the State Highway for Bethlehem Village and report back in February 2024 on the negotiations.

CARRIED

12 DISCUSSION OF LATE ITEMS

Nil

13 PUBLIC EXCLUDED SESSION

Resolution to exclude the public

RESOLUTION CO15/23/18

Moved: Commissioner Shadrach Rolleston

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 14 August 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)(g) - The withholding of the information is necessary to maintain legal professional privilege</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p>s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>
<p>13.2 - Replacement of Number 2 Rescue Fire Truck</p>	<p>s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p>s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>
<p>13.3 – Chief Executive Appointment 13.3 – Chief Executive Appointment</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)(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

11 BUSINESS (continued)

11.1 Annual Plan 2023-24 Revised Capital Budget (continued)

RESOLUTION CO15/23/19

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Stephen Selwood

That the Council:

- (b) Agrees to budget adjustments as summarised in Attachment A, including:
 - (i) Capital expenditure carry forwards from 2022-23 of \$145m
 - (ii) Bring forwards of future year budgets of \$46m
 - (iii) New project budgets of \$11m
 - (iv) Additional budget for existing projects of \$27m
 - (v) Budget deferrals/reductions from 2023-24 Annual Plan of \$117m.
- (c) Agrees to a revised capital project budget of \$451m in 2023-24.
- (d) Note that this revised capital project budget is not expected to lead to significant additional interest costs in 2023-24 as a portion of this budgeted capital is expected to be carried forward to 2024-25, the first year of the Long-term Plan.

CARRIED

14 CLOSING KARAKIA

Commissioner Shad Rolleston closed the meeting with a karakia.

The meeting closed at 12.31 pm.

The minutes of this meeting were confirmed as a true and correct record at the Ordinary Council meeting held on 25 September 2023.

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CHAIRPERSON