



AGENDA

Ordinary Council meeting Monday, 18 March 2024

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

Date: Monday, 18 March 2024

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

- 3.1 Simon Clark - Colliers, Tauranga - Speaking to the City Centre Public Transport Facilities Report**

ATTACHMENTS

Nil

- 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 26 February 2024

File Number: A15594477

Author: Shaleen Narayan, Team Leader: Governance Services

Authoriser: Shaleen Narayan, Team Leader: Governance Services

RECOMMENDATIONS

That the Minutes of the Council meeting held on 26 February 2024 be confirmed as a true and correct record.

ATTACHMENTS

1. Minutes of the Council meeting held on 26 February 2024



MINUTES

**Ordinary Council meeting
Monday, 26 February 2024**

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	Nil	
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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, 26 FEBRUARY 2024 AT 9.30AM**

PRESENT: Commission Chair Anne Tolley (Chairperson), 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 (Head of Transport), Christine Jones (General Manager: Strategy, Growth & Governance), Richard Harkness (Project Leader: Urban Planning), Alistair Talbot (Team Leader: Strategic Planning), Andrew Mead (Manager: City Planning & Growth), Alicia Oldham (Team Leader: Strategic and Commercial Property), Simon Collett (Manager Commercial Property), Karen Hay (Team Leader: Cycle Plan Implementation), Mike Naude (Director of Civic Developments), Graeme Frith (Team Leader: Legal & Business Support), Coral Hair (Manager: Democracy & Governance Services), Anahera Dinsdale (Governance Advisor), Janie Storey (Governance Advisor),

1 OPENING KARAKIA

Commissioner Shadrach Rolleston opened the meeting with a karakia.

2 APOLOGIES

Nil

3 PUBLIC FORUM

3.1 Tauriko West - Kainga Ora - Mark Fraser, General Manager of Urban Development and Delivery, with support from Darren Toy and Campbell Larking

External Mark Fraser, Kainga Ora, General Manager of Urban Development and Delivery
Darren Toy, Kainga Ora
Campbell Larking, Kainga Ora
Bryce Donne, Element IMF

Mark Fraser

Key points

- Noted that Kainga Ora urban development and delivery included land development with land to produce 50,000 homes in New Zealand, most of which was the redevelopment of large tracts of land owned by the Crown. There was also some older land where they were renewing housing and a mix of greenfield projects for urban development.
- Kainga Ora was formed in 2019 to continue to be the landlord of 70,000 state homes and to produce more.
- As a Crown agency they were responsible for driving housing and urban outcomes where it made sense to do so.

- They had been working closely with Council for some years, and developed a partnership with SmartGrowth, and Kainga Ora was considered as a partner in that work.
- Fern Cliff farm had been identified to unlock land for housing. Kainga Ora purchased the land two years ago and were looking to develop it alongside Classic Homes and Element IM to unlock housing.
- They would also partner with other agencies, including the Ministry of Education, to bring the development to the table and make the most of the opportunities it provided.
- Kainga Ora support the notification of the plan change as it was an important step to get growth moving forward and allowed them to work in earnest to begin to unlock the land for housing.
- This was an important approach by Kainga Ora to take with the housing as it would move the market beyond a conservative base approach to introduce duplex and terraced housing, making a move towards how the city appeared to want to approach development and density.

In response to questions

- In relation to a query regarding the number of dwellings, it was noted that Kainga Ora were keen to support the plan change and were heading in the right direction with regards to the density with the type being beyond what the market may conservatively deliver.

Discussion points raised

- Commissioners acknowledged the work done and noted that they had worked closely with Darren Toy and the Crown agency as partners with the development of land and to drive to change to that which was being delivered to the market.

Bryce Donne

Key points

- Noted his support of the notification of the plan change and looked forward to continuing to work with Council staff and stakeholders to progress the development.
- They had been working a long time on this project and had put a lot into it.
- Gratitude to Kainga Ora who had brought a lot of financial impetus into the project and they were a lot closer now than would have been without them.

4 ACCEPTANCE OF LATE ITEMS

Nil

5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

6 CHANGE TO THE ORDER OF BUSINESS

RESOLUTION CO3/24/1

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Bill Wasley

That the Item 11.4 - Project update; Civic Whare, Exhibition and Museum be deferred until the conclusion of the public excluded items.

CARRIED

7 CONFIRMATION OF MINUTES

7.1 Minutes of the Council meeting held on 12 February 2024

RESOLUTION CO3/24/2

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the minutes of the Council meeting held on 12 February 2024 be confirmed as a true and correct record.

CARRIED

8 DECLARATION OF CONFLICTS OF INTEREST

Commissioner Rolleston noted an interest in any discussion that may take place on the government fast track consenting process as he was supporting some of the work being done by the Crown.

9 DEPUTATIONS, PRESENTATIONS, PETITIONS

Nil

10 RECOMMENDATIONS FROM OTHER COMMITTEES

Nil

11 BUSINESS

11.1 Adoption of Variation 1 to Plan Change 33 - Tauriko West Urban Growth Area

Staff Christine Jones, General Manager: Strategy, Growth & Governance
Richard Harkness, Project Leader: Urban Planning
Andrew Mead, Manager: City Planning & Growth
Alistair Talbot, Team Leader: Strategic Planning

Presentation attached

Key points

- The plan change had been a lot of work over eight years.
- Staff wish to acknowledge the partnerships within the project.
- A presentation was provided outlining the request approval for public notification of variation 1 to the plan change and an outline of the rezoning of Tauriko West urban growth from rural to a residential zone
- The area had a strong footing in the SmartGrowth strategy as a strategic and important growth area which had helped Council to deliver the land supply for urban development.
- A variation to plan change 33 was identified as a defined time line to delivery and had procedural advantages in applying residential standards to bring the area in line with the rest of the city and zoning.
- Notification provided further opportunity for public feedback to be made on the proposal.
- Noted the steps to be undertaken from the process of engagement, to the hearing.
- Any technical challenges would mean more investigation work could be needed which could add to the timeframe.

- The hearing was due to take place in late 2024 or early 2025, with a decision being made by the end of 2025.
- Introduction of medium residential zone and standards across the growth area to enable housing supply.
- A small area of properties in the southern area would remain rural as they were low lying and not suitable for development.
- Included an increased area of conservation zone and passive open space to reflect the feedback received around the cultural heritage and the interface with the Wairoa River boundaries.
- Management of any flood risk was through a minimum building platform.
- Average of 25 dwelling per hectare which may become more or less depending on some topographical and landscape features.
- Enables one commercial centre and two neighbourhood commercial centres.
- Staging was important with Spine Road required to be connected once 2,400 houses had been provided.
- Establishment of the growth area was dependent on a transport investment and enabling works improvements. Council and Waka Kotahi had been working on this for a number of years.
- Staging allowed up to 2400 homes as determined by the technical assessment, NZTA business case, and the position reached with key partners and stakeholders.
- Staging limits does not apply to schools, health, retail and community purposes.
- Anticipated that 200 houses would be delivered each year, over a 10-12 year development capacity before reaching the 2,400 threshold.
- NZTA were still considering the timing of the broader solution and wider growth across the western corridor and were awaiting the new government policy statement on land transport to be announced. When this was known, it would be determined if it was a one or multi stage development project. Once this was known the consent process could be done to go beyond 2,400 houses.
- Presently the Council were taking on the investment and risk and realising that the full development was reliant on the governments delivery of the National Land Transport Programme.
- Next steps following adoption was to go through the submission process and public engagement process, review the submissions received and to determine when a hearing was achievable. The Independent Hearing Panel would make recommendations to the Council and decisions would be made.
- Working in parallel with that was the NZTA developments, land owners would be lodging earthworks consents with the Bay of Plenty Regional Council, other land owners would be continuing with the development of their schemes and seeking Council consents. Council would also be lodging a comprehensive stormwater consent with the Bay of Plenty Regional Council.

In response to questions

- Dependent on the delivery of the enabling works, the first house could be built in 2026 if land owners in the southern section sought consent before the plan change was in place. Otherwise it was like to be 2027.
- Discussion ensued on the amount of time this had taken and was still to take and whether there was any way to speed it up as there were people still moving to the area and using the roads resulting in traffic congestion. It was noted that the area had to be developed with the enabling works and that depended on how long it took to deliver as these needed to be understood as they got into construction. The big challenge at present was that it would take 2 years to get the works into place in the northern part of the area. A lot of earthworks was required in the south where the earth had to settle for two years before it could be built on. Pathways to consenting for that part of the development means that the consenting needed to be alongside the plan change rather than to wait until it was adopted. Staff would monitor that once legislation was put in place to assist.

- Adding an additional 1,600 homes would be a live issue throughout the plan change, as with more houses came more cars. However, the land owners would want to deliver all of the proposed 4,000 houses.
- Staff were expecting a range of submissions.
- The government long term transport upgrades and money for the designation and construction phases also provided opportunities to amend the stages. These would emerge in the next 3-6 months.
- Earthworks was driven by the land owners and Council had created an exemption to proceed so that they were able to progress. Kainga Ora had taken up that opportunity and already lodged a consent with Council and the Bay of Plenty Regional Council and the other owners were aware of it and working towards lodging their consents. These were key to the housing as well as the infrastructure.
- There were a number of hurdles with the Bay of Plenty Regional Council Policy Statements and the Freshwater Plan which was not as straight forward if the land was not zoned residential. There was a sense of confidence in the plan change with all those factors taken into account.
- The Council was able to make a submission to the plan change once it understood the pending government and NZTA policy plans..
- In response to a query as to whether getting the work on State Highway 29 as one stage being tied into the release of other 1,600 houses as a trigger point rather than going back to another process, it was agreed that issue would be kept on the table as the hearing would not take place until late 2024.
- There were significant issues that Council were seeking support and to get endorsement for a submission to government from the Council the of the day. In relation to fast tracking it was noted that legislation had not been introduced to Parliament, but staff were continuing to talk to the Ministry for the Environment and other agencies providing what could be helpful for inclusion once it moves through the Select Committee process in March 2024. A Council submission would be compiled and staff would engage back on content before submitting it.
- In response to a query regarding achieving a greater number of homes if the key provisions for three story dwellings met criteria it was noted that the development capacity assessment and range of considerations and from a pure planning perspective there could be as many 75 per hectare or 10,000 homes. In reality this would not be able to happen as there were limitations around transport, infrastructure and the like which would require added benefit. There were also areas where the average would be a lot lower because of land constraints.

Discussion points raised

- It was noted that consenting and funding principles were major hurdles and reinforces central government discussions to allow Council to have more ability and to fund the required investment sooner. If they do not they cannot invest in transport and if don't invest in that, then Tauranga would not get the houses. Council needed to advocate with government for consenting and funding issues, as it was a critical role with the community to deliver homes. There was a need to be bolder on some of the key issues.
- It was requested that when the item came back to Council that it include the triggers to the thresholds contained in the variation and whether there was a need to go through the discretionary activity process if those triggers or thresholds were met. When information was provided around a Council submission, how to look at those and noting any other advocacy that Council could discuss with the government.
- Outside of this forum Commissioners wished to discuss with staff the engagement of governance during plan change preparation process, to ensure that the process, their engagement and the government response. Consideration of matters included the extensive amount of greenspaces which someone need to pay to maintain. Also to include ensuring that they look at wider areas to influence the growth of the city including commercial areas and the tie back to commercial hierarchy.
- Commissioners acknowledged that 8 years had included a lot of work going on behind the scenes, they appreciated the partnership approach with stakeholders and hapu, and taking into account the Wairoa River strategy which was not an easy process. Also the competing drivers and interests with a regional and national overlay.

- This would be an excellent case study of how complex and time consuming such processes could be and a helpful exercise to look at what had been done in terms of effort and to share with the government to unlock land, work collaboratively, form partnerships and the like resulting in 4,000 homes.
- Acknowledged that this was a momentous day for staff to get this change to this point and for the developers as it was the start of the real journey of getting those 4,000 houses. It would be interesting to see what the cost per house was to get it to this stage.

RESOLUTION CO3/24/3

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "Adoption of Variation 1 – Tauriko West to proposed Plan Change 33".
- (b) Adopts proposed Variation 1 – Tauriko West to proposed Plan Change 33 (Attachment 1) for public notification, to implement the Intensification Planning Instrument (IPI) required under the Resource Management Act (Enabling Housing Supply and Other Matters) Amendment Act 2021.
- (c) Authorises the General Manager: Strategy, Growth and Governance to arrange the public notification process in accordance with the provision of section 95(2) of Part 6 of Schedule 1 of the Resource Management Act 1991 (RMA).
- (d) Delegates authority to the General Manager: Strategy, Growth and Governance to approve any minor and technical changes to the proposed text amendments contained in Annotated Text, Structure Planning Maps and proposed Planning maps contained in Attachment 1, as required prior to public notification.

CARRIED

Attachments

- 1 Presentation Council 26 February 2024 - Tauriko West Variation 1 - Adoption for public notification (A15557102)

11.2 Transfer of Te Pāhou Reserve

Staff Barbara Dempsey, General Manager: Community Services
Alicia Oldham, Strategic Property Advisor
Simon Collett, Manager Commercial Property

Key points

- The area had been classified late last year and the responses had been overwhelming with all in support of the transfer.
- The land would be transferred to the Trust for \$1 subject to easements provided for Council to access their infrastructure and services.

In response to questions

- There would be no ability to erect any substantial improvements or housing on the land and would be restrictive covenants included around that.

Discussion points raised

- Commissioner Tolley noted the audience and thanked Ngāi Te Ahi Settlement Trust Members for their submissions and noted that the transfer made absolute sense.
- Commissioner Rolleston acknowledged the Ngāi Te Ahi land and surroundings that had been created on the land and noted that it had been an area of contention for a long time. The

impact of the infrastructure development, history of Maungatapu and the urban growth on the Trust had been significant as it was a real place of importance, especially with the urupa and stream. He noted that he had worked on the Maungatapu underpass in the early 2000's and recalled the discussions with hapu at that time seeking a potential transfer. Today was restoring their land and gave a mihi to the whanau who had turned up to witness this important decision and to remember those who were not here present today, especially Huia Kakau.

RESOLUTION CO3/24/4

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report "Transfer of Te Pāhou Reserve "; and
- (b) Receives the submissions lodged during the public consultation period 13 December 2023 to 19 January 2024; and
- (c) Agrees to receive the late submission from Buddy Mikaere on behalf of Ngāti Pūkenga Iwi ki Tauranga Trust (the Ngāti Pūkenga runanga); and
- (d) Approves the reconnection of the land known as Te Pāhou Reserve by way of transfer to the Ngāi Te Ahi Settlement Trust at nil consideration; and
- (e) Delegates authority to the Chief Executive to negotiate and approve the terms and conditions of the Sale and Purchase Agreement on the following material terms:
 - (i) *Purchaser*: Ngāi Te Ahi Settlement Trust;
 - (ii) *Purchase Price*: \$1.00;
 - (iii) *Property*: Reserve Land as described;
 - (iv) *Settlement Date*: 10 working days following issue of title for the Reserve Land;
 - (v) *Conditions of Agreement*: Reserve Land title to be subject to registration of easements in favour of Council to enable maintenance and access of Council infrastructure (water main and the stormwater ponds) located within the Reserve Land post transfer; and
 - (vi) *Other Key Terms*: As may be appropriate based on legal advice received by Council.

CARRIED

11.3 Links Avenue Transitional Improvements

Staff Nic Johansson, Head of Transport
Karen Hay, Team Leader: Cycle Plan Implementation

Key points

- A community liaison advisory group had been established in 2022. This concluded the work that had been done with the group and implementation of what had been agreed to.
- Acknowledgement of the panel who had tested, challenged and worked to achieve great outcomes for all.
- This was the last phase for the implementation for the business case which would be wrapped around the implemented change.
- It was not appropriate to take out all of the parking at this time, it had enhanced cycling in the vicinity from the challenges they had faced.
- The cul-de-sac had been opened in December 2023 and they were now waiting for the traffic patterns to normalise. This also gave Council the opportunity to look at it and to consider options for people in the area to access the services they used.

In response to questions

- In response to a query that the testing of normalisation was being carried out too soon due to other roads being closed off and traffic re-routed, it was noted that they would look at extending the period. The congestion was triggered by re-routed traffic from the B to B project which was what had generated the safety issues and primary concern of parents and had also caused a delay in completing the project. SH2 traffic had not returned to the area yet.
- Commissioner Tolley noted that it went back further through the Traffic Systems Plan and considered that governance needed to be over the top of some of the planning as at some stage Links Avenue had become a bus link with 200 buses a day in a residential street, with no consultation with that community. Now with the bus lane, Council had to put in the safety measures. As public transport increased, a query was raised as to how many more buses there would be as this issue was the biggest complaint by residents was that the buses should be on the State Highway. There were other locations where there were up to 50 buses a day outside residential homes and it was asked whether the Council or Regional Councillors had looked at or been aware of the effects of that when it was planned.
- The Chief Executive advised that the public transport blueprint process had been undertaken by the Regional Council and Tauranga City Council in 2017. Governance was disconnected and did receive and endorse the blueprint but had not understood the full impact on the community, nor appreciated by the Council of the day. B to B had been determined as not suitable for a major bus terminal, however in hindsight it should have been considered.
- In relation to the transitional changes proposed, reassurance was asked that the conversations and engagement continue with the community following the initiated changes. It was noted that part of the transitional change was to test the results which was important and before a full business case was finalised for funding into the future. Even though the panel was disbanded they still wanted to know the cost interventions and the challenges the community still face and they along with the community would be kept updated.
- The bus stop was an incredibly challenging situation to address as it was by the Golf Road intersection. It had been moved down the road to allow for vehicles to pass as the footpath in that area was quite congested and with cyclists going into traffic lane they were not seen. The cycle lane had been brought into the inside of the lane and bus lane moved down so there was sufficient space for vehicles.

Discussion points raised

- Commissioners acknowledged the work completed by the panel and noted that it was not an easy task for residents who cared about their community to grapple with all sorts of rules, people, systems and processes of local government.
- Also acknowledgement for Karen Hay for her willingness to work alongside the community with a can do attitude. Residents commented how they had felt they were being listened to and that Karen was doing the best for them.

RESOLUTION CO3/24/5

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Links Avenue Transitional Improvements.
- (b) Endorses the Links Ave Safety Improvements Phase 3 for Implementation.

CARRIED

12 PUBLIC EXCLUDED SESSION

Resolution to exclude the public

UNCONFIRMED

RESOLUTION CO3/24/6

Moved: Commissioner Stephen Selwood
 Seconded: Commissioner Shadrach Rolleston

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

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
13.1 - Public Excluded Minutes of the Council meeting held on 12 February 2024	<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>
13.2 - Hairini Bridge Detailed Design Direct Appointment	<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>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>
13.3 - Project Update; Civic Whare, Exhibition and Museum	<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>
13.4 - Te Manawataki o Te Papa Infrastructure Funding and Financing Levy	<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</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</p>

	(including commercial and industrial negotiations)	reason for withholding would exist under section 6 or section 7
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CARRIED

At 11.53am the meeting adjourned.

At 11.59am the meeting reconvened in public excluded.

11 BUSINESS *(continued)*

11.4 Project update; Civic Whare, Exhibition and Museum

Staff Paul Davidson, Chief Financial Officer
Mike Naude, Director of Civic Developments
Graeme Frith, Team Leader: Legal & Business Support

Key points

- The Gateway process for Te Manawataki o Te Papa outlined the next steps and how the gateway was being working through to move the project forward and provided a financial strategy update.
- A further report would be provided to the 18 March 2024 Council meeting once the LTP deliberation process had been worked through.
- The ratepayer contribution was limited to \$151.2M with the balance from non-ratepayer sources and staff were confident the amount could be achieved.
- All of the development design work had been completed and had gone through a stringent value engineering process to ensure that cost savings could be realised. The detail design was now currently underway and expected by the end of May 2024.
- Two major steps had taken place within the development, including the commencement of the enabling works comprising of service relocations, capping and services for the site set up, the demolition of the existing floor pad on the corner of Willow and Hamilton Streets and the commencement of excavation and temporary retention works.
- It was always envisaged that the site works would be carried out in a sequential process and at present the rap piling was underway for Library and Community Hub and expected to be completed by mid-March 2024. The machinery would then move across to commence the rap piles for the Civic Whare, Exhibition and Museum.
- There were a number of trades and building materials that needed to be secured by way of a deposit to ensure that they were included in production line for the time they would be needed. This included timber components, structural steel, lifts and façade work. The importance of the façade was that the manufacturers were involved in completing and working with the architect on the final design of the fabrication of that item.

In response to questions

- Confirmation was needed for the ground conditions and foundations when installing the rap piles and would remove considerable risk for the contract.
- In response to a query as to the project being increased to \$306M it was noted that the additional work included the Art Gallery upgrade. The Civic Whare, Exhibition and Museum component was \$126M.
- Costs were secured and based on the fixed contract and the price that was locked in at the time it was ordered. The Council would only be paying deposit on the early procurement items now with the major cost being in the third quarter of 2027-28.

Discussion points raised

- Commissioners noted that they had consulted with public on Te Manawataki o Te Papa to be

completed as one project with the reasoning that it would result in considerable cost savings. The feedback received also confirmed that as Tauranga had a history of not finishing projects.

- It made sense that while large equipment was on site, that it move from one site to the next. This was also the same as there were different ground conditions.
- In relation to the early procurement of materials, Commissioners noted that the erection of the wooden structure for 90 Devonport Road was a different way of building and putting the construction together. Getting into the construction line to have the supplies when they were needed was critical to the timeline of the delivery of some of the items. It was fiscally prudent to go ahead with early works to enable and order materials for delivery, making up 25-30% of the construction cost.

RESOLUTION CO3/24/7

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "Project update; Civic Whare, Exhibition and Museum".
- (b) Notes that Te Manawataki o Te Papa Limited endorse the approach outlined in this report for CWEM Stage 1 Enabling Works and the CWEM Stage 1 Procurement of materials and early trades.
- (c) Notes that an update will be presented to a future Council meeting updating progress on the financial strategy for the funding of Te Manawataki o Te Papa noting that work continues consistent with the principles outlined in the previous Financial Strategy presented to the Council meeting of 24 July 2023.
- (d) Confirms authority for the Chief Executive to enter contracts on behalf of Council for CWEM Stage 1 Enabling Works and the CWEM Stage 1 Procurement of materials and early trades in accordance with approved delegated financial authority processes, subject to prior recommendation from Te Manawataki o Te Papa Limited.

CARRIED

13 DISCUSSION OF LATE ITEMS

Nil

14 CLOSING KARAKIA

Commissioner Shad Rolleston closed the meeting with a karakia.

The meeting closed at 12.11 pm.

The minutes of this meeting were confirmed as a true and correct record at the Ordinary Council meeting held on 18 March 2024.

.....
Commission Chair Anne Tolley
CHAIRPERSON

8 DECLARATION OF CONFLICTS OF INTEREST

9 DEPUTATIONS, PRESENTATIONS, PETITIONS

Nil

10 RECOMMENDATIONS FROM OTHER COMMITTEES

10.1 Recommendation from Wastewater Management Review Committee 6 March 2024

File Number: A15646410

Author: Anahera Dinsdale, Governance Advisor

Authoriser: Coral Hair, Manager: Democracy and Governance Services

PURPOSE OF THE REPORT

1. The purpose of this report is to bring a recommendation from the Wastewater Management Review Committee to Council for consideration. At its meeting on 6 March 2024, the Committee passed the following resolution which includes a recommendation to Council.

9.1 – Wastewater Programme Business Case

COMMITTEE RESOLUTION WW0/24/1

That the Wastewater Management Review Committee:

- (a) Receives the report "Wastewater Programme Business Case".
- (b) Endorse the agreed wording for the three previously outstanding matters.
 - i. **CSF17: Disturbance to Urupā and Wāhi Tapu from Wastewater Infrastructure**
Must minimise disturbance at identified urupā or wāhi tapu sites, or further disturbance where wastewater infrastructure has already disturbed urupā/wāhi tapu*.
*Council and tangata whenua will work as Te Tiriti partners to achieve this.
'Identified urupā or wāhi tapu sites' are defined as those identified as urupā or wāhi tapu in the Register of Significant Maori Areas on the TCC City Plan
 - ii. **KSR5: Gives greater effect to tangata whenua values** (Level/Metric: Protecting and Enhancing the Mauri of the Taiao)

	Level / Metric	Minimum (Critical)	Intermediate (Desirable)	Maximum (Aspirational)
KSR5 Level / Metric	Protecting and enhancing the mauri of taiao	Protect existing mauri of sites impacted by wastewater infrastructure	Enhance the mauri of sites impacted by wastewater infrastructure	Mauri ora at sites impacted by wastewater infrastructure

- iii. **KSR6: Promotes opportunities for strong and enduring partnerships with tangata whenua**

(Level/Metric: Extent to which impact of existing wastewater infrastructure on iwi/hapū is taken into account or addressed in wastewater decision making.)

	Level / Metric	Minimum (Critical)	Intermediate (Desirable)	Maximum (Aspirational)
KSR6 Level / Metric	Extent to which impact of existing wastewater infrastructure on iwi/hapū is taken into account or addressed in wastewater decision making.	Status quo – current and future wastewater infrastructure decisions take into account impact of existing wastewater infrastructure and public works on iwi/hapū through	Minimum, plus: Further impact on iwi/hapū disproportionately impacted by existing wastewater infrastructure is minimised.	Intermediate, plus: Disproportionate impact from existing wastewater infrastructure on iwi/hapū is addressed or reduced.

		existing mechanisms.		
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(Level/Metric: Decision making quality, authority and capacity.)

	Level / Metric	Minimum (Critical)	Intermediate (Desirable)	Maximum (Aspirational)
KSR6 Level / Metric	Decision making quality, authority and capacity.	<ul style="list-style-type: none"> - Te Tiriti o Waitangi/Treaty of Waitangi Partnership principles are given effect to. - Legislative requirements are met (including, the Marine and Coastal Area (Takutai Moana) Act 2011; incoming 'Local Water Done Well' legislation). - Partnership is enabled and effective at all levels (including co-design) (<i>active protection and informed decision-making</i>) - Partners are enabled by timely, relevant, high-quality information (<i>informed decision-making</i>). - Partners have sufficient capability and capacity to act effectively. 	No intermediate scope set.	No maximum scope set.

- (c) Endorse the agreed addition to the list of 'Tangata whenua considerations' within '**Other attributes that need to be given regard to and/or are of interest**':

'The impact from existing wastewater infrastructure on iwi/hapū, in particular where disproportionate, is addressed or reduced'.

- (d) On the basis of endorsement being given for recommendation b) i-iii) and c) gives approval for external engagement to commence on the PBC (and confirmed outputs); and,
- (e) Recommends to Council to endorse the outputs of the Wastewater Programme Business Case (PBC), continue the PBC process and approve the subsequent stages of the PBC commencing, starting with long-list option identification in March 2024 including engagement.

CARRIED

2. In accordance with Committee Resolution WW0/24/3 (e) Council is now asked to consider the recommendation to endorse the outputs of the Wastewater Programme Business Case (PBC) as set out in Attachment 1, continue the PBC process and approve the subsequent stages of the PBC commencing, starting with long-list option identification in March 2024, including engagement.

RECOMMENDATIONS

That the Council:

- Receives the report "Recommendation from Wastewater Management Review Committee 6 March 2024".
- Accepts the recommendation of the Wastewater Management Review Committee of 6 March 2024 and
 - endorses the outputs of the Wastewater Programme Business Case as set out in Attachment 1.
 - continues the Programme Business Case process; and;
 - approves the subsequent stages of the Programme Business Case commences, starting with the long list option identification in March 2024, including engagement.

ATTACHMENTS

1. **Attachment - Wastewater Programme Business Case - A15646432** [↓](#) 



TCC Wastewater PBC

PBC Master Slides – Full Set of agreed PBC elements


Endorsed by WWMRC 6th March 2024



Programme Business Case Overview and Activities



PBC Overview

- Defines key issues, investment objectives and service requirements for future investment in the wastewater scheme (network and treatment plants) at a sub-regional level
 - Provides a 'preferred way forward' and 'roadmap' for future investment, looking also at potential servicing in the Western Bay of Plenty district where appropriate
 - Guides strategic planning for the wastewater activity, informs future detailed business cases, resource consenting process (such as that for any new marine outfall) and key strategic documents such as the Long-Term Plan and 30 Year Infrastructure Strategy
 - Sets the scene for wastewater when Tauranga City potentially moves into a new water services entity.
 - Project team comprises technical experts, staff and 3 Tangata Whenua representatives (all of whom sit on the WWMRC)
 - Utilises Treasury's Better Business Case framework
 - Is a key mechanism for collective consideration of Tangata Whenua concerns regarding the City's wastewater scheme and where appropriate the way forward for addressing these concerns
- 

Better Business Case (BBC) Framework

Five Case Model



- Central Govt Agencies (high risk or Whole of Life Costs >\$15m)
- Scalable + can be staged
- Requires Strategic Fit assessment
 - Water Reforms
 - Broader Govt Strategy
 - Provides for local requirements



Programme Business Case

- Equivalent level of analysis to Indicative Business Case
 - Complex, lengthy projects
 - Can be driven by a single project
- Focus on Strategic and Economic Cases
- Integrated investment prioritisation
- Programme Tranches >> Roadmap

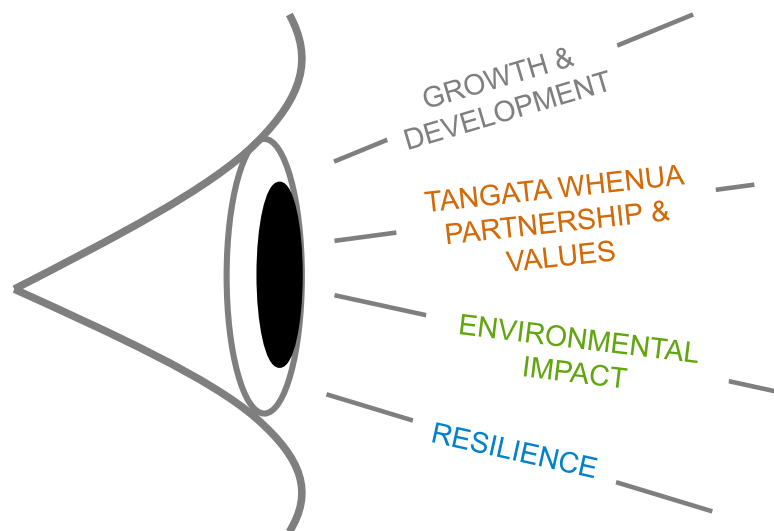
Key PBC Activities and Purpose



Foundations - Problem Statements & Key Benefits



Key Problems – a System View



1. Growth, regulatory & service level uncertainty is hindering effective planning & investment & risks falling short of stakeholder expectations.
2. Lack of demonstrated Te Tiriti partnership & limited effect given to tangata whenua values (including service provision to Māori land) undermines trust & participation, & creates a disconnect between tangata whenua & taiao.
3. Stretched system capacity & configuration misalignment with growth patterns, is increasing costs, risk of overflows & regulatory breaches.
4. Poor asset resilience in key locations & vulnerability to natural hazards has led to unacceptable risk of wastewater system failures.

Key Benefits

1. Growth and development is enabled by wastewater management system
2. Improved financial performance of wastewater management system.
3. Improved wastewater decision effectiveness
4. Greater trust and confidence in wastewater decision-making
5. Strong partnerships with tangata whenua
6. Greater effect given to tangata whenua values
7. An equitable wastewater service
8. Better environmental outcomes from wastewater management
9. Improved wastewater system resilience
10. Public Health is protected

Investment Objectives



Investment Objectives

1. 35,400[^] additional dwellings and papakāinga are accommodated by a wastewater system by 2050, with 3% population growth accommodated to 2120.
2. Significant reduction in the environmental footprint of the wastewater system by 2050^{*}.
3. A strong and enduring partnership between tangata whenua and council that achieves a shared wastewater vision for Tauranga.
4. Tauranga's wastewater system is resilient against disruptions and natural hazards

[^] Indicative figure. Aligns with minimum scope geographical coverage and associated population (broadly, UFTI). Figure to be confirmed once provision for Māori land connectivity equity in urban areas is established.

^{} Considers reduced wastewater production; greater re-use of treated wastewater; reduced GHG emissions, energy use, wet weather overflows, odour; enhanced biosolid re-use.*

Potential Scope & Key Service Requirements



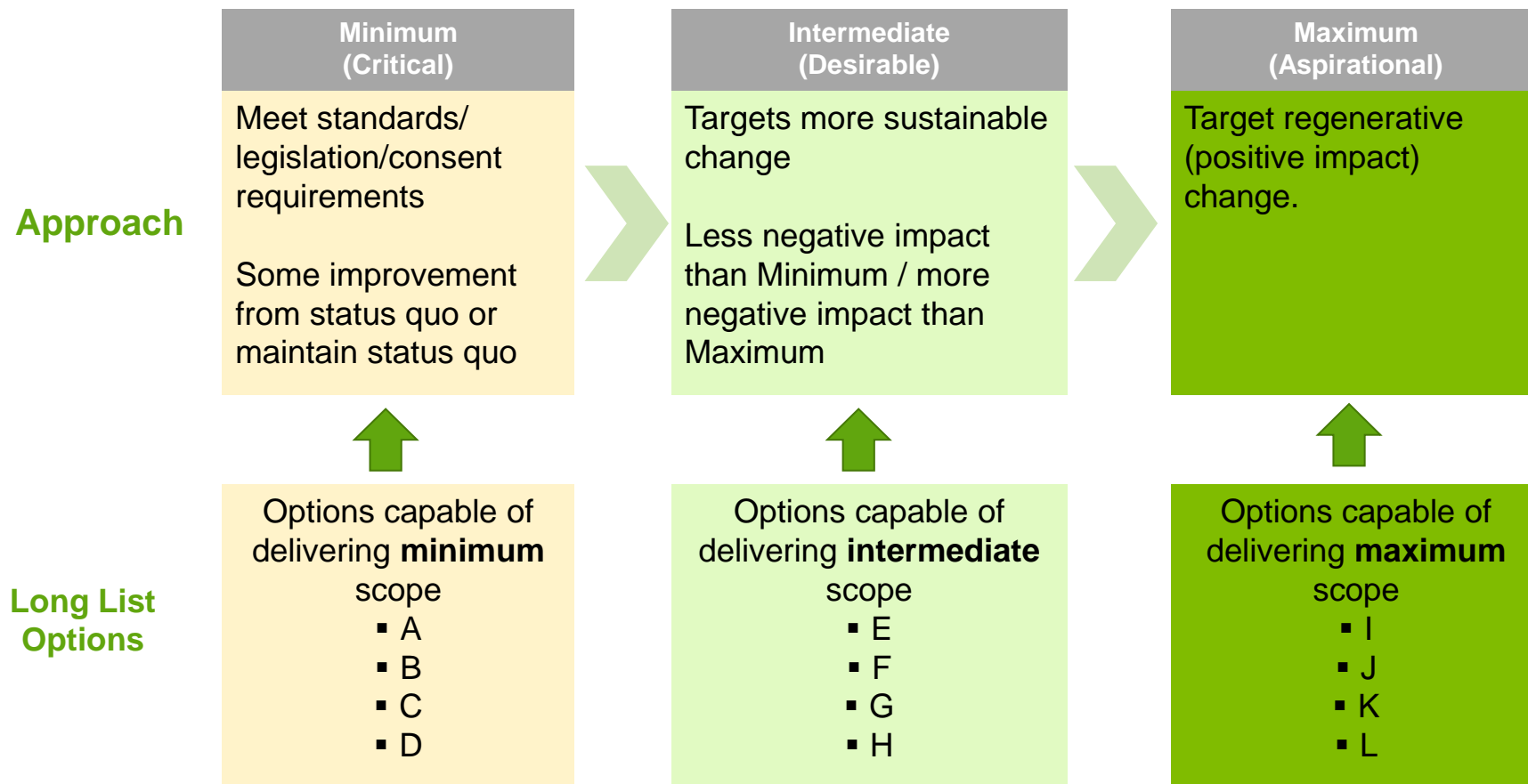
Scope & Key Service Requirements (“KSRs”)



- Set what is in and out of scope
- Set out the degree/scale of change required of a successful proposal
- Three levels of ‘scope’:
 1. Minimum—required to deliver **essential/core** service requirements (the “must haves”)
 2. Intermediate—required to deliver **essential and desirable** service requirements, and
 3. Maximum scope—required to deliver the **essential, desirable and aspirational** service requirements.
- Defining KSRs is a significant undertaking – scale, complexity, and number of unknowns.

Long List Options are targeted to the KSRs

Scope & Key Service Requirements - Approach



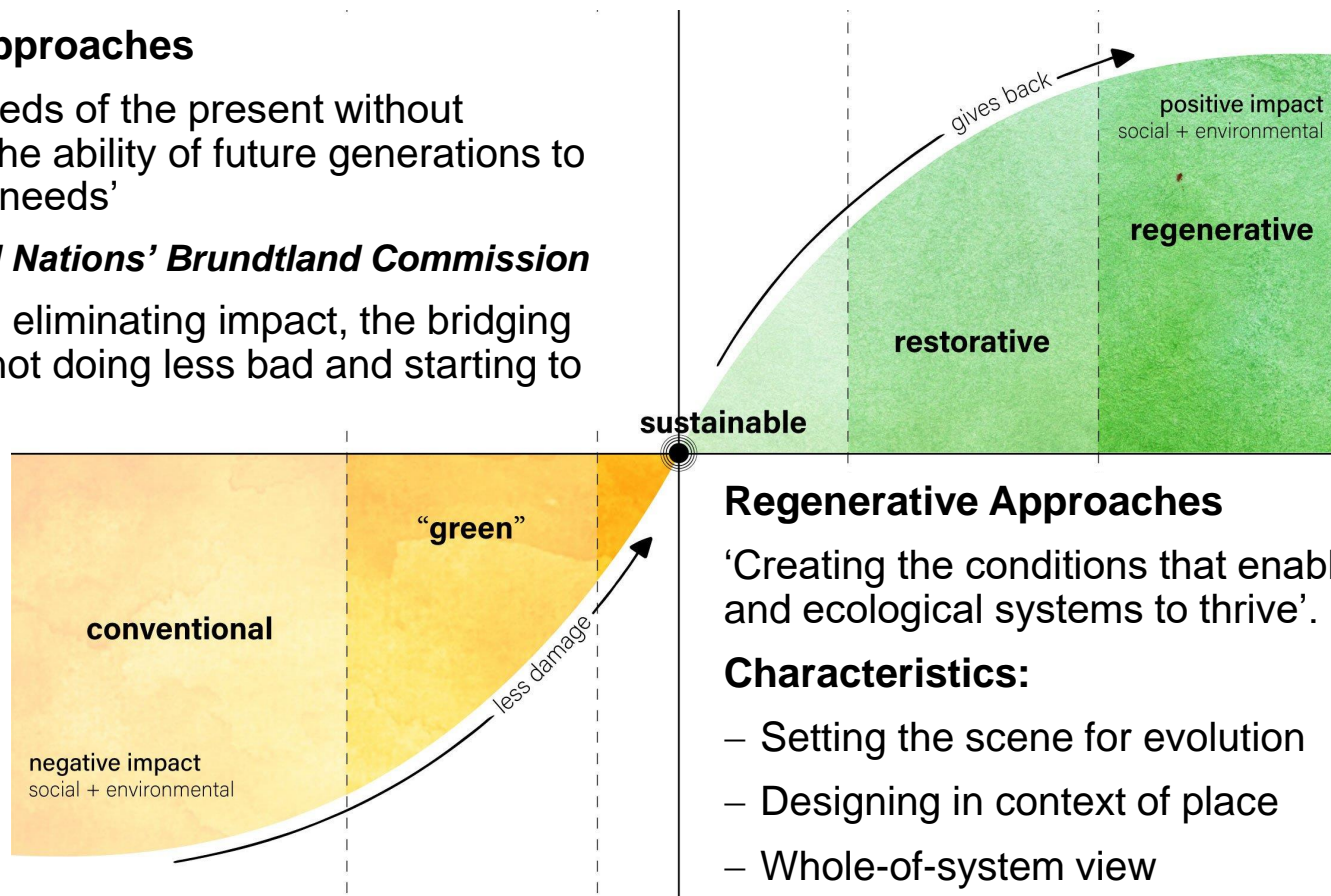
Definitions – Sustainable, Regenerative

Sustainable Approaches

‘Meeting the needs of the present without compromising the ability of future generations to meet their own needs’

1987, the United Nations’ Brundtland Commission

‘Minimising and eliminating impact, the bridging point *between* not doing less bad and starting to do ‘more good’.



Regenerative Approaches

‘Creating the conditions that enable vital social and ecological systems to thrive’.

Characteristics:

- Setting the scene for evolution
- Designing in context of place
- Whole-of-system view

Scope & Key Service Requirements (“KSRs”)



Growth and Development

1. Adequate geographical area is serviced
2. Growth and development is enabled
3. Population growth managed to align with wastewater servicing capacity

Tangata whenua partnership and values

5. Gives greater effect to tangata whenua values
6. Promotes opportunities for strong and enduring partnerships with tangata whenua
7. Improves wastewater service equity

Environmental Impact

9. Enables positive environmental impact (at key WWTP sites/ surrounding environment and network)
10. Enables a reduction in wet weather overflows
11. Actively seek practicable alternative options to the two consented overflows from the WWTPs
12. Actively seek practicable alternative options to the discharge of wastewater to the Coastal Marine Area (CMA)

13. Enables reduction in wastewater production
15. Produces high-quality treated wastewater
16. Enables treated wastewater reuse
17. Enables enhanced biosolids management
18. Enables greater energy re-use, capture and generation
19. Enables reduced energy consumption
20. Greenhouse gas emissions reduction timeframes are met
22. Delivers required Levels of Service

Resilience and Adaptability

23. Provides resilience to Climate Change-related hazards
24. Enables adequate operational resilience
25. Enables appropriate adaptability

Please note: non-consecutive numbering is deliberate, for ease of traceability.

Growth and Development

			Scope levels			
KSR	Level/ metric	Minimum (Critical)	Intermediate (Desirable)	Maximum (Aspirational)	Out of Scope	
1	Adequate geographical area is serviced	Catchments or similar	Existing/planned coverage: Urban Tauranga + Ōmokoroa + Te Puna (existing serviced area) + intensification + planned growth areas ('greenfield') <ul style="list-style-type: none">– Te Tumu– Tauriko West– Lower Belk– Keenan Road– Ohauti South*– Domain Rd South*– Upper Belk Road– Merrick Road– Upper Joyce Road	Minimum scope PLUS** Inclusion of WBoP areas in proximity to those already serviced by TCC. <ul style="list-style-type: none">– Te Puke– Rangioru– Te Puna (remaining areas)– (Lower) Minden	Intermediate scope PLUS** Inclusion of WBoP areas where there is expected mutual benefit (to WBoP and TCC) from collaborating to support future servicing needs. <ul style="list-style-type: none">– Katikati (?)– Aongatete (?)	Tbc (likely informed by new Water Service Entity)

*Private plan changes

**Sub-regional study may further inform Intermediate and Maximum scope

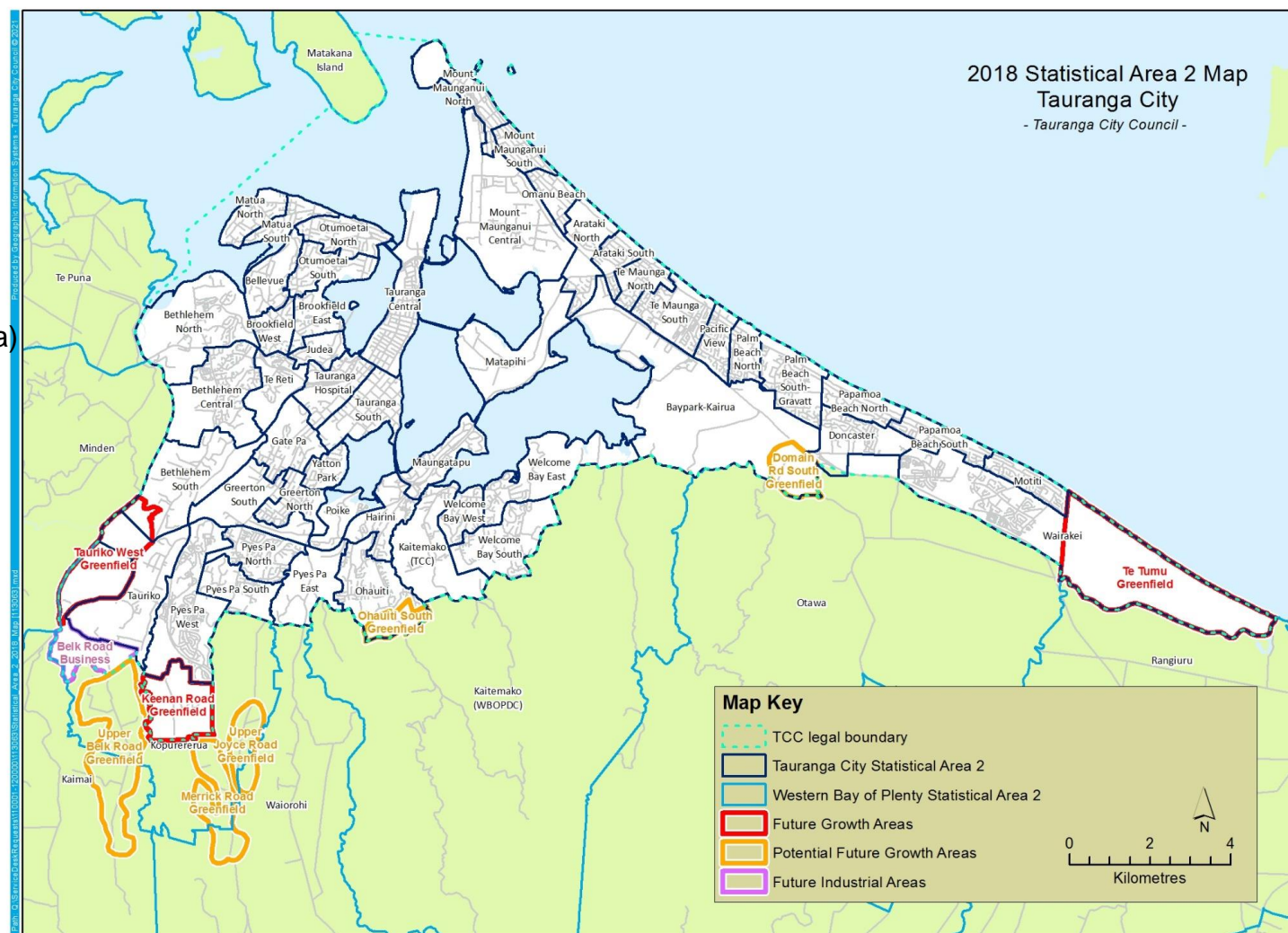
Geographical Area - Minimum

Minimum (Critical) Scope

Existing coverage & planned growth:

- Urban Tauranga
- Ōmokoroa
- Te Puna (existing serviced area)
- Intensification
 - Te Papa, Otūmoetai & surrounds
 - Mt Maunganui to Bayfair/Arataki
- Planned growth areas ('greenfield'):
 - Te Tumu
 - Tauriko West
 - Lower Belk
 - Keenan Road
 - Ohauti South*
 - Domain Rd South*
 - Upper Belk Road (2063+)
 - Merrick Road (2063+)
 - Upper Joyce Road (2063+)

**Private plan changes*



Geographical Area - Intermediate

Intermediate (Desirable) Scope*

Minimum scope PLUS
inclusion of WBoP areas in
proximity to those already
served by TCC:

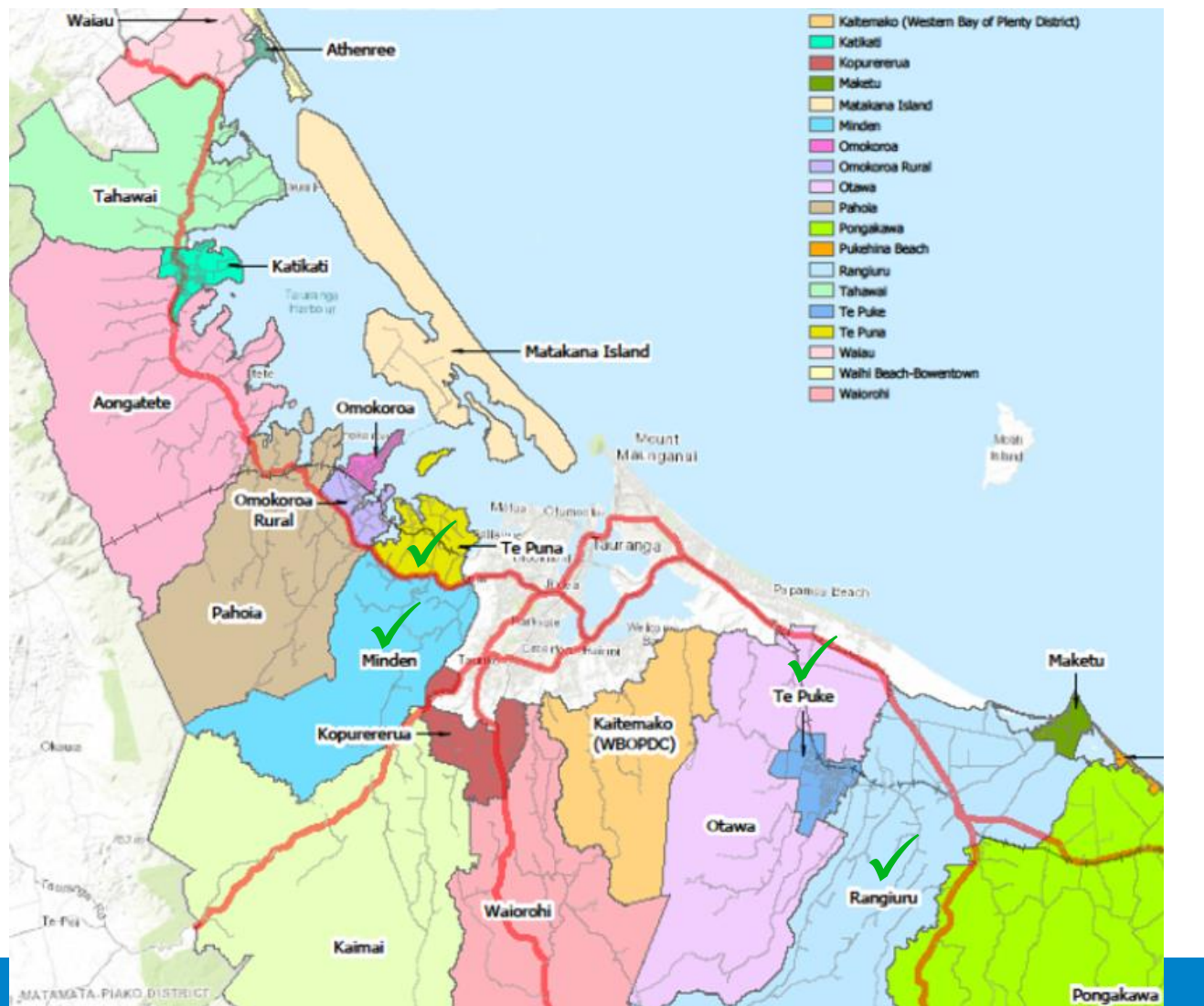
- Minimum scope

PLUS

- Te Puke
- Rangioru
- Te Puna (remaining areas)
- (Lower) Minden

*Intermediate scope areas would
not necessarily be serviced by
existing TCC system.*

**Sub-regional study may further
inform Intermediate scope*



Geographical Area - Maximum

Maximum (Aspirational) Scope*

Intermediate scope PLUS
WBoP areas where there is
expected mutual benefit from
collaborating to support future
servicing needs:

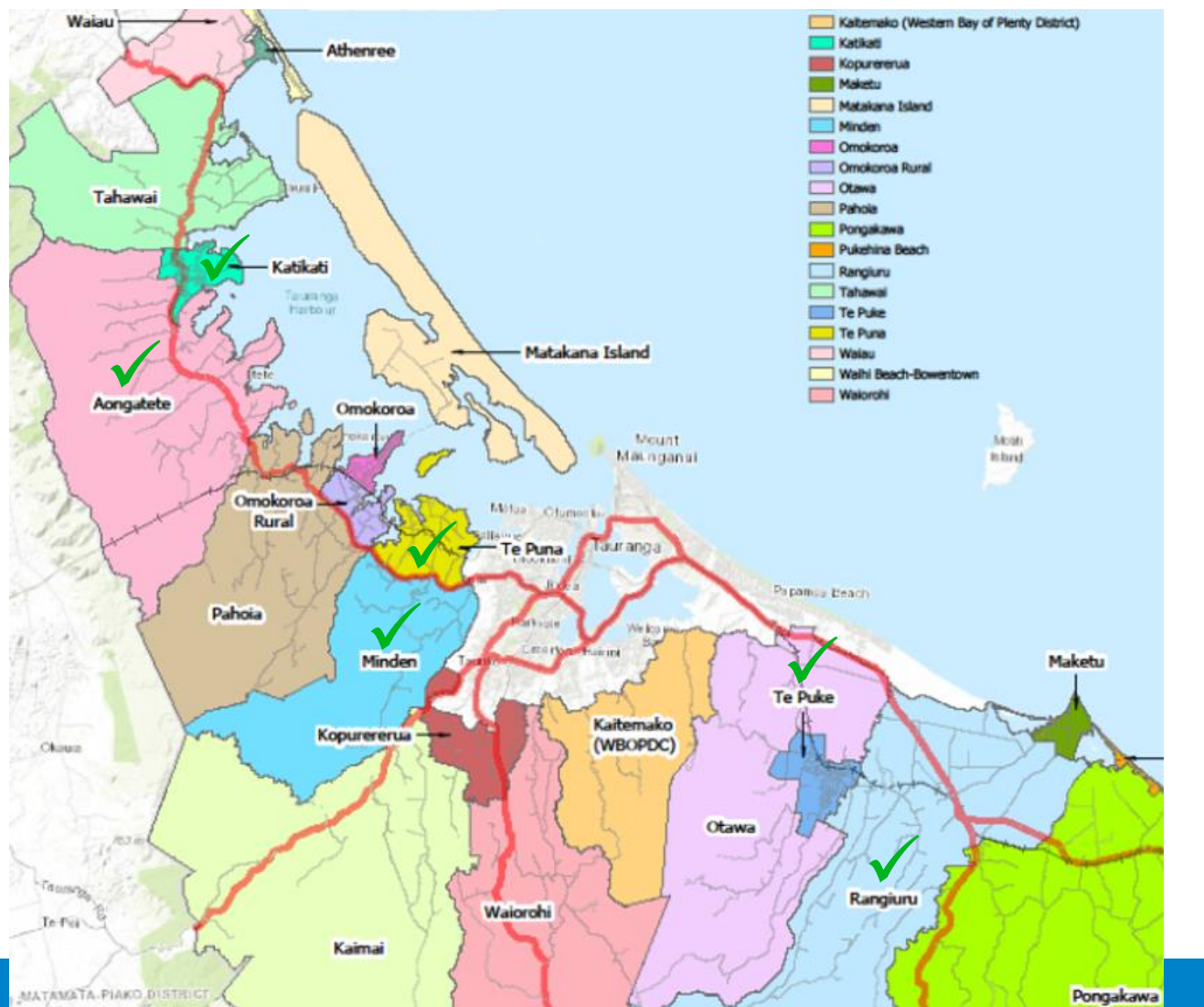
- Intermediate scope

PLUS/consider

- Katikati (?)
- Aongatete (?)

*Maximum scope areas would not
necessarily be serviced by existing
TCC system.*

**Sub-regional study may further
inform Maximum scope*



Growth and Development

		Scope levels				
KSR		Level/ metric	Minimum (Critical)	Intermediate (Desirable)	Maximum (Aspirational)	Out of Scope
2	Growth and development is enabled*	Serviced (connected) population, 000s	2018: 139 2048: 216 (+53%) 2118: 291 (+34%)	2018: 139 2048: 238 (+69%) 2118: 359 (+52%)	2018: 139 2048: 248 (+76%) 2118: 372 (+54%)	More than maximum scope
		Serviced (connected) dwellings, 000s	2018: 58 2048: 90 (+53%) 2118: 121 (+34%)	2018: 58 2048: 99 (+69%) 2118: 150 (+52%)	2018: 58 2048: 103* (+76%) 2118: 155* (+54%)	
<div><div></div><div><div></div><div>All figures are indicative; % change from previous figure shown in brackets.</div><div>KSR#2 scope levels align with KSR#1 Geographic Coverage scope levels</div><div>Sources: Resident population per Tauranga City Population and Dwelling Projection Review 2021; WBoPD Population and Dwelling Projection based on SA2 Allocation, April 2021. Assumes: 2.4 occupancy; Servicing levels per Strategic WW Model.</div></div></div>						
3	Development managed to align with wastewater servicing capacity	Ability/extent to which Council influences development (location, sequencing)	Status quo (largely reactionary) with greater use of mitigatory tools/approaches. Continued partnership approaches where appropriate.	Greater ability for wastewater servicing capacity to influence development location and sequencing Continued partnership approaches where appropriate.	Full control over where development takes place based on wastewater servicing capacity.	Stop growth

* Longer term population and geographical scopes may not be serviced by existing TCC scheme.

It is assumed that non-residential flows will increase at same proportion as today.

Serviced (connected) population and dwelling figures to be reviewed once provision for Māori land connectivity in urban areas is established (Refer KSR 7 for wastewater connectivity equity for Māori land within Tauranga's City limits).

Tangata whenua partnership and values – KSR5

Green text agreed with tangata whenua Project Team representatives 31st Jan 2024; to be reviewed by full Project Team in early 2024.

		Scope levels			
KSR	Level/ metric	Minimum (Critical)	Intermediate (Desirable)	Maximum (Aspirational)	Out of Scope
5	Gives greater effect to tangata whenua values <i>(enabling active protection and informed decision-making)</i>	<ul style="list-style-type: none"> Legislative and policy requirements met: <ul style="list-style-type: none"> Te Mana o Te Wai given effect to local tangata whenua values given greater effect to across all three water decision-making. Enables Māori NPS-FM compulsory values (mahinga kai), and other values identified by tangata whenua (including associated attributes/targets) as defined in Regional Natural Resources Plan, to be met. Local tangata whenua values and history of water assets/land understood and embedded across Council, community. 	Minimum PLUS: <ul style="list-style-type: none"> Enables Māori NPS-FM compulsory values (mahinga kai), and other values identified by tangata whenua (as defined in Regional Natural Resources Plan) to be exceeded. Enables greater tangata whenua connectivity with te taiao. 	Intermediate PLUS: <ul style="list-style-type: none"> Enables Māori NPS-FM compulsory values (mahinga kai), and other values identified by tangata whenua (as defined in Regional Natural Resources Plan) to be exceeded+. 	Less than minimum scope
	Protecting and enhancing the mauri of taiao	Protect existing mauri of sites impacted by wastewater infrastructure	Enhance the mauri of sites impacted by wastewater infrastructure	Mauri ora at sites impacted by wastewater infrastructure	

Tangata whenua partnership and values –KSR6

		Scope levels				
KSR	Level/ metric	Minimum (Critical)	Intermediate (Desirable)	Maximum (Aspirational)	Out of Scope	
6	Promotes opportunities for strong and enduring partnerships with tangata whenua <i>(enabling active protection and informed decision-making)</i>	Extent to which impact of existing wastewater infrastructure on iwi/hapū is taken into account or addressed in wastewater decision making.	Status quo – current and future wastewater infrastructure decisions take into account impact of existing wastewater infrastructure and public works on iwi/hapū through existing mechanisms.	Minimum PLUS Further impact on iwi/hapū disproportionately impacted by existing wastewater infrastructure is minimised.	Intermed. PLUS Disproportionate impact from existing wastewater infrastructure on iwi/hapū is addressed or reduced.	
	Decision-making quality, authority and capacity	<ul style="list-style-type: none">– Te Tiriti o Waitangi and Treaty of Waitangi Partnership Principles are given effect to.– Legislative requirements met (including, the Marine and Coastal Area (Takutai Moana) Act 2011; incoming Local Water Done Well legislation).– Partnership is enabled and effective at all levels (including co-design) <i>(active protection and informed decision making)</i>– Partners are enabled by timely, relevant, high-quality information <i>(informed decision-making)</i>– Partners have sufficient capability and capacity to act effectively	No Intermediate scope set	No Maximum scope set	Any reduction in decision-making authority	
	Partnership health/maturity	Partnership health is prioritised, sufficiently resourced and reported on through long term mechanisms/fora	No Intermediate scope set	No Intermediate scope set		

23

23

Tangata whenua partnership and values (2)

Between now and in the lead up to the new Water Service Entity operating, how can we lay the foundations for a genuine, collaborative, partnership approach (that provides for co-design and co-governance)?

			Scope levels			
KSR	Level/ metric		Minimum (Critical)	Intermediate (Desirable)	Maximum (Aspirational)	Out of Scope
7	Improves wastewater service equity	Consistency between provision for Māori and non-Māori land connectivity in TCC City limits	Planning for Māori land development/connectivity within Tauranga City limits enables tāngata whenua development plans.	Planning for wastewater infrastructure for Māori land within the City limits is sized the same way as neighbouring land. If tangata development plans indicate a higher level of development than neighbouring land, then the higher of the two is used.	No Maximum scope set	

Environmental (1)

Environmental (1)

			Scope levels				
KSR		Level/ metric	Minimum (Critical)	Intermediate (Desirable)	Maximum (Aspirational)	Out of Scope	
	9	Enables positive environmental impact (at key WWTP sites/ surrounding environment and network)	Extent of positive environmental impact	No deterioration from status quo from wastewater activity and meets relevant standards (NPS-FM values etc) and consent requirements	No environmental impact / some positive impact to surrounding environment from wastewater activity	Positive impact to the surrounding environment	Planned deterioration from status quo
Discharges and Overflows	10	Enables a reduction in wet weather wastewater overflows	# Wet weather overflows/ 1000 connections/ year. 5 yearly average to be used.	Provides for minor level of deterioration for network but not beyond consented/ regulated standards.	No deterioration from # overflows at 2021.	Less wet weather wastewater overflows than Intermediate scope.	># than for design event
	11	Actively seek practicable alternative options to the two consented overflows from the WWTPs	Extent of direct wet weather treated wastewater overflows to wai receiving environments from 2 consented overflows from the WWTPs	No increase in extent of direct wet weather treated wastewater overflows to wai receiving environments	Reduction in extent of direct wet weather treated wastewater overflows to wai receiving environments	Minimise direct wet weather treated wastewater overflows to wai receiving environments	
	12	Actively seek practicable alternative options to the discharge of wastewater to the Coastal Marine Area	Proportion of treated wastewater discharged to the Coastal Marine Area	No increase in discharge (L/p/day) to the Coastal Marine Area during dry weather flows	Minimise discharge to the Coastal Marine Area during dry weather flows	No discharge to the Coastal Marine Area except during (defined) wet weather peaks	Must not pipe treated wastewater directly to natural freshwater receiving environments

Dry Weather Overflows follow at 'Resilience and Adaptability'

Environmental (2)

Environmental (2)				Scope levels			
	KSR		Level/ metric	Minimum (Critical)	Intermediate (Desirable)	Maximum (Aspirational)	Out of Scope
Wastewater production + conservation	13	Enables reduction in wastewater production	Residential (L/p/day) Industrial Residential (HEU)	Retain existing levels; 225L per person per day (status quo)*	215 L/person/day	210 L/person/day	Any reduction below workable volumes
	15	Produces high-quality treated wastewater	Contaminant composition / concentration detail	Compliance with: <ul style="list-style-type: none">Resource ConsentsExisting and incoming relevant policy statements and environmental standards (NPS-FM; NES WW Discharges and Overflows)	Minimum scope PLUS + suitable for industrial re-use + suitable for agricultural re-use	Minimum scope PLUS + suitable for industrial reuse + suitable for agricultural re-use + suitable for domestic re-use (non-potable)	Any planned increase in contaminant composition / concentration of treated wastewater
Treated Wastewater quality reuse	16	Enables treated wastewater reuse	Treated wastewater reuse level	Existing treated wastewater reuse levels + consented reuse	Minimum scope PLUS + Increased treated wastewater reuse levels	Maximise re-use of treated wastewater	Planned reduction in re-use levels

* 2022 Wastewater production = 220 (L/pers/day)

Environmental (3)

			Scope levels				
	KSR	Level/ metric	Minimum (Critical)	Intermediate (Desirable)	Maximum (Aspirational)	Out of Scope	
Energy and Residuals re-use	17	Enables enhanced biosolids management	Volume (% Beneficial reuse or % disposal to landfill)	Existing levels or improvement	Improvement from existing levels	Maximise re-use of biosolids	Planned reduction in re-use levels
			Biosolid quality	Existing levels or improvement	Improvement from existing levels	Maximise re-use of biosolids	Planned reduction in quality
	18	Enables greater energy re-use, capture and generation*	Proportion of energy re-used	Energy reuse: reuse covers % of total energy used	Energy reuse: reuse covers ++% of total energy used	Maximise energy re-use and capture.	
			Proportion of energy generated by system	Co-generation (at Wastewater Treatment Plants)	Increased levels of co-generation	Maximise energy generation.	

**not limited to bio energy*

Environmental (4)

			Scope levels				
KSR		Level/ metric	Minimum (Critical)	Intermediate (Desirable)	Maximum (Aspirational)	Out of Scope	
Efficiency + Emissions	19	Enables reduced energy consumption	% reduction	Energy efficiency initiatives continue (Use existing metrics)	Refer stocktake metrics +% reduction	Refer stocktake metrics ++% reduction	
	20	Enables green house gas emissions reduction timeframes to be met	Net emissions to zero by (year)	2050; compliance with legislation	2040	2030; early adopter, change leader	
Level of Service	22	Delivers required Levels of Service	Dry weather overflows (refer KSR 24) Compliance with resource consents Emergency response Complaints	Levels of Service are met	Levels of Service are met	Levels of Service are met	Reduction in performance Scope and standards tbc (Taumata Arowai and WSE)

Resilience and Adaptability

			Scope levels			
KSR		Level/ metric	Minimum (Critical)	Intermediate (Desirable)	Maximum (Aspirational)	Out of Scope
23	Provides resilience to Climate Change- related hazards	Sea level rise scenarios	RCP8.5 (required under RPS for long term projects)	RCP8.5	RCP 8.5+	
		Rainfall scenarios	RCP8.5 (required under RPS for long term projects)	RCP8.5	RCP 8.5+	
24	Enables adequate operational resilience	Potential to react operationally to service interruptions	Some flexibility for non-BAU situation with general time to recovery in line with current incident response plan	High flexibility for potentially multiple non- BAU situations to occur with general time to recovery in line with current incident response plan +	Very high flexibility for potentially multiple non-BAU situations to occur in line with current incident response plan ++	
		Asset condition (incl. Outfall)	Meets applicable standards	Exceeds applicable standards	Exceeds applicable standards+	
		Dry weather overflows (blockages)	Meets Level of Service requirement (or applicable incoming standard)	Exceeds applicable standards	Minimise dry weather overflows	
25	Enables appropriate adaptability	Requirement	Critical for options with >50-year benefits and desirable for options with <15 year-benefits.	Per minimum scope	Per minimum scope	

Long List Option Assessment Criteria



Assessment Criteria – Refresher - Where do they fit?

- Used to evaluate and 'down size' a **long list of options** to a short list

Key Service Requirement

Minimum Scope	Intermediate Scope	Maximum Scope
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Long List Options

Options capable of delivering minimum scope <ul style="list-style-type: none"> ▪ A ▪ B ▪ C ▪ D 	Options capable of delivering intermediate scope <ul style="list-style-type: none"> ▪ E ▪ F ▪ G ▪ H 	Options capable of delivering maximum scope <ul style="list-style-type: none"> ▪ I ▪ J ▪ K ▪ L
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Long List Assessment Criteria

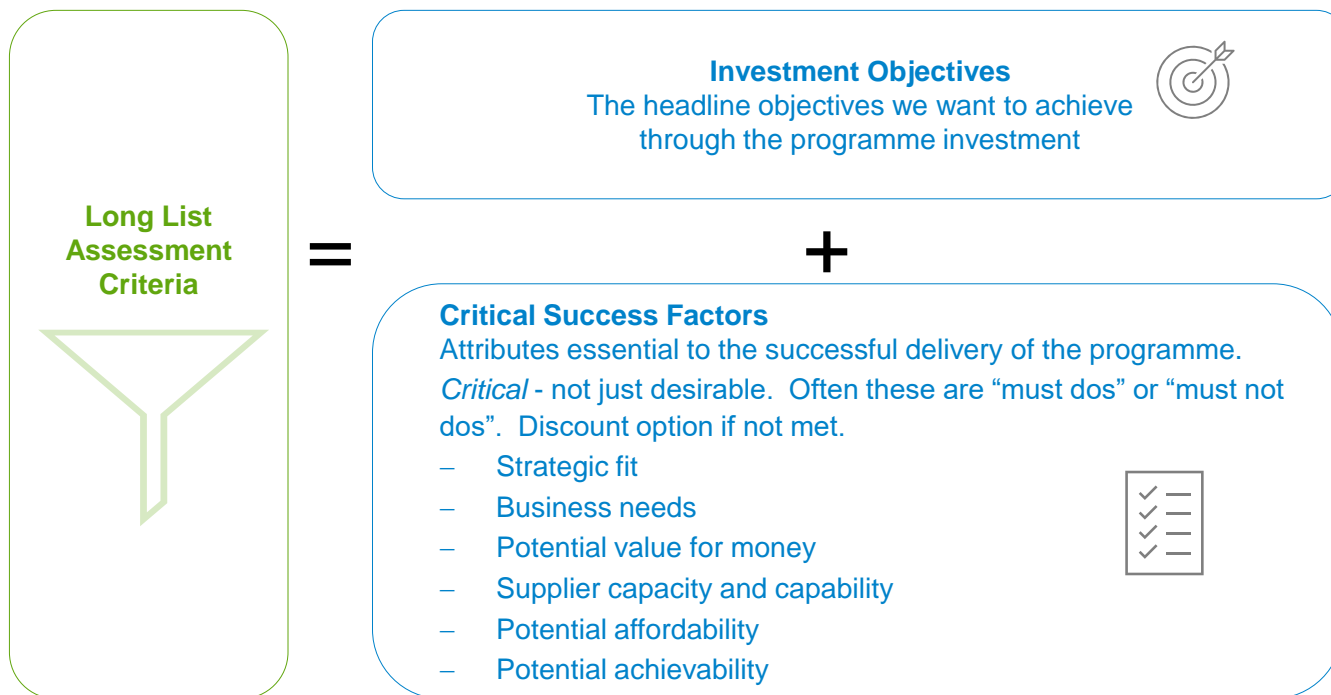


Short List Programme Options

A + C	G	K+L
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Assessment Criteria

- Two parts: Investment Objectives + Critical Success Factors (CSFs)



Assessment Criteria – Critical Success Factors (CSFs)



- Attributes essential to the successful delivery of the programme
- **CSFs are critical** - not just desirable
- If an option does not meet one of these it should be discounted from further analysis.

Category	Broad Description
Strategic fit	How well does the option align with national, regional and city strategies, policies and plans? How well does it integrate with other programmes and projects?
Business Needs*	How well does the option meet the agreed investment objectives, related business needs and service requirements?
Potential value for money	How well does the option optimise value for money (the optimal mix of potential benefits, costs and risks)?
Supplier capacity and capability	How well does the option match the ability of potential suppliers to deliver the required services? Is it likely to result in a sustainable arrangement that optimises value for money?
Potential affordability	How well can the option be met from likely available funding and match other funding constraints?
Potential achievability	How well is the option likely to be delivered given the organisations ability to respond to the changes required, and matches the level of available skills required for successful delivery.

* BBC/default name (includes organisational, tangata whenua and community needs as appropriate)

Scoring system (indicative)

- Options that do not meet an evaluation criterion (score '0') should be discounted (removed)
- Options are rewarded if they exceed a criterion

Score	Criteria	Description
0	Does not meet	The option does not meet any elements within the criteria
1	Meets with major reservations	The option addresses a few of the elements within the criteria
2	Meets with minor reservations	The options addresses most of the elements within the criteria
3	Meets	The option meets all of the elements within the criteria
4	Exceeds	The option meets all the elements of the criteria and provides additional benefits within the criteria



Investment Objectives

1. 35,400[^] additional dwellings and papakāinga are accommodated by a wastewater system by 2050, with 3% population growth accommodated to 2120.
2. Significant reduction in the environmental footprint of the wastewater system by 2050^{*}.
3. A strong and enduring partnership between tangata whenua and council that achieves a shared wastewater vision for Tauranga.
4. Tauranga's wastewater system is resilient against disruptions and natural hazards

[^] Indicative figure. Aligns with minimum scope geographical coverage and associated population. Figure to be confirmed once provision for Māori land connectivity equity in urban areas is established.

^{} Considers reduced wastewater production; greater re-use of treated wastewater; reduced GHG emissions, energy use, wet weather overflows, odour; enhanced biosolid re-use.*

CSFs - Strategic Fit

Strategic Alignment with Legislation, National Policy and Standards

*Various Legislation to be updated once repealed.
New, relevant material to be incorporated once enacted*

Type	Critical Success Factors	
Legislation	<ol style="list-style-type: none"> 1. Local Government Act 2002 2. Resource Management Act 1991 3. Resource Management (Enabling Housing Supply and Other Matters) Act 2021 4. Natural and Built Environment Act 2023; Spatial Planning Act 2023 5. Marine and Coastal Area (Takutai Moana) Act 2011 6. Waste Minimisation Act 2008 7. Water Services Act 2021 8. Water Services Entity Act 2022 9. Climate Change Response (Zero Carbon) Amendment Act 2019 10. Heritage New Zealand Pouhere Taonga Act 2014 11. Relevant Treaty of Waitangi Settlement Act(s) <ol style="list-style-type: none"> 1. Tapuika Claims Settlement Act 2014 2. Waitaha Claims Settlement Act 2013 3. Ngāti Pūkenga Claims Settlement Act 2017 4. Ngāti Ranginui DOS 5. Ngāi Te Rangi and Ngā Pōtiki DOS 	
National Policy Statements, Environment Standards and guidelines	<ol style="list-style-type: none"> 1. National Coastal Policy Statement 2010 2. National Policy Statement for Freshwater Management 2020 3. Resource Management (National Environmental Standards for Freshwater) Regulations 2020 4. Applicable incoming policy/standards from Three Waters reforms 5. National Environmental Standards for Sources of Human Drinking Water (once updated, 2023) 6. National Policy Statement for Highly Productive Land 2022 7. National Policy Statement Urban Development 2020. 8. National Environmental Standard for Air Quality 9. Relevant Water NZ Good Practice Guidelines (tbc) 10. Water New Zealand Good Practice Guide for the Beneficial Use of Organic Waste Products on Land 2017 (draft) 11. Aotearoa New Zealand's First National Adaptation Plan 12. National Policy Statement for Indigenous Biodiversity 2023 	

CSFs - Strategic Fit

*New, relevant material to be incorporated once adopted
(for example, LTP updates and core strategies and plans)*

Regional and Local Policies, Strategies and Plans

Type	Critical Success Factors
Regional	<ol style="list-style-type: none"> 1. Bay of Plenty Regional Policy Statement 2. Bay of Plenty Regional Natural Resource Plan 3. Bay of Plenty Regional Coastal Environmental Plan 2019 4. Urban Form and Transport Initiative (UFTI)
Local	<ol style="list-style-type: none"> 1. Long Term Plan 2021-2024 2. Infrastructure Strategy 2021-2024 3. Tauranga City Plan 4. Infrastructure Development Code 5. Relevant Iwi/Hapū Protocol Agreements 6. TCC Waste Management and Minimisation Plan 2022-2028 7. Relevant Hapū/Iwi Management Plans 8. Tauranga Taurikura - Environmental Strategy 2023-2033* 9. Tauranga Climate Action and Investment Plan (AIP) 10. Tauranga Nature and Biodiversity AIP 2023-2033 <p><i>* Adopted 21 August 2023, pending inclusion of final amendments re: use of grey water as a resource.</i></p>

CSFs – Business Needs

Opportunity to reflect specific, performance/merit-based ‘bottom lines’

Type	Critical Success Factors	
Business Needs (organisational, tangata whenua and community)	<ol style="list-style-type: none"> 1. Must be capable of accommodating UFTI required growth (standalone or as part of a package). 2. Must not increase dry weather wastewater production per person. 3. Must not increase wet weather overflows above that for design event. 4. Must improve environmental footprint from wastewater system. 5. Must enable greater collaboration and enhanced partnership with tangata whenua. 6. Must give greater effect to tangata whenua cultural values. <i>[Refer CSF6 detail next slide]</i> 7. Must not increase inflow and infiltration to the wastewater network for Council infrastructure. 8. Must provide an acceptable level of resilience to natural hazards, including: <ol style="list-style-type: none"> i. climate change-related hazards ii. seismic events. 	<ol style="list-style-type: none"> 9. Must meet operational resilience requirements (i.e. capable of maintaining a seamless service). 10. Must not pipe treated wastewater directly to natural freshwater receiving environments. 11. Must not discharge treated or untreated wastewater directly to the harbour during typical operation. 12. Must not require additional reclamation of Te Tāhuna o Rangataua. 13. Must not create unmanageable risks to public health. 14. Must not compromise TCC ability to meet regulatory requirements. 15. Must not compromise TCC ability to meet Level of Service obligations. 16. Is expected to be consentable under the Resource Management Act 1991 (and its replacement). 17. Must minimise disturbance at identified urupā or wāhi tapu sites, or further disturbance where wastewater infrastructure has already disturbed urupā/wāhi tapu*. <p>*Council and tangata whenua will work as Te Tiriti partners to achieve this. 'Identified urupā or wāhi tapu sites' are defined as those identified as urupā or wāhi tapu in the Register of Significant Maori Areas on the TCC City Plan</p>

Exploring CSF#6 - 'Must give greater effect to tangata whenua cultural values'

- Attributes *essential* to the successful delivery of the programme (**critical** - not just desirable):

- Strategic fit
- **Business needs** 
- Potential value for money
- Supplier capacity and capability
- Potential affordability
- Potential achievability

CSF 6. 'Must give greater effect to tangata whenua cultural values'*

These values being...

- Tapu is not transgressed by wastewater management decision making.
- Human waste, including sewerage, menstrual and mortuary waste, is very tapu.
- The mauri of taiao is paramount.
- The connection tangata whenua have to taiao is supported.
- The mana of tangata whenua with respect to taiao is upheld—for example, an abundance of kaimoana enables tangata whenua to provide at hākari and strengthens the mana of the iwi / hapū.

** Agreed by Project Team 10th May 2023*

Other CSFs

Type	Critical Success Factors
Potential value for money	For this proposal, Value for Money is considered optimal where Value is (primarily) where the performance of the option is acceptable when considered alongside the costs and risks associated with that option.
Supplier capacity and capability	For the proposal, this relates to the ability of potential suppliers to deliver identified options (applies to both infrastructure and non-infrastructure responses).
Potential affordability	Options are considered in terms of their capital, whole-of-life and operational costs to understand their affordability. This where financial sustainability is assessed.
Potential achievability	<ol style="list-style-type: none">1. Technical complexity at implementation must not prohibitively onerous.2. Network integration requirements at implementation must not be prohibitively onerous.3. Operational requirements are not prohibitively complex or onerous.

SWOT Analysis



Long List Option SWOT Analysis

- a SWOT analysis will be prepared to support Long List option evaluation

SWOT

- Strengths
- Weaknesses,
- Opportunities
- Threats



1. How well each option meets the Assessment Criteria

2. How well each option performs against other attributes that need to be given regard to, and/or are of interest

Long List Option SWOT Analysis

Other attributes that need to be given regard to, and/or are of interest:

1. Benefit duration and commencement
2. Benefits/disbenefits for water supply and stormwater ('one wai' thinking)
3. Adaptability to changing environmental factors (growth, climate change)
4. Alignment with 'Tangata Whenua considerations' (***detail next slide***)
5. Ability to incorporate new technology(s).
6. For new technology, the extent to which it has been proven.

Strategic alignment with relevant HIMPs now included within Strategic Fit CSF criteria

These attributes are not directly scored, however we will collect this information during the SWOT analysis.

Where there is alignment with a given CSF, for example CSF6 – *Must give greater effect to tangata whenua cultural values*, an option may be rewarded (score changed from 3 to 4) if it performs well against relevant attributes *in addition* to meeting all elements of a given CSF criterion.

Long List Option SWOT Analysis

#4 – Tangata whenua considerations

**SWOT analysis
(Strengths,
Weaknesses,
Opportunities,
Threats), includes:**

**1. How well each
option meets the
Assessment Criteria**

**2. How well each
option performs
against other
attributes that need
to be given regard
to, and/or are of
interest (for
example, Tangata
whenua
considerations)**

1. A preference to manage the wastewater within the rohe or catchment it is sourced from.
2. Strong opposition to discharge of wastewater to water, freshwater, recreation areas, marine environment, food crops and stocks, and urupā .
3. Less discomfort of waste being used in generating electricity (where waste is not mixed with water), applied to forestry, and used on non-food crops.
4. The ability of Papatūānuku to restore mauri to wastewater is a significant factor for approval of land discharges. It is expected that treated wastewater will penetrate the ground in a meaningful way— residence time is an indicator of this.
5. Participation by tangata whenua in wastewater management (operationally and at a decision-making level) a requirement.
6. A preference for higher quality of treatment of all contaminants (for both treated wastewater effluent, and biosolids).
7. The reduction in the use of water as a medium for transporting waste, recognising the whole of water cycle.
8. Support for infrastructure-enabled Māori housing supply.
9. Strong opposition to having a WWTP near marae, papakāinga and tangata whenua communities.
10. Consent by consent consultation under the RMA is considered process driven, transactional, short-term, and adversarial. Preference is for strategic and long-term relationships.
11. A strong preference to separate waste streams, particularly mortuary waste.
12. The impact from existing wastewater infrastructure on iwi/hapū, in particular where disproportionate, is addressed or reduced.

10.2 Strategy, Finance and Risk Committee recommendation 19 February 2024 - approval of unbudgeted loan funded operating expenditure for Kennan Road Business Case and Wairoa Bridge Cycleway contribution to safety works

File Number: A15662244

Author: Coral Hair, Manager: Democracy and Governance Services

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

PURPOSE OF THE REPORT

1. The purpose of this report is to bring a recommendation from the Strategy, Finance and Risk Committee to Council for consideration. At its meeting on 19 February 2024, the Committee passed the following resolution which includes a recommendation to Council.

COMMITTEE RESOLUTION SFR1/24/1

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Bill Wasley

That the Strategy, Finance and Risk Committee:

- (a) Receives the report "Q2 Financial Monitoring Report to 31 December 2023".
- (b) Recommend to Council to approve unbudgeted loan-funded operating expenditure and associated rates-funded debt retirement over a five year period:
 - (i) \$379k for Keenan Road Business case
 - (ii) Wairoa Bridge Cycleway contribution to safety works \$1.1m

CARRIED

2. In accordance with the Committee recommendation SFR1/24/7 (b) (i) and (ii) Council is asked to approve unbudgeted loan-funded operating expenditure and associated rates-funded debt retirement over a five-year period for Keenan Road Business Case and Wairoa Bridge Cycleway contribution to safety works.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Strategy, Finance and Risk Committee recommendation 19 February 2024 - approval of unbudgeted loan funded operating expenditure for Kennan Road Business Case and Wairoa Bridge Cycleway contribution to safety works".
 - (b) Accepts the recommendation of the Strategy, Finance and Risk Committee recommendation SFR1/24/7 of 19 February 2024 and approves unbudgeted loan-funded operating expenditure and associated rates-funded debt retirement over a five year period for
 - (i) \$379k for Keenan Road Business case
 - (ii) Wairoa Bridge Cycleway contribution to safety works \$1.1m
-

ATTACHMENTS

Nil

11 BUSINESS

11.1 City Centre Public Transport Facilities

File Number: A15465966

Author: Shawn Geard, City Centre Transport Advisor
Tom McEntyre, Principal Investment Advisor: Transport

Authoriser: Nic Johansson, Head of Transport

PURPOSE OF THE REPORT

1. To present to Council the recommended option of the long-term public transport facility in the city centre, and seek approval to proceed to detailed design and implementation of the Durham Street South Super Stop.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "City Centre Public Transport Facilities".
- (b) Adopts the city centre bus facility locations,
 - (i) Durham Street South super stop, between Elizabeth Street and Spring Street – three stops in each direction utilising Option 1a or Option 1b.
 - (ii) Civic Centre split stop – a set of four stops consisting of one stop in each of these locations:
 - (1) West side of Willow Street, north of Harington Street
 - (2) North side of Harington Street, west of The Strand
 - (3) South side of Hamilton Street, west of The Strand
 - (4) South side of Hamilton Street, west of Willow Street.
- (c) Dive Crescent super stop, adjacent to the Cargo Shed – three stops in each direction.
- (d) Durham Street, adjacent to Baycourt (a single stop in each direction).
- (e) An inter-regional stop is provided on the south side of Elizabeth Street, east of Durham Street.
- (f) Adopts the following implementation timeframe:
 - (i) Expand Durham Street South – mid 2024
 - (ii) Civic Centre split stop locations are to be implemented alongside the City Centre Enabling Movement Project, with the exception of the Hamilton Street stop (west of Willow Street) being implemented by 30 September 2028; and
 - (iii) Elizabeth Street inter-regional stop – mid 2024
- (g) Notes that these stops are to be funded through existing budget lines, with or without New Zealand Transport Agency Waka Kotahi (NZTA) funding, pending their future decision on the business case process.
- (h) The following bus stops are adopted for removal:
 - (i) Durham Street, between Spring Street and Wharf Street, once the Durham Street South super stop has been commissioned;
 - (ii) East side of Grey Street (outside 45 Elizabeth Street) once the Durham Street

-
- super stop has been commissioned; and
- (iii) Willow Street, between Hamilton Street and Wharf Street, by 30 September 2028.
-

EXECUTIVE SUMMARY

2. The interim bus hub has now been operating from Durham Street, between Spring and Wharf Streets, for a period of 21 months, longer than the previously agreed 18 months, and requires relocation to its long-term location.
3. The new long-term city centre bus stops are to be spread across the city centre in a way that allows public transport to be an attractive mode of transport, by allowing a much larger portion of the city centre to be within easy access of public transport, while still providing locations where passengers can move readily between bus services.
4. The super stop sites allow all services to utilise the location, including within long-term Public Transport Reference Case scenarios, providing connection between services, these require:
 - (a) wide footpaths to provide a high degree of service for customers waiting for a bus, and pedestrians walking along the street;
 - (b) sufficiently flat grade to enable accessibility for all users; and
 - (c) room for six bus bays (three in each direction).
5. Infill bus stops within the city centre are to be provided at key destinations, providing infill accessibility where a super stop location is unfeasible due to locality constraints, as such:
 - (a) these stops, upon implementation by Bay of Plenty Regional Council of a more frequent bus network, will exceed capacity and only be serviced by select routes; and
 - (b) limited waiting facilities will be provided at these stops – this will include architecturally designed shelters and seats for less mobile passengers.
6. Tauranga City Council staff have been proceeding with a business case through the NZTA business case process. Due to limitations associated with balancing public transport benefits with city centre constraints, it is possible that NZTA will not approve this business case. It is therefore proposed that Tauranga City Council may proceed without their associated co-funding (Funding Assistance Rate = 51%), as there is a commitment to relocate from the current temporary facility.

Summary of all proposed bus stop locations within the city centre

7. The following locations are a summary of the bus stops proposed within the city centre:
 - (a) Durham Street South super stop, between Elizabeth Street and Spring Street – three stops in each direction.
 - (b) Civic Centre split stop – a set of four stops consisting of one stop in each of these locations:
 - i. West side of Willow Street, north of Harington Street
 - ii. North side of Harington Street, west of The Strand
 - iii. South side of Hamilton Street, west of The Strand
 - iv. South side of Hamilton Street, west of Willow Street.
 - (c) Dive Crescent super stop, adjacent to the Cargo Shed – three stops in each direction.
 - (d) Durham Street, adjacent to Baycourt.
 - (e) An inter-regional stop is provided on the south side of Elizabeth Street, east of Durham Street.

BACKGROUND

8. The old Willow Street central bus hub was removed to allow for the redevelopment of the Civic Precinct and eventual closure of the Willow Street (Wharf Street to Hamilton Street), to provide a large public space.
9. On 6 December 2021, Tauranga City Council made Resolution CO23/21/8:
That the Council:
 - (a) *Receives the report, and*
 - (i) *Approves the relocation of the central bus hub from Willow Street to Durham Street between Spring and Wharf Streets (Option 1), for a period of no longer than 18 months from the date that the new hub opens;*
 - (ii) *Approves funding of \$1.75M in the Annual Plan for relocation of the central bus hub;*
 - (iii) *Meets with the Tauranga members of the Bay of Plenty Regional Council Public Transport Committee, and appropriate staff, to discuss and resolve concerns relating to the implementation of the interchange at the location chosen (Option 1);*
 - (b) *Agrees that investigations into a long-term solution for public transport in the CBD commence immediately in collaboration with the Bay of Plenty Regional Council.*
10. The interim bus hub on Durham Street, between Spring and Wharf Streets, was opened on 13 June 2021. On 13 December 2023, it will have been operating at that site for 18 months and requires relocation as directed by Tauranga City Council resolution CO23/21/8,
11. The City Centre Public Transport Hub Single Stage Business Case has been ongoing from late 2022, and has been presented by numerous setbacks relating to balancing outcomes within a very constrained city centre.

STRATEGIC / STATUTORY CONTEXT

12. The Urban Form and Transport Initiative (UFTI)'s Connected Centres was endorsed by the SmartGrowth Partners. This programme is built upon a high-quality public transport network. The UFTI Connected Centres Programme includes an action to '*Confirm locations for PT hubs and interchanges in the central corridor (in consideration of TNL connections decisions).*'¹
13. A priority activity in the Transport System Plan (TSP) is to deliver a safe and accessible city centre public transport facility – this was re-confirmed through the recent TSP Refresh. This is to support the wider city centre redevelopment, mode shift, and environmental outcomes.
14. Tauranga City Council adopted the City Centre Action and Investment Plan (CCAIP) in August 2022, which detailed the city centre development plan over a ten-year period. It sought to combine the strategic outcomes, along with the spatial and transport/movement plans that were to be delivered. From a public transport perspective, it identified an agreed public transport 'spine' as (from the north) Dive Crescent, The Strand, Hamilton Street, Durham Street and Elizabeth Street.
15. The long-term solution for public transport in Tauranga has been defined through the Public Transport Reference Case and is currently being further developed through the City Centre Public Transport Business Case, and the network-wide Western Bay of Plenty Public Transport Services and Infrastructure (PTS&I) Business Case. Both business cases are built upon the recommendations of the Public Transport Reference Case, and are currently ongoing. The PTS&I Business Case is also incorporating the agreed Public Transport Spine with respect to city centre routing.
16. To maximise the commercial and residential development proposed within the city centre area, it is critical that public transport enhancements are made to provide travel options, and support congestion/parking constraints.

OPTIONS ANALYSIS

17. The options available for Council in respect to city centre wide public transport facilities are:

- (a) Do nothing and maintain the existing facilities.
- (b) Adopt the recommendations of this report (the recommended option).
- (c) Withhold a decision pending further work on the Bay of Plenty Regional Council Public Transport Service and Infrastructure Business Case, maintaining the status quo until a decision is reached.
- (d) In regards to the Durham Street South stop location, there are two subset options:
 - i. adopt the location of Durham Street between Elizabeth Street and Spring Street, with final arrangements subject to further stakeholder engagement; or
 - ii. adopt Durham Street between Elizabeth Street and The University of Waikato within the current parking bays.

Super stop summary

18. The recommended option consists of two large bus stops, referred to as 'super stops'.
19. The southern super stop will be at Durham Street South, with two possible arrangement options:
- (a) Option 1a – an expanded Durham Street South would encompass the full length of Durham Street, between Elizabeth Street and Spring Street, and provisionally would consist of three stops in the area currently occupied by car parking, and three stops within the planted area, while attempting to address concerns around bus stop density and safety, and maintain as much public amenity as possible.
 - (b) Option 1b – a condensed Durham Street South encompassing the current concrete apron carparking between Elizabeth Street and the University of Waikato; or
20. Both Durham Street South options are preferred due to:
- (a) Being located along the Public Transport Spine identified within the CCAIP.
 - (b) Providing six bus stops that can accommodate the expected increase in public transport services and passengers.
 - (c) Providing a high degree of access to key destinations in the southern part of the city centre.
 - (d) It is located in a high-use area, with active frontages that provide a high degree of passive surveillance and security.
 - (e) It will provide an improved user experience as it located in an area with wider footpaths, accommodating both waiting customers and pedestrians.
 - (f) This super stop will be located close to an inter-regional stop on Elizabeth Street, to enable connectivity between the local and inter-regional services.
21. The northern super stop will be at Dive Crescent (adjacent to the Cargo Shed) and is the preferred northern super stop location in the city centre, as:
- (a) It is located along the Public Transport Spine noted within the CCAIP. However, it is not along the route for Otumoetai services, which use Willow Street north of Harington Street.
 - (b) It provides six bus stops that can accommodate the expected increase in public transport services and passengers.
 - (c) It provides accessibility to the waterfront and other adjacent locations.
 - (d) It is located on a key route into the city centre, providing for passive surveillance and security.
22. The CCAIP had indicated that there would be a Civic Centre super stop along Hamilton Street. Following further investigation, this has been altered to a pair of regular stops. This is due to the grade that exists towards the western end of a super stop in this location exceeding the maximum allowable ramp grade within the NZTA Pedestrian Planning and Design Guide (>8%). This would lead to unsafe situations and become challenging to use, in particular for people using prams, wheelchairs, or carrying luggage.

Southern super stop options

23. The suitability of sites has been considered within the City Centre Public Transport Business Case, with input from Waka Kotahi, Bay of Plenty Regional Council, Priority One, CCS Disability Action, Age Concern, University of Waikato, Grey Power, Western Bay of Plenty Disability Support Trust and Sustainable Bay of Plenty.
24. Discussions with key stakeholders along the proposed Durham Street South location have indicated significant concerns arising from Option 1b (refer to below table). These concerns are centred around bus (and bus user) intensity and safety within this space, leading to consideration Option 1a.
25. The next stage of this option consideration would be to undertake wider stakeholder engagement of possible wider (between Elizabeth and Spring Street) arrangement options, to develop a cohesive and workable bus stop facility.
26. The three options within the table below are noted as the City Centre South super stop options:

	Option 1a: Expanded Durham St South (between Elizabeth St and Spring St)	Option 1b: Durham St South (south of the University of Waikato)	Option 2: Existing Location of Durham St North (Spring St to Wharf St)
Access to key destinations	High	High	Moderate
Gradient	Minimal gradient Proposed Grey St laneway will provide an accessible route	Minimal gradient Proposed Grey St laneway will provide an accessible route	Noticeable gradient for access to Willow St
Footpath width	4.3m	4.3m	3.5m
Kerbside space	An expanded Durham St South location has ample space for busses to operate independently, while minimising perceived intense bus consistency	Three bus bays in each direction Stops operate independently	Three bus bays in each direction Stops operate semi-independently
Passive surveillance	Active frontages and passive surveillance provided	Active frontages and passive surveillance provided	No active frontages or passive surveillance
Impact on parking	Loss of eight on-street car parks. Parking is reinstated at the interim location further north at Durham St (after the relocation), leading to a net gain of nine city centre car parks.	Loss of 17 on-street car parks Loss of on-street motorcycle parking. Provision of a new loading bay Parking is reinstated at the interim location further north at Durham St (after the relocation), leading to a net zero effect of city centre parking numbers	Loss of 18 on-street car parks This is no change from current interim situation
Impacts on Investment	Requires removal of significant planting and streetscape work undertaken 2018-2019 renewing disruption.	No pavement work required as this location has been futureproofed through the Durham St upgrade.	Road pavement renewal and strengthening along
Stakeholder Impacts	Negative impacts associated with removal of recently installed public investment	Adjacent stakeholders have raised concerns that the density of busses in this location would negatively impact future development in this area.	Adjacent stakeholders have raised concerns with this location along with impacts associated with not allowing for future capacity.
Summary	Impact of investment and	Staged move working with	Not recommended as does

	public perception significantly impacts option	adjacent developments, however provides perceived impacts to future developments	not allow for long-term required capacity
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27. While Tauranga City Council has invested significantly in Durham Street, between Elizabeth and Spring Streets, it has been assessed as prudent to reconsider a split arrangement where planted space and bus facility can be spread to address key stakeholder concerns, noting that this requires significant council investment.
28. Proceeding with Option 1a (expanded Durham Street South, between Elizabeth Street and Spring Street) provides the following outcomes:
- (a) It allows further stakeholder engagement ensuring the bus facility ties into future development of the area.
 - (b) Enables streetscape to better tie into proposed developments and reduces concerns the facility will feel overwhelming.
 - (c) It provides six bus stops that can accommodate the expected increase in public transport services.
 - (d) It provides access to key destinations in the southern part of the city centre.
 - (e) It is located in an area with active frontages that provides a high degree of passive surveillance and security.
 - (f) It will provide an improved user experience as it located in an area with wide footpaths, accommodating both waiting customers and pedestrians.
 - (g) Likely produces negative impacts associated with removal of public realm installed 5-6 years ago at significant public expense.
29. Option 1b will consider detailed architectural design, minimising perceived negative intensity and safety impacts, could be implemented either all mid 2024 or in a staged approach this staged approach would include:
- (a) Detailed work through of stakeholder concerns agreeing design mitigations,
 - (b) Provision of 1-2 bus stops on the Durham St South, eastern side, implemented middle 2024 in addition to the existing along the western side (providing for busses to utilise Durham St rather than Grey St),
 - (c) Upgrade of the existing facilities at the current location with architectural modular shelters able to be relocated at a later date in addition to pavement renewal work middle 2024,
 - (d) Full relocation to the Durham St South location coinciding with implementation of an enhanced bus service.

Infill bus stop summary

30. The location of super stops within the city centre necessitates the inclusion of targeted bus stops to ensure maximum coverage of access to the city centre by bus. These stops do not support the full service capacity of the Public Transport Reference Case.
31. Durham Street outside Baycourt – this pair (one for each direction) of stops will ensure ease of access to Baycourt and is expected to encourage public transport as a preferred mode to events at this venue:
- (a) The Baycourt bus stops will not support all bus services running through the city centre. This is to ensure that the single stop (with one bus bay) does not lead to busses queuing to use these. The number of services using this stop will be monitored and made best use of by Bay of Plenty Regional Council as the bus operator.
32. Civic split stops – these four single stops are located to ensure public transport access to the Civic and Justice precincts:

- (a) West side of Willow Street, north of Harrington Street – this stop will service outbound services to Otumoetai.
- (b) North side of Harrington Street, west of The Strand – this stop will service outbound routes crossing the harbour bridge.
- (c) South side of Hamilton Street, west of The Strand – this stop will service inbound routes crossing the harbour bridge.
- (d) South side of Hamilton Street, west of Willow Street – this bus stop location will replace the existing bus stop on the east side of Willow Street, between Hamilton Street and Harrington Street and service city centre bound services from Otumoetai. This location will be implemented by 30 September 2028 with the Willow Street location this replaces being removed at this time.

33. The Civic split stop will provide for all bus services as currently run. Based on the Public Transport Reference Case, there will be an increase in future bus volumes that will necessitate restriction of these stops to selected services.

FINANCIAL CONSIDERATIONS

34. The financial cost to construct a Durham Street South super stop is expected to be between \$1.5 million (Option 1b) to \$3.5 million (Option 1a), subject to completion of a detailed design estimate (this includes streetscape changes associated with a spread-out facility, additional safety improvements, high-quality shelters including foundation, digital information signs, CCTV, and other supporting items). The current budgeted expenditure is based achieving 51% funding from NZTA; loan funding will be required to replace NZTA subsidy if this is not forthcoming.

LEGAL IMPLICATIONS / RISKS

35. N/A

CONSULTATION / ENGAGEMENT

36. Key messages received during engagement has centred around five key considerations;

- (a) Security, both personal and property, as previous city centre stops have been linked to undesirable social behaviours.
- (b) Design of space, including the narrow feeling city centre streets have.
- (c) Intensity of having up to six buses stopped at any one time within a condensed space.
- (d) Loss of parking associated with allocating all spaces within a block to bus stops.
- (e) A number of stakeholder have felt left out of the option development process.

37. As part of the City Centre Public Transport Business Case, stakeholder and public engagement occurred. This included businesses located on Durham St, however, did not include businesses on Elizabeth St.

38. Engagement recently commenced with property owners and businesses directly affected by the proposed Durham Street South super stop. This engagement has raised the possibility to expand the Durham Street facility to include the full length between Elizabeth Street and Spring Street, minimising the concerns related to intensity while reducing costs associated with utilising the currently streetscaped section.

39. A Consultation and Engagement Strategy is being prepared to inform users, businesses, property owners, and wider public of the proposed relocation of the bus hub. Consultation is required to place shelters outside neighbouring properties.

40. Based on the recent engagement the City Centre Transport Development Communications Plan will be updated to reflect concerns raised that stakeholders have regular opportunity to partake in engagement sessions, particularly those involved with increasing city centre vibrancy.

41. Based on the recommendations that are adopted, further engagement will centre around Durham Street South arrangement options, including architectural design to incorporate the facility into the streetscape and surrounding developments.

SIGNIFICANCE

42. 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.
43. 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; and
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
44. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of medium significance.

NEXT STEPS

45. If Council approves the recommended option, the programme to deliver the initial changes to Durham Street stops is planned as follows:

Action	Date
Council approve bus facility locations	18 March 2024
Detailed design and consultation	March 2024 – May 2024
Approval of Durham Street South bus stop arrangement	29 April 2024
Procure physical works	May 2024
Construction	June – July 2024

ATTACHMENTS

1. **City Centre Movement Framework including Bus Facility Locations - A15465798** [↓](#) 

Tauranga City Centre

City Centre

Movement Framework

- ▶ Direction of flow
- ▶ Direction of flow - one-way
- General vehicles
- Public transport corridor
- Key cycling route
- Pedestrianised street
- Public space
- Shared space
- 30km area
- Parking
- Bicycle parking
- Notable buildings
- Bus stops
- 5 min walk raduis



11.2 2024-2034 Long-term Plan - Other topics

File Number: A15492837

Author: Josh Logan, Team Leader: Corporate Planning

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

PURPOSE OF THE REPORT

1. Community engagement on the draft 2024-2034 Long-term Plan (LTP) has been completed. This report is provided for Council to consider proposed responses to other issues raised through consultation.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "2024-2034 Long-term Plan - Other topics".
- (b) Approves staff comments on submissions relating to other topics in **Attachment 1**.
- (c) Authorises the Chief Executive and General Managers to make amendments to Council's proposed response comments to each submission point in **Attachment 1**, to refine wording and style prior to responses being sent to submitters no later than one month after the adoption of the LTP.

BACKGROUND

2. Public consultation for the LTP was undertaken for a month and ended on 15 December 2023. 2,202 submissions were received, with 119 of these submitters choosing to present at Hearings from 12 February until 14 February 2024. Many topics were covered, including items specifically identified for public feedback in the consultation document.
3. This report covers the other topics which were not specifically consulted on, or which were not covered by other reports on the agenda for the deliberations for the LTP on 4 March 2024.
4. For these other topics, **Attachment 1** provides a summary of the points made by the submitter and a proposed Council response.

STRATEGIC / STATUTORY CONTEXT

5. The LTP sets out our community outcomes, direction, budgets and work plans for the following 10 years.

OPTIONS ANALYSIS

6. Council has the following options in regard to this report:
 - (a) Accept all of the responses as drafted and approve them for communication back to submitters.
 - (b) Formally amend some or all responses before approving them for communication back to submitters.
7. Further, if Council considers that any of the matters covered in **Attachment 1** warrant a separate decision-making process, those matters should be identified and advice taken on the appropriate procedural route for that decision-making i.e. whether a new report is required and, if so, what the realistic timeframes for that decision-making may be.

CONSULTATION / ENGAGEMENT

8. A formal submission process was undertaken for the LTP using the Special Consultative Procedure under the Local Government Act 2002.

SIGNIFICANCE

9. 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.
10. 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 2024-2034 LTP.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
11. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the LTP is of high significance. However, the decision sought through this report, to approve or amend commentary response to individual submitters, is considered to be of low significance.

ENGAGEMENT

12. Taking into consideration the above assessment, that the decision required through this report is of low significance, officers are of the opinion that no further engagement is required prior to Council making a decision.

NEXT STEPS

13. All submitters will be sent a letter or an email advising where they can find a summary of all of the key decisions once the LTP has been adopted on 22nd April 2024. All individualised response letters or emails will be sent within one month of adoption of the LTP.

ATTACHMENTS

1. **2024-2034 LTP Responses to other topics - A15645397 (Separate Attachments 1)** 

11.3 Transportation Projects Waka Kotahi Funding Considerations

File Number: A15557294

Author: Kelvin Hill, Manager: Water Infrastructure Outcomes
Tom McEntyre, Principal Investment Advisor: Transport

Authoriser: Nic Johansson, Head of Transport

PURPOSE OF THE REPORT

1. The purpose of this report is to present a summary of potential risk to NZTA/TCC co-funded transport projects due to delayed release of the National Land Transport Fund (NLTF), which is not expected until 31 Aug 2024. This release date is now later than the usual July release due to delayed release of the Government Policy Statement on Land Transport (GPS-LT) which was released on 04 March 24.
2. The NLTF, when released, confirms the level of subsidy investment available to TCC from NZTA, and in which activity classes, over the National Land Transport Period (NLTP) - a three-year funding triennium from July 2024 to June 2027.
3. This report seeks guidance on whether the included projects should proceed during the period between now and the release of the NLTF or be paused to protect from co-funding risk.
4. Continuation of projects, if NLTF funding cannot be sustained, would be at 100% TCC funding. NZTA cannot confirm and retrospective funding to off-set this once the NLTF is confirmed (less the prior agreement for CRS2 pre-implementation phase).
5. Attachment A to this document sets out the 11 projects considered to be at a degree of risk. The projects are listed in recommended priority order, the first 2 have been endorsed by Council as the highest ranked projects. The next 2 projects are considered essential and recommended to be sustained through this period in either option.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Transportation Projects Waka Kotahi Funding Considerations".
- (b) That approval of up to \$4million dollars of local shared funding can be budgeted to progress the four identified priority projects, providing this amount is offset elsewhere within the capital program.
- (c) That delegation be given to General Manager Infrastructure to manage this capital budget process.

EXECUTIVE SUMMARY

6. The GPS-LT released on 04 March 24 is likely to cause late delivery of the NLTF. NZTA have advised this is due for release on 31 Aug 2024.
7. This has the potential to place at risk continued funding that is critical for sustaining current stages, or for progression to further stages, of current TCC transport projects. This could cause the TCC delivery programme to stall in part while awaiting funding confirmation from the NLTF.

BACKGROUND

8. Currently the TCC Transport Team are delivering a range of projects that are co-funded funded by NZTA. With the recent change in central government, government spending has been reviewed through an updated draft GPS-LT.
9. The projects included in Attachment A to this document align with the Smart Growth, Urban Form and Transport Initiative (UFTI) programme, and Transport System Plan (TSP), and are planned and designed through the NZTA business case approach.

ISSUES

10. The NLTP is likely to be available in August/September 2024, along with the confirmed NLTF co-investment which will allow TCC to progress these project phases. Once this available, should there be prolonged delay in releasing the NLTP/NLTF by Government, this means there is a risk that many projects would need to stop work where no funding approval has been obtained.
11. Funding to continue the planning, design, and implementation of critical transport infrastructure is essential in preparation for the future growth of the city. NZTA have signaled that retrospective funding will not be made available to assist in reducing the cost to TCC in covering any funding gap.
12. The projects included are also prioritised within the Transport System Plan and in alignment with spatial plans which provide the city with clear direction in managing transport requirements for the future. Many of the potentially affected projects are also within the 'Top 5' Major Projects – which remain a clear priority for planning, design, and delivery.
13. Additional information relating specifically to Grenada Street will be presented in a separate report in greater detail. This will include information on the safety, parking, intersection signals, and bus-stops within this section of the network.

OPTIONS

1. The two broad options available to TCC are; (A) to defer projects until the NLTF is confirmed, or (B) proceed with current programme by using alternate non-NZTA funding.
2. A project-by-project funding breakdown is provided in the attachment to this summary report, including additional project specific comment.
3. Broad option description is as follows;

Option	Description	Pros	Cons
Option A: Defer decision pending release of the GPS-LT and conformation of NLTP/NLTF.	Pause or slow planning, design, or delivery stages until NZTA/TCC co-funding can be confirmed by central government through the NLTP, and NLTF (September 2024).	51% FAR subsidy from NZTA via NLTF for project approved through the NLTP. Preserves a greater proportion of IFF funds to offset TCC local share of co-funding (49%).	Incurs planning, design, or delivery delay for TCC and community. Reputational and relational damage with stakeholders and contractors who have committed to the works. Project costs will escalate in the future, resulting in higher future total

Option	Description	Pros	Cons
			delivery costs to both TCC and NZTA.
Option B: Proceed with Project Execution.	Proceed with planning, design, and delivery stages are currently planned or approved accepting risk of GPS-LT and NLTP misalignment.	<p>Assists in ensuring TCC complies with IFF funding drawdown profile, thereby minimising financial inefficiency in the IFF. Utilising some IFF funding may reduce potential penalties if funding is not spent on eligible projects.</p> <p>Progresses strategic network improvements faster.</p> <p>Leverages the existing consultation/engagement supporting the project and enable award of the tendered construction contract.</p>	<p>Requires TCC to fully fund the implementation which is currently unbudgeted.</p> <p>Utilising IFF funding on this project may be highly likely to result in reduced IFF funding availability for other future eligible projects.</p>

NEXT STEPS

14. It is recommended the next relevant steps are;
 - (a) Continue planning based on LTP decisions and on-going RLTP process in lieu of NLTF with options to de-prioritise progression of selected projects if further delay to funding decisions are confirmed by NZTA.
 - (b) Confirm TCC ability to use non-NZTA funding sources to continue planning, design, and delivery phases of selected projects.
15. Additional reporting and briefs will need to be provided once the final edition of the GPS-LT is confirmed post-engagement and consultation period.
16. A more detailed summary of impacted projects to facilitate the \$4million local shared funding will be provided at the meeting.

ATTACHMENTS

1. **TCC NZTA Funding of Projects - A15645009** [↓](#) 

	Priority	Reasons for ranking	Forecast Investment \$M	Loans	IFF	Funding Structure				NZTA (Secured)	NZTA (TBC)	Commentary	Proposed to Progress			Potential Consequence of Delay		
						IAF	Reserves (DC)	Reserves (Deprec.)	Cost ¹				NZTA ²	Commentary	Escalation	Funding		
Cameron Road Stage 2	1	T5 project critical to UFTI and TSP outcomes	222.314	35.630	18.304	55.000			1.020	112.360	DBC submitted to NZTA for co-funding approval for design and delivery stages.	Progress detailed design beyond scope of existing prior approval	1.000	0.510	Extend programme 6mths Cost escalation (2.5%) ³ Loss of IAF funding	2.723	55.000	
Turret Rd 15th Ave multimodal imp	2	T5 project critical to UFTI and TSP outcomes	144.937	21.019	50.000					73.918	SSBC in final stages approaching preferred option selection. Expected submission to NZTA mid-2024.	Progress enabling works Progress detailed design	1.000	0.510	Extend programme 12mths Cost escalation (5%) ³	1.775		
City Centre Transport Hub	3	Critical to City Centre development (both construction and operation)	15.743	1.224	6.490					8.029	SSBC currently on-hold. NLTF co-funding unlikely due to removal of Durham St PT benefits.	Progress BC / Detailed Design	1.500	0.765	Extend programme 6mths Cost escalation (2.5%) ³	0.193		
Arataki Bus Facility	4	Critical to addressing safety and service need for key community	9.464	4.637						4.826	SSBC in final stages approaching preferred option selection. Expected submission to NZTA mid-2024.	Commence / Complete detailed design Award physical works	4.500	2.295	Extend programme 6mths Cost escalation (2.5%) ³	0.116		
City Centre Transportation Development	5	Critical to City Centre development (both construction and operation)	79.910	39.156						40.754	Transport budget required for CCAIP outcomes. Only 10% is funded by NZTA.	Progress BC / Detailed Design	1.500	0.765	Extend programme 6mths Cost escalation (2.5%) ³	0.979		
Safe Network Programme	6	Critical to addressing safety needs across the city-wide network	50.352	24.672						25.680	We would stop if funding runs out.	Continue design of planned works Continue with award / completion of planned works	10.000	5.100	Extend programme 6mths Cost escalation (2.5%) ³	0.617		
Domain Rd Upgrading	7	Required to complete previous upgrade works.	23.000	8.098			2.776	0.396	4.558	7.172		Undertake holding maintenance Revisit BC	1.000	0.510	Extend programme 6mths Cost escalation (2.5%) ³	0.282		
Grenada Street Cycleway	8	Required to complete active mode connection and safety improvements.	17.745	8.695						9.050	Based on 51% FAR rather than cancelled Transport Choices programme.	Progress BC / Detailed Design	1.500	0.765	Extend programme 6mths Cost escalation (2.5%) ³	0.217		
Truman Lane Reconstruction	9	Required to improve section of local network	17.800	12.528						13.040	BC proposed to be completed.	Undertake holding maintenance Undertake BC	1.000	0.510	Extend programme 6mths Cost escalation (2.5%) ³	0.119		
Area B - Walking & Cycling	10	Required to complete active mode connection and safety improvements.	109.877	49.842	3.997					56.037	Currently on hold SSBC currently on-hold with NZTA awaiting GPS-LT and LTP decision. Expected to be de-prioritised in GPS-LT.				Extend programme 6mths Cost escalation (2.5%) ³	1.346		
Area A - Walking & Cycling	11	Required to complete active mode connection and safety improvements.	72.913	32.983	2.745					37.186	SSBC not yet initiated by TCC. Expected to be de-prioritised in GPS-LT.				Extend programme 6mths Cost escalation (2.5%) ³	0.893		
			764.053	238.484	81.536	55.000	2.776	0.396	5.578	388.050				23.000	11.730		9.261	55.000

Notes: 1 NZTA classifies committed spending as retrospective. Assumes contractual arrangements will have suitable allowances to meet this criteria.
2 Assumes NZTA co-funding to 51% of total cost
3 Cost escalation value based on cost to TCC = 5% p.a. x delay x (total cost - NZTA)

11.4 Transport Resolutions Report No.50

File Number: A15590134

Author: Will Hyde, Senior Transportation Engineer

Authoriser: Nic Johansson, Head of Transport

PURPOSE OF THE REPORT

1. To obtain a resolution from the Commission to introduce, amend or remove various traffic controls in the Attachments to the Traffic and Parking Bylaw (2023).

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Transport Resolutions Report No.50".
- (b) Resolves to adopt the proposed traffic and parking controls as per Appendix A relating to minor changes for general safety, operational or amenity purposes, to become effective on or after 19 March 2024 subject to appropriate signs and road markings being installed.

EXECUTIVE SUMMARY

2. The Traffic and Parking Bylaw 2012 includes Attachments which list various traffic and parking restrictions. Council can amend the Attachments by Council Resolution.
3. This report sets out amendments to the following Attachments to the Bylaw:
 - (a) Attachment 6.2: Heavy Motor Vehicles
 - (b) Attachment 7.1: No Parking Behind Kerb
 - (c) Attachment 7.7 Mobility Parking
 - (d) Attachment 7.8: Motorcycle Parking
 - (e) Attachment 7.9: Parking Time Restrictions
 - (f) Attachment 7.11: Parking Areas (Leased Zone)
 - (g) Attachment 7.16: Loading Zones with Time Restriction
4. Appendix A sets out proposed changes for general safety and operational reasons, principally requests from the public or other stakeholders for numerous small changes to parking controls which traffic engineering staff have deemed to be appropriate.
5. All proposed amendments will become operational on 13 February 2024 or when the appropriate signs and markings are put in place.

BACKGROUND

6. The amendments set out in Appendix A are changes proposed to reflect and support operational and safety needs on the road network.
7. The proposed amendments are minor changes to parking or movement restrictions across the city which have arisen through requests from the public, transportation staff or other

stakeholders; changes resulting from approved developments; plus other minor changes deemed necessary by the Network Safety and Sustainability team.

STRATEGIC / STATUTORY CONTEXT

8. The amendments achieve the vision and strategic transport priorities to help make our network safer and easier for people to get around the city.

OPTIONS ANALYSIS

9. For the proposed changes related to general operations the reasons for each proposal are described in Appendix A. In each case the problem identified is expected to continue if the proposed amendment is not adopted.

FINANCIAL CONSIDERATIONS

10. Negligible – the signs and markings costs associated with general operational changes can be accommodated within existing project or operational budgets.

LEGAL IMPLICATIONS / RISKS

11. The bylaw amendment is needed to allow enforcement of changes deemed necessary for safety and amenity purposes. Council has an obligation to address known safety issues on the road network.

CONSULTATION / ENGAGEMENT

12. The amendments proposed in Appendix A have been assessed as being of a minor nature.
13. Consultation is generally not required for minor stopping and parking amendments, or other minor amendments required to support operational or safety improvements. Where consultation or engagement has been undertaken, details are provided in Appendix A.

SIGNIFICANCE

14. 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.
15. 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.
16. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of low significance.

ENGAGEMENT

17. 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.

ATTACHMENTS

1. **Appendix A - T&P Bylaw Amendment 50 - A15643302** [!\[\]\(6c117786eacd86d9626685ebfb559b77_img.jpg\)](#) 

APPENDIX A: Traffic and Parking Bylaw 2023 - Proposed Resolutions No.50

Attachment 6.2: Heavy Motor Vehicles

Heavy Motor Vehicles		Reason for implementing
Modifications:		
Maunganui Road Between Golf Road and Hull Road	Existing: 9.00 pm to 6.00 am nightly Proposed: At all times	<p>The use of this section of road by heavy vehicles during the day has been assessed as inappropriate by council staff, on road safety and pavement maintenance grounds. The existing night-time prohibition is proposed to be extended to an at-all-times prohibition.</p> <p>The standard exceptions will continue to apply (buses, refuse collection vehicles, emergency services, legitimate access to property etc.)</p> <p>Alternative routes are available via Hewletts Road and Newton Street or Totara Street.</p> <p>The NZ Heavy Haulage Association has been notified (in late 2023), no objections have been received.</p>

APPENDIX A: Traffic and Parking Bylaw 2023 - Proposed Resolutions No.50

Attachment 7.1: No Parking Behind Kerb

The following proposed amendments relate to general operational matters.

Location	Details (No Parking Behind Kerb)	Reason for implementing
Cameron Rd South-east side	Addition: From the north-east boundary of No.884 south-westwards for 405m.	At the request of Gate Pa School Principal and supported by the TravelSafe and Road Safety teams. Parking on the berm in front of and near to Gate Pa School (a primary school) is creating hazardous conditions on the footpath as drivers frequently drive across and along the footpath to access berm areas.
The Mall West side	From Salisbury Avenue to Adams Avenue	Vehicles parking on the berm are a hazard to pedestrians when manoeuvring onto and off the berm. Additionally, there is a risk of damage to the grass, boardwalk or other beachfront infrastructure caused by inappropriate vehicle access.

Attachment 7.7 Mobility Parking

Mobility Parking		Reason for implementing
Additions:		
Willow Street	Two marked spaces on the frontage of Masonic Park.	There is an opportunity to increase the number of mobility spaces in this area, following the removal of bus stops in this section of road.

Attachment 7.9 Parking Time Restrictions

Parking Time Restrictions: 10 minute parking		Reason for implementing
Additions:		
Cameron Road East side	A single marked space on the frontage of No.300	Amendment to Cameron Rd project following engagement with adjacent businesses.

APPENDIX A: Traffic and Parking Bylaw 2023 - Proposed Resolutions No.50

Parking Time Restrictions: 30 minute parking		Reason for implementing
Addition		
Willow Street East side	The five marked spaces immediately south of Hamilton Street.	Adjustments arising through engagement with retailers as part of City Centre upgrade works.

Attachment 7.11 Parking Areas (Leased Zones)

Pay Areas		Reason for implementing
Additions:		
Dive Crescent Car Park	Nine spaces at the southern end of the car park as indicated by signs.	Reinstating spaces which were temporarily discontinued during car park upgrade works.

Attachment 7.16: Loading Zones with Time Restriction

Pay Areas		Reason for implementing
Additions:		
Willow Street	One marked space on the frontage of Masonic Park.	There is an opportunity to increase the number of loading zones in this area, following the removal of bus stops in this section of road.

11.5 Revocation of Speed Limit Bylaw (2009)

File Number: A15591914

Author: Will Hyde, Senior Transportation Engineer

Authoriser: Nic Johansson, Head of Transport

PURPOSE OF THE REPORT

1. To authorise revocation of the Speed Limit Bylaw (2009)

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Revocation of Speed Limit Bylaw (2009)".
- (b) Resolves to approve revocation of the Speed Limit Bylaw (2009)

EXECUTIVE SUMMARY

2. This report relates only to the method for recording speed limits, and does not relate to setting or changing speed limits.
3. The National Speed Limit Register (NSLR) provides an online, map-based, central source of speed limits for roads in New Zealand. The NSLR forms part of the Register of Land Transport Records under the Land Transport (NZTA) Legislation Amendment Act 2020.
4. The intention of the Land Transport (NZTA) Legislation Amendment Act 2020 is to create a single source of data for certain land transport decisions, which includes the setting of speed limits.
5. The NSLR is the register (single source) of speed limit data under this Act.
6. Once a road controlling authority has transitioned its speed limit data to the register, any bylaw pertaining to speed limits should be revoked.
7. The speed limit data from TCC's Speed Limit Bylaw (2009) has been migrated to the NSLR.
8. To avoid the potential for confusion by retaining an active speed bylaw which effectively duplicates the data in the NSLR, the Speed Limit Bylaw (2009) needs to be revoked. The content of the revoked bylaw is required to be retained for a minimum of seven years, but should in any case remain available in perpetuity as a reference source.

BACKGROUND

9. A Waka Kotahi guidance document relating to revoking speed limit bylaws is appended for reference.
10. Amendments made to the Land Transport Act 1998 in the Land Transport (NZTA) Legislation Amendment Act 2020 established a register of land transport records.
11. The register is intended to be the single source of correct information for certain land transport decisions. Waka Kotahi / NZ Transport Agency is the Registrar of the register.
12. Speed limits are the first category of decisions to be included on the register, and the data is recorded in the National Speed Limit Register (NSLR). The effect of these regulations is that

the NSLR will indicate the correct applicable speed limit for a road instead of bylaws maintained by individual RCAs (road-controlling authorities).

13. The benefits of the NSLR are:
 - (a) better speed limit management leading to improved network performance
 - (b) providing a single source of truth on speed limits nationwide
 - (c) greater credibility and public trust
 - (d) improved accuracy of speed limit sign setting
 - (e) road controlling authorities can easily update and share road speed limit data in a standard format with each other, Waka Kotahi and the public with improved efficiency as individual RCA registers will not have to be maintained.
14. Bylaws previously created by RCAs are no longer the source of speed limit data once that data has been migrated to the NSLR.
15. Transportation staff have worked with Waka Kotahi to migrate and validate data from the Speed Limit Bylaw (2009) into the NSLR.
16. Council can now resolve to revoke the bylaw.

STRATEGIC / STATUTORY CONTEXT

17. Transition to the NSLR as the source of speed limit data is required under the Land Transport (NZTA) Legislation Amendment Act 2020.
18. The NSLR is now the single source of speed limit data, superseding any previous bylaws. The Speed Limit Bylaw (2009) is therefore no longer required.

FINANCIAL CONSIDERATIONS

19. Speed limit data has already been migrated to the NSLR by Waka Kotahi and validated by TCC staff.
20. This change in how speed limits are recorded does not have significant ongoing costs. Any costs are expected to be absorbed into existing operational budgets.

LEGAL IMPLICATIONS / RISKS

21. The Speed Limit Bylaw (2009) has been superseded by the NSLR. The data contained within the bylaw is now contained within the NSLR, and so the bylaw is no longer the legal instrument for the speed limits.
22. Copies of the revoked bylaw will be retained and will be available for future reference if required.
23. It is assessed that there are no legal risks associated with this revocation.

CONSULTATION / ENGAGEMENT

24. Because the sole reason for the revocation is that the speed limit has been migrated to the NSLR (that is, a “land transport record” for the speed limit has been created in the NSLR), then there is no requirement to consult under section 156 of the Local Government Act 2002 or section 22AB of the Land Transport Act 1998. This is because of section 168AAA(2) of the Land Transport Act 1998 and regulation 13 of the Land Transport (Register of Land Transport Records—Speed Limits) Regulations 2022.
25. It is proposed that the TCC web page which currently provides public access to the Speed Limit Bylaw (2009) be updated to provide a brief explanatory note about this revocation and the change to the NSLR, and to provide a link to the NSLR.
26. Advisory notices will be advertised in the local press.

27. Any public enquiries about speed limits or the speed limit bylaw are, and will continue to be, referred to the NSLR where appropriate.

SIGNIFICANCE

28. 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.
29. 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.
30. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of low significance.

ENGAGEMENT

31. 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

32. The Council bylaws website will be updated to reflect the decision and direct users to the NSLR.
33. Council staff will process the necessary changes to bylaw documentation.

ATTACHMENTS

1. **Waka Kotahi guide: process to revoke speed limit bylaws - A15643226** [↓](#) 



GUIDANCE ON PROCESS TO REVOKE SPEED LIMIT BYLAWS

9 MAY 2022

Audience

Road Controlling Authorities (RCAs)

Note about this guidance

This guidance is not a substitute for legal advice on the specific scenarios you are dealing with.

Overview

Once your speed limit data is migrated to the National Speed Limit Register (NSLR) (which is the first component in the Register of Land Transport Records) and it is live, the “land transport record” in the NSLR will become the legal instrument for the speed limits.

This means that the bylaws you have for speed limits will need to be formally revoked as soon as practicable after this time.

This document provides guidance for you on how to do this.

How to revoke your bylaws

There are two different scenarios for revoking bylaws:

- Scenario 1 – bylaw just sets speed limits – you need to revoke the bylaw
- Scenario 2 – consolidated bylaw that covers more than just speed limits – you need to revoke the part of your bylaw that sets speed limits.

To revoke your bylaws (or part of your bylaws) you need to take a decision to council in the usual way for revoking one of your bylaws, eg minuted resolution of the council.

If the sole reason for the revocation is because the speed limit has been migrated to the NSLR (that is, a “land transport record” for the speed limit has been created in the NSLR), then there is no requirement to consult under section 156 of the Local Government Act 2002 or section 22AB of the Land Transport Act 1998. This is because of [section 168AAA\(2\)](#) of the Land Transport Act 1998 and [regulation 13](#) of the Land Transport (Register of Land Transport Records—Speed Limits) Regulations 2022.

Then you need to update your published bylaws in the usual way, to show that the bylaws (or part of the bylaws) have been revoked. You are welcome to include an explanatory note directing readers to the NSLR to find the speed limits.

You will need to retain copies of the bylaws according to your usual legal obligations (including the obligation in clause 2.8(7) of the Setting Speed Limits Rule 2017 to keep speed limit information for 7 years).



11.6 Parking Management Plan Update

File Number: A15600108

Author: Reece Wilkinson, Parking Strategy Manager

Authoriser: Nic Johansson, Head of Transport

PURPOSE OF THE REPORT

1. To provide an update on the current situation for parking in the City Centre and Mt Maunganui, seeking a deferral to the implementation of parking management plans.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Parking Management Plan Update".
- (b) Defers the implementation of the following parking projects until March 2025:
 - (i) Extension of paid parking area in the City Centre
 - (ii) Mount Maunganui Parking Management Plan
 - (iii) Or until requirements for an earlier review are met.
- (c) Notes that staff will report back to Council in March 2025 with updates on the current environment and recommendations on implementation of the Parking Strategy

EXECUTIVE SUMMARY

2. Tauranga is currently experiencing challenges related to the provision of car parking. This is especially evident in the city centre and at Mt Maunganui. Challenges are largely related to availability of parking as well as compliance with time limits.
3. The Tauranga Parking Strategy was adopted by Council in 2021 and applies across the city. The strategy is supported by local Parking Management Plans.
4. There are 5 key outcomes outlined in the Tauranga Parking Strategy:
 - Improving vibrant centres and access to centres
 - Enabling multi-modal transport system
 - Enabling more attractive compact urban form
 - Supporting access for all
 - Ensuring value for money and best use of resources
5. The City Centre Parking Management Plan was implemented in 2022 with the re-introduction of paid parking in the City Centre. Implementation was scheduled to continue in November 2023 with an expansion of the paid parking areas.
6. Mt Maunganui Parking Management Plan was scheduled to begin with public consultation in November 2023.
7. At the 27 November 2023 meeting, Council resolved to defer further work on both Parking Management Plans due to concerns raised by the community about parking in both areas. Council resolved to revisit the matter in March 2024.

8. It is recommended that further work on both parking management plans is deferred a further 12 months until March 2025. This is due to:
 - impending changes to the city centre that are expected to impact parking demand
9. Continued parking pressures at peak times at Mt Maunganui that require further investigations prior to a parking management plan being developed.
10. We intend to undertake extensive conversations with Mt Maunganui businesses to both gather data and to smoothly implement minor works such as updating time limits to better suit locals. This will provide better information and allow adequate time to plan for a parking management plan in 2025.
11. We will continue to monitor occupancy for the city centre and time limit compliance in Mount Maunganui over this time. We will seek approval from council to review Parking Management Plans earlier than anticipated should:
 - occupancy constraints remain or compound in the city centre fringe following the completion of major projects, and/or:
 - time limit compliance continue to be an issue at Mt Maunganui

BACKGROUND

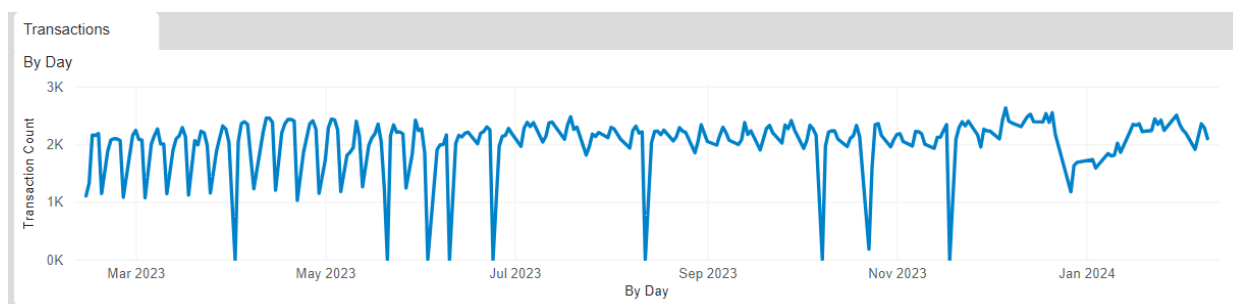
12. Parking management is a key issue that affects residents, workers, businesses and tourists in Tauranga.
13. The Tauranga Parking Strategy was adopted by Council in 2021 and applies across the city.
14. The Parking Strategy was developed to guide the provision of carparking across the city and to guide how it was provided and the aspects such as recovery of the costs for the provision of parking. In addition, it linked how parking and parking provision influences aspects such as mode choice and housing intensification.
15. Some challenges faced in the wider Tauranga area outlined in the Parking Strategy are:
 - Strong growth and increasing demand for parking
 - Availability of parking spaces
 - Cost of providing parking for any and all users.
16. The Strategy is to be supported by local Parking Management Plans, which outline specific processes for management and enforcement of parking in local areas.
17. The Tauranga Central City Parking Management Plan was adopted in October 2022, and was followed by the re-introduction of paid parking in the City Centre in December 2022. An expansion of the area where paid parking applied in the city centre was due to occur in November 2023.
18. At the 11 September 2023 Council meeting, Council approved engagement for the development of the Mount Maunganui Parking Management Plan. Initial engagement was due to be undertaken with the affected community in late 2023.
19. At the 27 November 2023 meeting, Council resolved to put both plans on hold, revisit in March 2024 to discuss more holistic initiatives that take into account the compounding challenges throughout the city causing concern for the community.

CENTRAL CITY PARKING MANAGEMENT PLAN AND PAID PARKING

20. The Tauranga Central City Parking Management Plan was adopted in October 2022. Prior to adoption, several initiatives had been trialled to manage parking in the city centre, most recently providing two hours of free parking.
21. From 1 December 2022, the two-hour free parking trial ended and paid on-street parking in the city centre was re-introduced. The initial area for charges to be applied was from

Harrington Street to Second Ave, with a planned expansion to city fringe areas in November 2023.

22. At the 16 October 2023 Council meeting, Council decided to pause the planned expansion of paid parking.
23. Challenges with parking were expected to continue to early 2024 (covered in the November 2023 report) and they continue to do so. Parking demand is expected to be impacted by a number of factors in the city centre for the remainder of 2024, including:
 - (a) the implementation of the Enabling City Centre Movement Pilot,
 - (b) completion of the Harrington Street Parking Building,
 - (c) 160-176 Devonport Rd completion
 - (d) Te Manawataki o Te Papa
 - (e) the completion of TCC offices at 90 Devonport Road.
 - (f) Private developments like Craigs investment partners.
24. Currently parking transaction numbers in the city centre is holding steady and staff continue to monitor for any changes.



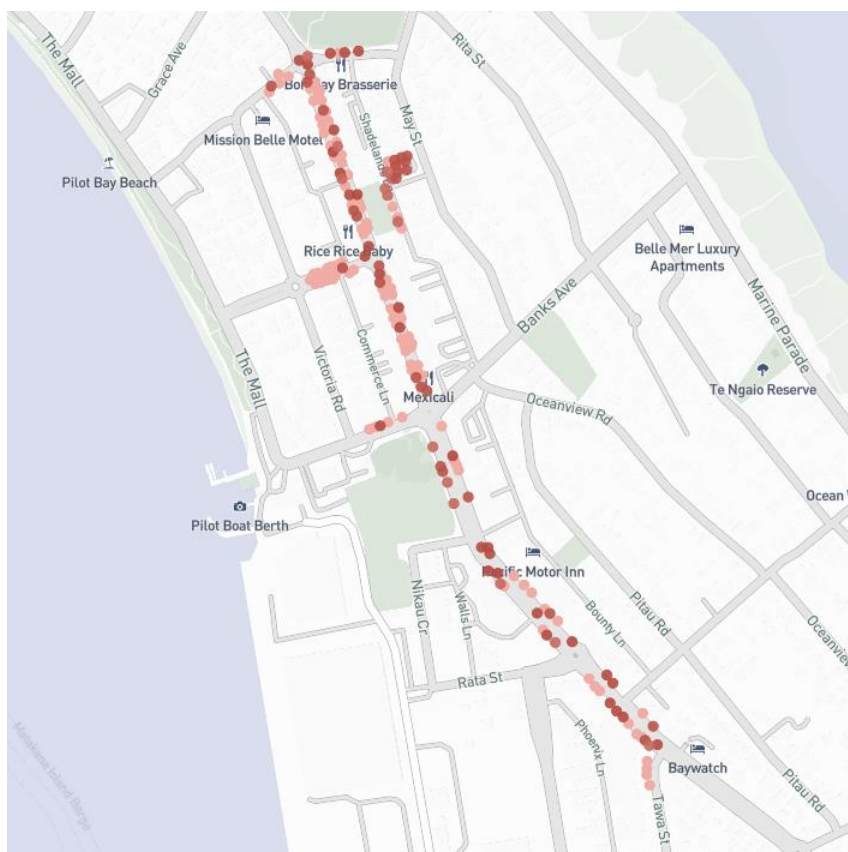
Staff recommend that no further changes to paid parking in the city centre are implemented until the effect of these influential projects can be seen. Parking demand is expected to change dramatically in parts of the city over the next year which will require the adjustment of the PMP whether implemented or not. This is likely to be especially evident following Tauranga City Council's relocation to new offices at 90 Devonport Road. Holding off will allow the public some certainty while some major changes take place.

MOUNT MAUNGANUI PARKING MANAGEMENT PLAN

25. At the 11 September 2023 Council meeting, Council approved engagement for the development of the Mount Maunganui Parking Management Plan. Initial engagement was due to be undertaken with the affected community from 13 November – 15 December 2023.
26. The purpose of this engagement was to begin initial discussions about how a Parking Management Plan could be implemented within the Mt Maunganui area. No specific plans or details were proposed, and it was simply a request to begin conversations with affected parties, especially local businesses, and residents. A draft plan would then have been presented to Council in March 2024.
27. The initial community response to any potential move towards the implementation of a Parking Management Plan has been relatively negative. There is a high level of community concern about the impact that paid parking may have for residents and visitors, and especially for businesses and workers.
28. It was proposed that no further work be undertaken until March 2024. The challenges for the Mount are expected to continue but the public feedback has been clear. It is expected that occupancy issues in the area will continue throughout 2024 with a slight drop off over winter. Staff are proposing to delay further work for the Mount Parking Management Plan until March 2025.

29. While it is understood that difficulties will continue for some in the Mount, staff will continue to work with business owners and the community on minor changes where possible. Surveys of parking usage will continue in the Mount throughout the year providing a clear image of the situation. Staff will also work closely with the regulatory team to ensure existing time limits are enforced as often as practicable and that these time limits are fit for purpose. TCC's focus remains around the town centre and Maunganui Rd ensuring there is space for customers to park during peak times.
30. While working with stakeholders in the Mount staff will also work on educating the public on parking as a lever in our transport system. This includes explaining the benefits of higher turnover and further parking controls to businesses and the community. The data collected throughout this time will help drive that discussion. It will allow the community to partake in future discussions around parking management plans with more confidence and knowledge.
31. Staff will continue to monitor compliance with time limitation parking in the area. Currently 100-150 cases of non-compliance with the time limits have been recorded each day surveys are conducted, with the first week of March 2024 seeing 336 cases of non-compliance by comparison 1016 parking tickets were issued over the last 12 months in Mount Maunganui.

Non-Compliance over the last week of February and first week of March (2 days of survey data).



STRATEGIC / STATUTORY CONTEXT

32. The Tauranga Parking Strategy was approved in 2021. There are no strategic issues related to the deferment of any projects, and the strategy remains relevant. The Tauranga Parking Strategy remains a necessary tool for managing increasing parking demand in Tauranga.
33. Alignment with Government Policy Statement
34. On 4 March 2024, the Government released the Draft Government Policy statement (GPS) on Land Transport. The GPS includes four strategic priorities:

- Economic Growth and Productivity
- Increased maintenance and resilience
- Safety
- Value for money

35. The draft GPS also signals an intent to review fines for traffic offences including consideration of indexing the value of infringements to inflation.
36. The current outcomes of the Parking Strategy have natural alignment to the strategic priorities in the draft GPS.

OPTIONS ANALYSIS

37. Staff consider there are two potential options to consider:
38. Option 1 – continue to implement planned projects within the previously agreed timeframes (status quo)

Option Description	Positives	Negatives
<p>Continue with planned parking projects as previously agreed:</p> <p>a. extension of paid parking in the city centre</p> <p>b. engage with the community on potential paid parking in Mt Maunganui</p>	<ul style="list-style-type: none"> • Projects delivered with previously agreed timeframes. • Issues with parking have not changed – there is still a need to reflect the true cost of parking through charges 	<ul style="list-style-type: none"> • Strong community resistance to increased parking charges. • The volume and pace of change is increasing community concerns about parking charges. • Many of the surrounding issues (lack of other parking options, especially in the city centre) will not be resolved as expected within previously agreed timeframes

This option is not recommended.

39. Option 2 – Defer all projects (recommended)

Option Description	Positives	Negatives
<p>Defer all three projects. Staff will evaluate how the Parking Management Strategy may best be implemented and report next steps to Council in March 2025.</p>	<ul style="list-style-type: none"> • Allows additional time for other projects in the city centre to be completed and create increased parking capacity. • Increases community confidence that council are taking concerns around parking 	<ul style="list-style-type: none"> • Current issues with parking will not change • there is still a need to reflect the true cost of parking through charges

	<p>on board.</p> <ul style="list-style-type: none"> • Allows staff additional time to determine how to implement the Parking Strategy in a holistic manner 	
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FINANCIAL CONSIDERATIONS

40. There continues to be a cost incurred for providing free parking. On-street parking is expensive to maintain and limits the ability for transport corridors to focus on moving people efficiently.
41. Currently Tauranga rate payers subsidise free parking through their rates. The increasing maintenance costs of the transport network is applicable nationwide and does apply to the road network's parking spaces.
42. The proposed deferment of projects will result in costs associated with free parking continuing to be met through rates, and revenue from existing paid parking in the city centre continuing to be collected. Costs of parking for the City Centre and Mt Maunganui are outlined below.

Table 2-3: Aggregate Resource Cost Summary

Parking Area	Number of Parking Spaces	Daily Cost / Car Park	Aggregate Resource Cost (daily)	Aggregate Resource Cost (annual)
City Centre Core	2483	\$9.98 - \$19.73	\$30,765	\$11,229,048
City Centre Fringe	1194	\$7.23 - \$11.97	\$9,218	\$3,364,538
Res Fringe (incl. School)	872	\$6.61 - \$10.83	\$6,525	\$2,381,654
11th Ave Commercial	462	\$5.88	\$2,717	\$991,614
Grand Total	5,011		\$49,224	\$17,966,854

Mt Maunganui

Aggregate resource cost of public parking

Parking Area	Parking Spaces	Daily Cost per Car Park	Aggregate Resource Cost (daily)	Annual Aggregate Resource Cost
Town Centre	773	\$14 - \$25	\$12,064	\$4.4M
Beachfront*	1087	\$26	\$28,262	\$10.3M
High Density Residential	499	\$18 - \$32	\$9,077	\$3.3M
Suburban Residential	420	\$13	\$5,508	\$2.0M
Total	2779	\$13 - \$32	\$54,911	\$20.0M

*Note: excludes the Mount Hot Pools, the Mount Maunganui Holiday Park, and the Mount Maunganui Lifeguard Service car parking areas

43. The planned extension of paid parking in the city centre was expected to generate \$1,250 in revenue per day. The deferral of this project will result in this revenue not being collected.

LEGAL IMPLICATIONS / RISKS

44. There are no risks associated with the deferment of parking initiatives.

CONSULTATION / ENGAGEMENT

45. The Draft Parking Strategy was prepared back in 2021, and consultation took place in September and October 2021. As it was a city-wide strategy, consultation took place on high-level topics and principles rather than how these were to be implemented on specific streets. The feedback received led to several updates in the Strategy and was subsequently endorsed by Council on 15 November 2021.

SIGNIFICANCE

46. 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.
47. 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.
48. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of medium significance.

ENGAGEMENT

49. 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

50. We will investigate options for the future implementation of the Parking Management Plans. A report on recommended future actions will be presented to council in March 2025.
51. Staff will seek approval from council to review Parking Management Plans earlier than anticipated if the following occurs:
- Mt Maunganui – If We do not see improvement with time limit compliance as enforcement continues and the area is surveyed over the next 12 months
 - City Centre – We will wait until completion of some major projects which will impact demand on city centre parking. Staff will continue to monitor occupancy throughout the 12 months and if occupancy rates reach 85% or more in the city fringe (as per requirements in the City Centre Parking Management Plan), we will seek approval for the completion of paid parking implementation on the city fringe.

ATTACHMENTS

Nil

11.7 Waiari Kaitiaki Advisory Group Representatives

File Number: A15643324

Author: Coral Hair, Manager: Democracy and Governance Services
Anahera Dinsdale, Governance Advisor

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

PURPOSE OF THE REPORT

1. The purpose of this report is to endorse and make appointments to the Waiāri Kaitiaki Advisory Group for the Tapuika Iwi Authority and Te Kapu o Waitaha representatives.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Waiari Kaitiaki Advisory Group Representatives".
- (b) Endorses and appoints Raponi Wilson as the Tapuika iwi Authority representative and Luke Whare as the Te Kapu o Waitaha representative on the Waiāri Kaitiaki Advisory Group.

BACKGROUND

2. The Waiāri Kaitiaki Advisory Group (WKAG) was established by consent conditions to provide advice to Tauranga City Council (TCC) and Western Bay of Plenty District Council (WBOPDC) as the joint consent holders in relation to matters covered under Resource Consent #65637, which authorises the take and use of water from the Waiāri Stream for municipal supply.
3. Membership of WKAG, as set out in the resource consent, requires representation from the Tapuika Iwi Authority and Te Kapu o Waitaha.
4. Each iwi/hapū selects their representative and the Council endorses and appoints those representatives to the WKAG.
5. The Tapuika iwi Authority and Te Kapu o Waitaha have advised the Council that they have a change to their representatives. Endorsement and approval for the appointment of Raponi Wilson and Luke Whare is recommended.
6. The WKAG at its meeting on 6 March 2024 acknowledged the work of the previous representatives, Jo'el Komene, Tapuika Iwi Authority and Mokoera Te Amo, Te Kapu o Waitaha.

STRATEGIC / STATUTORY CONTEXT

7. The WKAG is informal in nature and is not established as a committee, subcommittee or other subordinate decision-making body of Council under clause 30 (1) of Schedule 7 of the Local Government Act 2002 (LGA) and does not have any delegated decision-making powers.

OPTIONS ANALYSIS

8. The Council has the option to:

- (a) endorse and make the appointment of the nominated representatives (recommended) or
- (b) not endorse the appointments of the nominated representatives.

FINANCIAL CONSIDERATIONS

- 9. There are no financial impacts from this decision as the remuneration for these representatives are included in the budgets for democracy services.

LEGAL IMPLICATIONS / RISKS

- 10. There are no legal implication or risks from this decision.

SIGNIFICANCE

- 11. 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.
- 12. 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.
- 13. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of low significance.

ENGAGEMENT

- 14. 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

- 15. Advise the decision.
- 16. Update the Terms of Reference for the WKAG.

ATTACHMENTS

Nil

11.8 Update to 2024/25 Development Contribution Charges

File Number: A15648628

Author: Ben Corbett, Team Leader: Growth Funding

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

PURPOSE OF THE REPORT

1. To summarise the impact of Long-term Plan 24-34 deliberations on the proposed development contributions charges.
2. To present to Council the development contribution charges which will be incorporated into the Development Contributions Policy 2024/25 for adoption in April 2024.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Update to 2024/25 Development Contribution Charges".
- (b) Notes that the final development contributions charges are based on the decisions made through the Long-Term Plan 2024-34 and Development Contributions Policy 2024/25 deliberations process.

EXECUTIVE SUMMARY

3. Staff have updated the draft development contributions charges following Long Term Plan 2024-34 (LTP) and Development Contributions Policy 24/25 (DCP) deliberations earlier this month.
4. Most development contributions (DC) charges have not changed materially compared to the draft DCP published in November 2023.
5. Two catchments have had larger changes:
 - (a) Wairakei B has decreased by 7.2% as the cost of debt funding capital expenditure has decreased as certain capital expenditure has been delayed through the LTP (meaning debt is not on TCC's balance sheet for as long); and
 - (b) Te Papa Infill catchment now has a north and south component,
 - (i) Total DCs for residential development in the northern sub-catchment have decreased by 18.1% primarily due to the removal of reserve contributions from this area; and
 - (ii) Total DCs for residential development in the southern sub-catchment have increased by 5.4% due to the increase in Cameron Road Stage 2 capital expenditure budgets and associated finance charges.
 - (c) Total DCs for non-residential development in the Te Papa Infill catchment have increased by 11.8% also due to the rise in costs of the Cameron Road Stage 2 project.
 - (d) Updated DCs will be incorporated into the final DCP for adoption in April 2024.

BACKGROUND

6. Council adopted the draft Development Contributions Policy on 16 October 2023 (*Adoption of draft Development Contributions Policy 2024/25*) and public consultation was undertaken

through November and December 2023. Council considered the feedback from public consultation on 4 March 2024 as part of Long-term Plan 24-34 deliberations (2024/25 Development Contributions Policy deliberations).

7. Following deliberations, staff updated the proposed charges to reflect the outcomes of Council decision-making.

STRATEGIC / STATUTORY CONTEXT

8. Attachment A shows the operative charges, the charges proposed in the draft DCP and the updated charges following deliberations.
9. The table below shows the charges which have changed by 3% or more since consultation. The key drivers of the change are summarised below. All other catchments have changed by less than 3% since the draft DCP, with most changing by less than 1%.

Catchment	Oct '23 Draft DC (\$)	March '24 Final DC (\$)	Variance (%)
Citywide (3-bedroom)	34,477	31,835	-7.7
Wairakei B (per/H)	436,686	405,351	-7.2
Te Papa Infill – south residential (per/Lot) including Tauranga Infill DCs	12,283	12,950	+5.4
Te Papa Infill – north residential (per/Lot) including Tauranga Infill DCs	12,283	10,055	-18.1
Te Papa Infill non-residential (per 100sqm of gross floor area including Tauranga Infill DCs	7,145	7,986	+11.8

10. A sub-catchment has been created within the Te Papa Infill catchment relating to charges for the Reserves activity. Only properties within the Te Papa Infill catchment to the south of 15th Ave will pay reserves DCs.
11. The key changes that have caused changes to the draft DCs are summarised below.

Catchment	Key driver of change
Citywide	The decrease in citywide development contribution charges has primarily been driven by the rephrasing of waters capital expenditure within the Long-Term Plan. Later delivery of certain projects impacts each of the components of the DC charge: reducing the total capex where projects are no longer funded in the 2024/25 DCP, increasing inflation expectations where projects have been pushed back and decreasing the cost of holding debt by shortening repayment periods.
Wairakei B	Wairakei B fees have decreased compared to the amounts consulted on in the draft DCP. The decrease is largely driven by updates to the Kaituna Overflow stormwater project in Te Tumu. This project budget has increased a small amount since consultation, but the primary change has been the rephrasing of delivery through the Long Term Plan. The bulk of the capital expenditure is now due to be incurred from FY33. This change has increased the inflation projections for this project but substantially decreased the cost of capital projection. This is because more DCs will be collected in advance of the expenditure than originally anticipated thereby lowering interest costs. The costs of the wastewater charge have also decreased due to updated funding allocations for the Wairakei rising main projects.
Te Papa Infill catchment	The total transport capital expenditure funded from DCs in this catchment has increased by approximately \$2m. This is caused by an increase in capital budgets for Cameron Road Stage 2 since consultation. This increases the

	<p>amount of capital expenditure collected from each dwelling developed and the associated inflation and cost of capital component of DC charges.</p> <p>The total reserves capital expenditure funded from DCs in this catchment has not changed. Since consultation, the full cost of reserves investment has been moved to the south of the catchment (as discussed above). Further, the growth in dwellings has been updated to align with Long Term Plan 2024-34 projections. This has increased the expected growth from consulted levels. Taken together, the updated fees for reserves have not changed materially (a \$5 downwards movement).</p>
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OPTIONS ANALYSIS

12. Council can either choose to incorporate the updated DC charges into the DCP for adoption, or not. Staff recommend incorporating the updated fees.

Advantages	Disadvantages
<ul style="list-style-type: none"> Ensures the DCP aligns with TCC's Long-term Plan, as required by the Local Government Act 2002 Minimises risk and scale of under-collection of DCs. Improves the equitable allocation of growth capital expenditure on the community 	<ul style="list-style-type: none"> There are no disadvantages to refining the DC charges from those proposed in the draft, noting the draft charges themselves are an increase on existing charges.

FINANCIAL CONSIDERATIONS

13. The financial impact of the matters discussed in this report is limited. This is because the proposed changes are relatively minor refinements to the draft DCP. This decision sits with the broader decision to adopt a new DCP for 2024/25. The decision to adopt a new DCP entails a broader range of financial considerations which have been discussed at length in reports to Council in October 2023 and March 2024.

LEGAL IMPLICATIONS / RISKS

14. The legal implications and risks of this decision have been discussed above.

CONSULTATION / ENGAGEMENT

15. The DCP has been consulted on as part of the LTP special consultative process. Submissions received were considered as part of the LTP deliberations process.

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:
- the current and future social, economic, environmental, or cultural well-being of the district or region
 - 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.

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

ENGAGEMENT

19. Taking into consideration the above assessment and the previous consultation undertaken in November and December 2023, officers are of the opinion that no further engagement is required prior to Council making a decision.

NEXT STEPS

20. Staff will update the draft DCP to reflect Council's resolutions. The updated DCP will be brought back to Council on 20 April 2024 for consideration for adoption.
21. If adopted, the new DCP will be operative from 1 July 2024.

ATTACHMENTS

1. **Table of updated development contributions by catchment - A15648665** [↓](#) 

Attachment A: Table of updated development contributions by catchment

Note:

- The column titled *Final DC excl GST* shows the final fee to be included in the DCP 24/25 applying from 1 July 2024.
- The yellow columns show the current fees (DCP 23/24) and the movement between the DCP 23/24 charges and the final DCP 24/25 charges.
- The green columns show the draft fees which were consulted on in Nov-Dec 2023 and the movement between those fees and the final DCP 24/25.

Tables for policy			Compared to last years policy			Compared to draft policy		
		Final DC excl GST	2023/24 Fee excl GST	Movement	% Change	DRAFT 2024/25 FEE Excl GST	Movement	% Change
Table 1. Citywide development contribution								
Residential activity	Large	41,385	n/a	n/a	n/a	44,820	- 3,434	-7.7%
	3 bedroom	31,835	30,006	1,829	6.1%	34,477	- 2,642	-7.7%
	2 bedroom	20,693	19,504	1,189	6.1%	22,410	- 1,717	-7.7%
	1 bedroom	15,917	15,003	914	6.1%	17,238	- 1,321	-7.7%
Retirement Village	Charge per	14,008				15,125	- 1,118	-7.4%
	\$ per	27,640				29,838	- 2,198	-7.4%
Business Activities	\$ per 100m2	7,097	6,259	838	13.4%	7,630	- 533	-7.0%
Low Demand Business	\$ per 100m2	1,862	1,754	109	6.2%	1,998	- 136	-6.8%
Community Organisation	\$ per 100m2	7,030	6,083	948	15.6%	7,663	- 633	-8.3%
Table 2 Local development contributions for non-residential development								
		Final DC excl GST	2023/24 Fee excl GST	Movement	% Change	DRAFT 2024/25 FEE excl GST	Movement	% Change
Papamoa	\$ per hectare	144,631	131,722	12,909	9.8%	144,311	320	0.2%
Pyes Pa West	\$ per hectare	869,181	821,514	47,667	5.6%	858,565	10,616	1.2%
Tauranga Infill	\$ per 100 m2	413	380	33	8.8%	413	-	0.0%
Te Papa Infill	\$ per 100 m2	7,573	-	7,573	N/A	6,732	840	12.5%
West Bethlehem	\$ per hectare	591,318	564,592	26,726	4.7%	596,300	- 4,982	-0.8%

Table 3 Local development contributions		Final DC excl GST	2023/24 Fee excl GST	\$ Change	% Change	DRAFT 2024/25 FEE excl GST	Movement	% Change
Bethlehem	Per lot	12,889	12,503	386	3.1%	12,889	-	0.0%
Ohauti	Per lot	11,569	11,201	369	3.3%	11,569	-	0.0%
Papamoa	Per lot	8,036	7,444	592	8.0%	8,007	29	0.4%
Pyes Pa	Per lot	7,252	6,911	341	4.9%	7,252	-	0.0%
Pyes Pa West	Per lot	40,525	38,121	2,404	6.3%	40,404	121	0.3%
Tauranga Infill	Per lot	3,997	3,676	321	8.7%	3,997	-	0.0%
Tauriko	Per hectare	363,195	369,157	- 5,962	-1.6%	360,206	2,989	0.8%
Tauriko - Pond B	Per hectare	436,651	442,613	- 5,962	-1.3%	433,662	2,989	0.7%
Tauriko - Pond C	Per hectare	411,250	417,212	- 5,962	-1.4%	408,261	2,989	0.7%
Te Papa Infill (South)	Per lot	8,953	-	8,953	N/A	8,286	667	8.1%
Te Papa Infill (North)	Per lot	6,058	-	6,058	N/A	8,286	- 2,228	-26.9%
Wairakei A	Per hectare	585,566	567,105	18,461	3.3%	595,699	- 10,133	-1.7%
Wairakei B	Per hectare	405,351	399,944	5,407	1.4%	436,686	- 31,335	-7.2%
Wairakei C	Per hectare	733,578	657,631	75,947	11.5%	715,479	18,099	2.5%
Welcome Bay	Per lot	9,124	8,805	319	3.6%	9,170	- 46	-0.5%
West Bethlehem	Per lot	31,011	30,216	795	2.6%	31,100	- 89	-0.3%
West Bethlehem	Per hectare	418,646	407,913	10,733	2.6%	419,852	- 1,206	-0.3%

11.9 Executive Report

File Number: A15643274

Author: Nic Johansson, Head of Transport
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Paul Davidson, Chief Financial Officer
Christine Jones, General Manager: Strategy, Growth & Governance
Alastair McNeil, General Manager: Corporate Services
Sarah Omundsen, General Manager: Regulatory and Compliance
Gareth Wallis, General Manager: City Development & Partnerships

Authoriser: Marty Grenfell, Chief Executive

PURPOSE OF THE REPORT

1. To provide updates on key projects and activities.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Executive Report ".

INFRASTRUCTURE

Sustainability & Waste

Tauranga City Council continues to reduce its climate impact

2. We are actively reducing our climate impact, as demonstrated by a 28% reduction in City Waters' carbon emissions and a 33% reduction in overall emissions (Scope 1 & 2) from FY2019 to FY2023. Key initiatives include diverting 50% of biosolids to vermicomposting, upgrading streetlights to LED, expanding solar panel capacity, transitioning the fleet to EVs and hybrids, and making HVAC and lighting upgrades. Tauranga City Council received Toitū's Carbon Reduce certification on 28 February 2024, which validates our commitment.
3. City Waters' emission reduction efforts focus on wastewater treatment, with plans to enhance energy efficiency and install an N₂O analyser for nitrogen emissions monitoring. A baseline for embodied emissions in capital projects is established, with ongoing work to integrate carbon impact assessments into project delivery. We are aiming for net-zero emissions by 2050, translating to an annual average reduction of 4.2%. This aligns with the Paris Agreement and New Zealand's Zero Carbon Act. City Waters is excluded, pending a separate roadmap scheduled for completion by year-end. Potential initiatives for achieving the net-zero target include dimming streetlights, installing solar panels, phasing-out natural gas use, and continuing energy efficiency initiatives.

Cruise boat waste reduction project

4. The community waste programme team has been working on a project with Tourism Bay of Plenty and the Port of Tauranga to educate and promote recycling and a litter-free environment in Mount Maunganui over the summer, in conjunction with the cruise boat season. The project started in December 2023 and was completed at the end of February 2024. A contractor and specialised bin station collecting recycling, glass and rubbish were present for a total of 17 selected days (when cruise boats were in the port and when other

events were on in the Mount). The team engaged with 618 cruise boat passengers and 183 people who were on holiday in our city, with mostly plastic bottles and glass collected. Final results will be presented to Tourism BOP and the Port of Tauranga on the success of the project.

Kerbside education

5. The Community Waste programmes and partnerships team is undertaking a number of events in February and March to educate and engage with residents around the Ministry for the Environment's changes to kerbside standardisation. Tauranga was already leading the way prior to these national changes, so the main change for our community is the removal of aerosols from recycling collections. The team attended Bark in the Park on 24 February and Childrens Day on 3 March; and has a Sustainable Backyards Month recycling talk scheduled for 18 March.

Transport

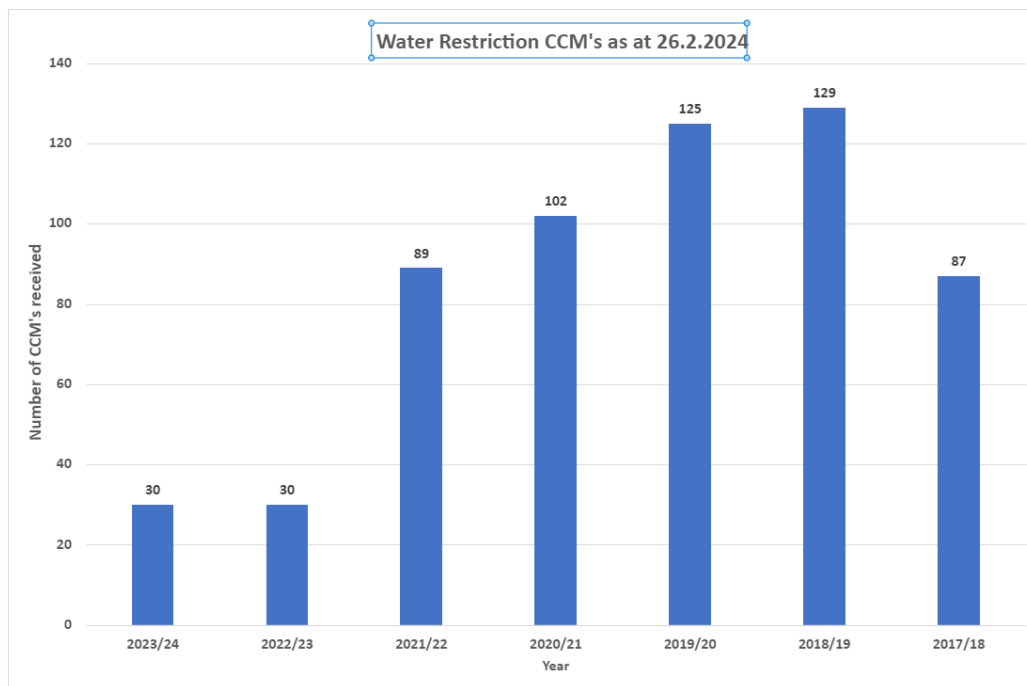
6. Totara St concrete pavement rehabilitation is now completed, with the new traffic management plan utilised keeping traffic impact to a minimum. The new section of pavement will last around 40 years, three times longer than if it were sealed using traditional asphalt surfacing methods.
7. Co-operative traffic management with NZTA following the discovery of a tomo on SH29A - TTOC and the TMC worked together to assist traffic movements around the city, with proactive monitoring of the network reducing much of the congestion expected as a result of the closure of the affected section of the state highway.



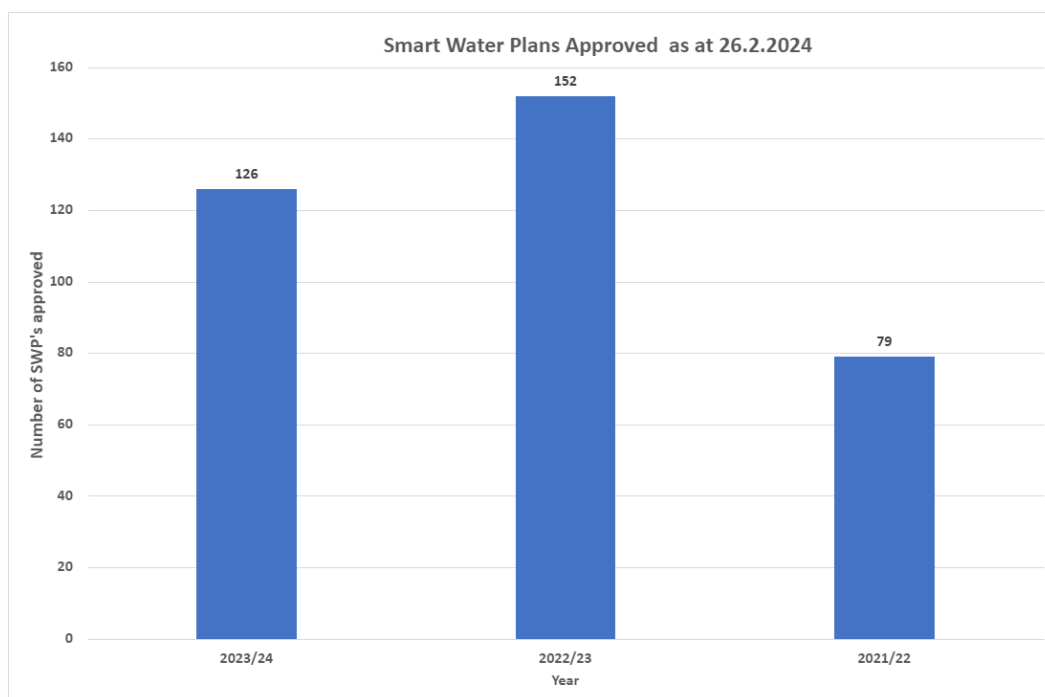
Waters

Water Watchers – Summer Campaign on wise water usage over summer months

8. 30 Service requests have been received since the summer water savings campaign started on 1 December. Complaints have mainly involved the use of sprinklers and water blasters.



9. The team has processed 126 Smart Water Plans. These plans are granted for a range of projects, including pool-filling, water use during construction and events.



10. On 1 March, the following changes were made to the year-round Water Waters plan. Watering times have changed and usage restrictions have been relaxed so that our community can:
- Throughout March & April **sprinklers** are **allowed** for one hour between 4pm and 7pm. You can continue watering anytime with a handheld hose
 - Smart Water Plans are NO LONGER required for filling pools
 - Customers can use water blasters again for cleaning around the home

- Water Watchers billboards came down on 1 March, but Water Watchers communications (press/radio/social) will continue through Autumn-Spring. Information can be found on Council's website.

Water Fluoridation – Court Decision Update

11. In July 2022, The Ministry of Health directed that Tauranga City Council was required to fluoridate the City's drinking water supplies. There was a subsequent challenge to this ruling and in November 2023, the High Court issued a judgement finding that the Director-General of Health made an error of law by not explicitly considering the NZ Bill of Rights Act. This finding did not change the original direction order.
12. The latest communication from the Ministry is that an assessment against the NZ Bill of Rights Act, specific to Tauranga City, will be undertaken. The Ministry will continue to support local authorities as they implement their directions.

COMMUNITY SERVICES

The items below are categorised in the most relevant community outcome, but many also contribute to other outcomes.

Tauranga Matarauui – an inclusive city

13. Te Ao Mārama – Tauranga City Libraries are taking part in a nationwide youth rainbow photography challenge in support of School Pride month, culminating in the photographic works being displayed in nationwide displays.
14. Te Ao Mārama – Greerton Library sees the start of the Just Wanna Have Fun programme aimed at reducing social isolation for seniors. Adult digital literacy classes began in February, with evening sessions on scam spotting, cloud storage, Chat GPT and AI, and maximizing digital workspaces. digital skills classes for tweens have also started, along with a regular coding club for children.
15. Artworks including 19th century paintings from the Library Archive are part of the Tauranga Art Gallery Tauranga Moana Waterscapes: 1800s – Present, which runs through to June. The community can view these in the exhibition curated by Ellie Smith, alongside artworks from the Tauranga Art Gallery Collection, the Civic Art Collection and contemporary local artists.
16. Late last year, Dusty Waddell announced his intention to sell his surf and beach culture collection and following numerous public calls for it to remain in Tauranga, the museum team has secured it for the city. Amassed by Dusty over several decades, it is arguably the best collection of its kind in the country. It includes locally- and nationally-made surfboards, skateboards, textiles and ephemera connected to important makers and individuals. This acquisition has intergenerational relevance and connects to a story that resonates with and excites many local communities.
17. The Venues & Events and Pou Takawaenga teams have been working with local kapa haka groups Tūtara Kauika Ki Rangataua and Te Kapa Haka o Ngāti Ranginui to ensure respectful and authentic engagement for major events in Tauranga. This was demonstrated recently at the South Africa versus BLACKCAPS cricket test, with a pōhiri, call-to-field and an on-field kapa haka performance on Waitangi Day broadcast by TVNZ. An unpaid [social media post](#) of the performance gained significant traction with 1,400 engagements of the My Tauranga Facebook.

BLACKCAPS cricketer Neil Wagner cemented Tauranga's reputation as a great host city through media coverage in the lead up to the test match;

"Tauranga does a great job of hosting international teams and showcasing what a special part of the world this is – and I know the BLACKCAPS and our fellow internationals really enjoy playing here."



Members of Te Kapa Haka o Ngati Ranginui being interviewed by TVNZ following the call-to-field performance on Day 1 of the test at Bay Oval.

18. Tauranga recently hosted Oceans, New Zealand's largest Junior Surf Life Saving championships. With over 700 competitors from 46 Surf Life Saving clubs across Aotearoa, the event received support from Tauranga City Council and the Tauranga Western Bay Community Event Fund. This event is part of a series of surf life saving events the Venues & Events team are working with, including the recent Eastern Regional Championships and the forthcoming Surf Life Saving Nationals in March.
19. The recent Waitangi Day Festival and Asian Food Festival at The Historic Village each attracted approximately 4,000 visitors, reinforcing the Village's role as a vibrant platform for community engagement and cultural celebration.
20. The Historic Village marketing campaigns have resulted in significant improvements in its online presence. Comparing January 2023 with January 2024, there has been a 49% (2,369 to 3,552) increase in total Historic Village website traffic and a significant 267% (1,517 to 5,577) increase in visits to the website home page.
21. Venue and Events marketing has resulted in a notable increase in website traffic to [My Tauranga](#) - the city events website. In January 2024, there was a 128% increase in website traffic compared to January 2023.
22. The Emergency Management team was involved in the Bark in the Park event in February. Emergency preparedness is just as important for pets and animals as it is for humans and this event is a perfect opportunity for us to talk to pet owners. We even had our own 'Stan the Dog' onsite to spread the word.



Tauranga Taurikura – A city that values, protects and enhances our environment

23. Our Urban Forest team had its application for Tauranga to be recognised in the 2023 Tree Cities of the World accepted by the Arbor Day Foundation. The Arbor Day Foundation is part of the Food and Agriculture Organization of the United Nations (FAO) and this initiative is an international effort to recognise cities and towns committed to ensuring that their urban forests and trees are properly maintained, sustainably managed, and are duly celebrated. To be recognised as a Tree City, a community must meet five core standards that illustrate a commitment to caring for its trees and forest – Tauranga is now only one of four New Zealand cities that have this recognition.

24. On 27 February, the Urban Forest team celebrated the launch of Rakau, the new Tree Asset Management application for managing the city's urban forest.

The application replaces the previous tree app, which was out-of-date and no longer fit-for-purpose. The new app is based on the work done to support City Operations with a field solution for the new business unit. The Urban Forest team has worked hard alongside Council Platform managers to develop an application which works in the field and with Council asset systems. This new application will give the team more clarity about the quality of the city's tree asset, reducing risk and making the team more agile. Additionally, data captured in the app will support decision-making around the development of tree canopy across the city, meeting actions under the Nature and Biodiversity Action & Investment Plan (AIP).

25. Tutarawānanga-Yatton park (Destination Park) gardens rejuvenation, featuring a blend of cottage/native gardens and tree arboretum, a new sealed walkway, and upgraded BBQ and shade areas has sparked positive feedback from the community.



26. Tauranga Museum held a workshop with Te Paerangi, the mana whenua group associated with the Takitimu Northern Link project. Their visit to the Taonga Māori collection was to view archaeological material deposited in the collection and learn about the process artefacts undergo when being processed, in conjunction with iwi and hapū, Tauranga Museum and the Ministry of Culture and Heritage Te Manatū Taonga.

Tauranga - Tātai Whenua – A well planned city

27. The final Tauranga Youth Space Partnership workshop was delivered on 21 February. Attended by 36 sector leaders/workers and four rangatahi, the workshop series received positive feedback, with extensive commentary about the strength of the community engagement and purposeful collaboration of Council. The next steps are to open-up a nomination process for the 'Tauranga Youth Space Strategic Working Group.
28. Mount Maunganui Holiday Park has retained the 4-star plus rating for the property and achieved the Gold Sustainable Tourism Business Award. A Gold Award recognises the best sustainable tourism businesses in New Zealand. The park has also had a bumper summer season, with visitor numbers up 8.5% (1,914) on the previous year. Over December and January, the park hosted more than 24,000 visitors.

29. The City Operations horticulture team recently cleared out two gardens to improve visibility at a tricky site on the corner of Hewletts Road and Totara Street. Our traffic management partner did a great job at keeping us safe at very busy intersection. As a result, traffic, cyclists and pedestrians now have a clear view of the roadside.



30. The Horticulture team has also been systematically upgrading Papamoa street gardens, to get them back into specification. With a huge number of gardens within traffic management areas, a targeted project was completed to tidy-up and reduce the ongoing maintenance of the splitter islands. Splitter islands require additional traffic management controls and the gardens in this area haven't been renewed since installation. These will be replanted or resurfaced in Autumn. The joint effort pulled together staff from the Structures and Natural Vegetation teams to upgrade 30 splitter islands in three days.
31. We hosted Commissioners Selwood, Rolleston and Wasley at our City Operations Tauriko Depot on 31 January. The team had a great time showing the Commissioners the depot and sharing their passion for maintaining our city.



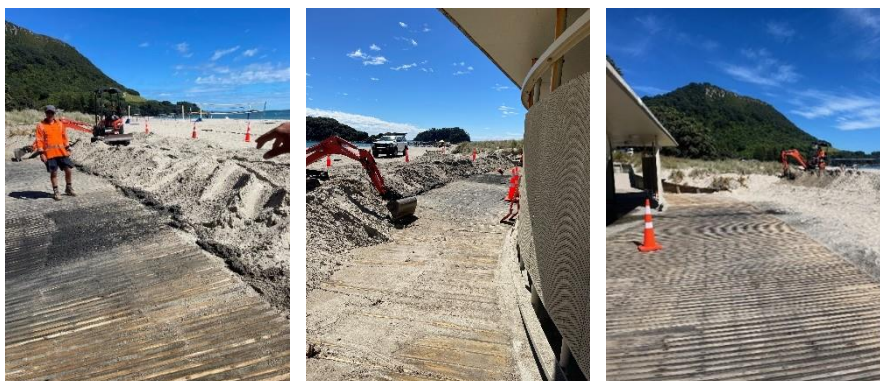
32. We recently completed the installation of athletics throwing circles at Gordon Spratt Reserve. In partnership with the Papamoa Athletics Club, which has more than 300 members ranging from 3 to 14 years old, we co-funded the renewal of two shotput circles and one discus circle with safety cage. The work was well-received by the Athletic community, with Tatiana Kaumoana (NZ Senior Woman's Discus Champion) and Harrison McGregor (Top 3 ranked Shotput Champion) turning up to try out the new equipment and impressing the children. Build it and they will come!



33. Detailed design for the new Library Community Hub was completed and signed-off in February. Engagement at events and through group presentations is receiving positive feedback about the design and the need for this facility in the city centre.
34. Work continues in preparation for the implementation of the Public Art Framework. A stocktake of current public art has been completed and the new public art panel will be established by the end of April. Proposals for new commissions will be called following the establishment of the panel, in advance of the new funding policy going live on 1 July.
35. The Contact Centre recently ran a day of refresher training for ex-staff across the organisation who may be called upon to help-out with resourcing in a significant business continuity or emergency event. This is a group of approximately 15 staff who received systems and Knowledgebase training.
36. The LIM management team and staff involved in natural hazards recently engaged with the Department of Internal Affairs (DIA) regarding the drafting of regulations relating to the new LIM legislation. This legislation will come into force on 1 July 2025. Discussions related to options for the best framework to provide natural hazard information to LIM applicants. This information can often be complex, but the intent is to ensure it is as understandable as possible. The LIM and natural hazards teams have designed a draft natural hazard framework to present this type of information in LIMs and have shared this with DIA.

Tauranga Ara Rau – A city that we can move around easily

37. The Mount Maunganui main beach toilet block area had a well-deserved birthday present, with the City Operations Walkway and Reserves Structures team clearing a couple of feet of sand and re-establishing the boardwalk area.



Tauranga a te kura – A city that supports business and education

38. The Natural Environment team recently spent the morning talking with Toi Ohomai students undertaking Certificate in Conservation (operations) study. As all three Council representatives completed the same course, this was a valuable chance to connect with the institute and students about where their learning and experiences can take them. The team is looking to partner with Toi Ohomai to provide these students with first-hand experience in several current and future projects.
39. February saw the finale party which celebrates the achievements of the children who finished the Kia Kaha te Pānui reading challenge, which over a thousand children participated in (that's 3,000 conversations about children's reading). We estimate 1,200 attended the party and enjoyed activities provided by Council and community providers. The challenge itself encourages children to continue reading through the holidays. Feedback included:

"Just to reiterate how impressed I was, how much the kids loved it, and how lovely the staff were. We had a different staff member for each check-in and every one was enthusiastic and engaged with the kids. Thank you!"

"Thanks so much to all staff involved for another fantastic summer challenge. I know a lot of hard work and effort goes into this and it really shows. I especially want to thank all the librarians for all the time they spent sitting down and listening to the kids talk about their

books. They asked great questions and really engaged with the kids. Thanks for a fantastic summer at the library!!"



40. Children's Day - the museum team was part of the Te Manawataki o Te Papa onsite stand during Children's Day on 3 March. A children's history hunt was designed for children under the age of 14 and the museum showcased 'Hands on Tauranga' objects for families to interact with.
41. Another busy start to the year for Hands on Tauranga. Outreach to schools is fully-booked for the term and we continue to receive positive feedback from teachers, students and whānau, such as:
Megan is a natural storyteller, and is engaging and so knowledgeable, Our kids were lucky enough to have her visit today in preparation for our visit on Friday to The Elms. What a fantastic resource!
XX came home one day last week after you had been in and it's all he could talk about - he LOVED it, especially seeing and holding the artefacts. By the sounds of it, all the kids really enjoyed it!
42. Hands on Tauranga object loans to schools are tracking well, with many teachers taking advantage of the service this term.
43. Our Heritage Collection Programme Specialist recently ran a professional development day for the new volunteer educators and guides at The Elms. This was very well received.
44. The Venue & Events team worked with event organisers Duco, who successfully delivered the sold-out Hot Springs Spas T20 Black Clash on 20 January, with 10,000 attending at Bay Oval. The event was supported by the Council's Major Event Fund, delivering an amazing event experience for our community and attracting visitation. The benefit of this event is also its strong broadcast coverage, with extensive coverage of Tauranga showcased throughout the TV broadcast, encouraging future visits to the city. This match drew an impressive audience of 1.085 million viewers on TV1, constituting a substantial 22% of the New Zealand population. It was the third-largest viewership in 12 months, behind only the 2023 election and the Coronation of King Charles III.

CHIEF FINANCIAL OFFICER

Tauranga Airport

Airport Operations

45. There were 2633 flights operated by Air New Zealand during November, December and January, up from 2587 in 2022/23, carrying 140,200 passengers compared to 126,599 passengers in 2022/23, an 11% increase. January saw a 14% year-on-year increase.
46. Flights operated with an average loading of 90%, meaning many people wishing to travel by air are either not being able to travel at a time that suits, or are not able to travel by air at all. Airport management is in ongoing dialogue with Air NZ about the very high load factors, which is a problem being experienced across the regions. Air NZ does not have any more

capacity to offer at this stage, and probably not for the next two years, due to a number of the jet fleet having to be out-of-service, four at a time, for urgent non-scheduled maintenance.

Airport Development

47. The replacement of the runway lighting, cabling and navigation aids, which are now owned by the Airport, is now scheduled to be completed in May. The delay has been caused by supply issues.
48. 100 new car parks were opened mid-February, enabling work to commence on the new northern car parks and the tie-in of new to old. This work is scheduled for completion at the end of April, but is partially dependent on BOPRC consents for work on the Aircraft Apron area.
49. The Fire Station project is on track for completion in mid-March.

STRATEGY, GROWTH & GOVERNANCE

Democracy & Governance

Election – 20 July 2024

50. 90 people registered for the Candidate Information Evening and over 120 people attended the evening on Monday, 19 February 2024 at the Holy Trinity Church Hall. Governance expert Dr Jim Mather in the photo below gave a presentation titled “What is great governance?”. He joined the Commissioners, Warwick Lampp (Electoral Officer), Andrew Turner (ex-Deputy Mayor of Christchurch City Council) Tu O'Brien, (Rangitāiki Māori ward councillor, Whakatāne District Council), Matire Duncan (Chair Te Rangapū Mana Whenua o Tauranga Moana), and a panel of James Denyer (Mayor, Western Bay of Plenty District Council), Mary Dillon (Envirohub), Nigel Tutt (Priority One) and Richard Kluit (Matua Residents Association) and Marty Grenfell (Chief Executive) was the MC and concluded the evening on the governance and management relationship.
51. Voter registration in Tauranga is sitting at 89.37%, as at 31 January, with 110,707 enrolled out of an estimated 123,000 eligible voters. This percentage varies depending on age bands, with 18-24 year olds sitting at 75.1% and over 70's at 96.46%. This information is updated monthly on the Electoral Commission's [website](#) and the Council's election page links to this website.
52. Electoral Officer Warwick Lampp commented that Tauranga City has benefitted from two national enrolment campaigns by the Electoral Commission for the 2022 local government elections and the 2023 central government elections, which has resulted in a high number of eligible electors being enrolled.
53. Council's electoral campaign includes a variety of tactics to attract a diverse range of voters, including our harder-to-reach communities, encouraging them to enrol, inspiring them to stand, and most importantly to vote. We'll use social media, media, short videos, informative interviews with previous councillors and targeted advertising throughout the campaign.
54. Community Development staff attended the orientation week events for the University of Waikato and Toi Ohomai (Te Pukenga), to encourage enrolments among students, and also attended community meetings to raise awareness about the election.
55. Non-resident ratepayers received a flyer with their February 2024 rates notices and letters have been sent out asking current ratepayer electors to confirm they are still eligible to vote as a ratepayer elector. This is a legal requirement each triennial election.
56. Further information on the elections is available on the Council's election webpage <https://www.tauranga.govt.nz/council/about-your-council/elections-2024>

Takawaenga

57. Takawaenga is supporting the Democracy team's drive for diverse candidates and increased voter participation.
58. Te Rangapū Mana Whenua o Tauranga Moana has confirmed its priorities for the coming year, as follows:
- Māori representation in decision-making, as per the Local Government Act
 - ongoing support for papakāinga
 - prioritising the protection of the environment in the face of growth pressures, and
 - strengthening relationships through two-way conversations.
59. The Kaumatua Forum has also confirmed its support of the above priorities.
60. LTP Submissions have highlighted the ongoing pressure on Māori responsiveness to bureaucratic processes. The solutions proposed have focused on developing capability and capacity. The first can be supported through training and communications, the second through proactive resourcing to resolve response rates and availability.
61. Takawaenga will need ongoing support to enable Māori engagement to be fairly-resourced as the city grows. We will continue to look for cost-effective ways to maintain a genuine and authentic relationship with tangata whenua that helps to create the best possible community-wide outcomes.

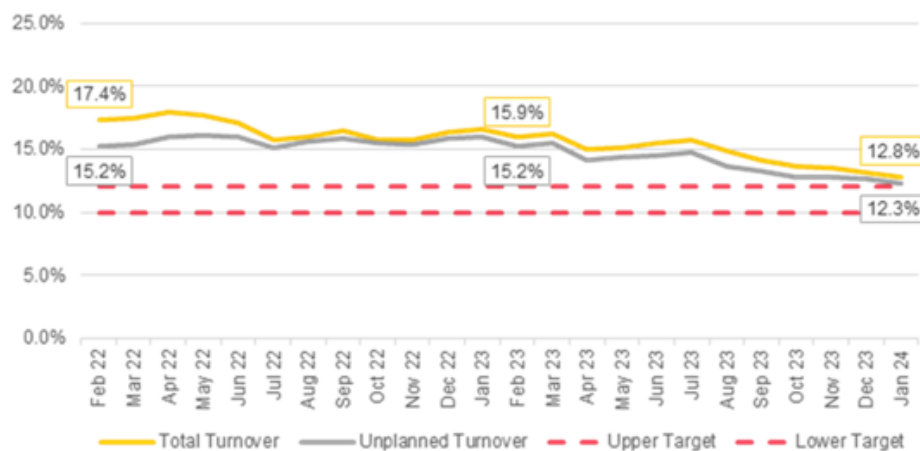
CORPORATE SERVICES**Performance, Monitoring & Assurance**

62. Performance, Monitoring & Assurance has worked on the following three dashboards / visual reports:
- Service Request Dashboard: in the final stages of signoff, shows the status and volume of service requests coming through our CCM (Customer Communication Management) system. This provides valuable insights on the volume and type of requests coming through, and management of active requests within teams across council.
 - TTOC works closely with Police by mapping incidents over the summer period. The police often contact TTOC to help in locating and tracking incidents using the team's extensive CCTV system. The GIS team is working on the possibility of creating a live feed from TTOC into the GIS system, to provide further insights.
 - The GIS team has also been working on the development of a 3D model of the city. Updates over the past few weeks have seen the model incorporate city plan zones. Of note is the availability of information on council assets, including the height, age and species of the trees below:

**People, Performance & Culture, Health & Safety**

63. Staff turnover is one measure we use to determine employee engagement, with employee surveys (My Team Pulse) being the primary data source. The next council-wide My Team Pulse is scheduled for March. Teams in Community Services, Corporate Services and

Infrastructure will receive the survey on 11 March, with the remaining groups on 13 March. The team is working with people leaders to support the debrief process, with additional support planned for new people leaders to help orientate them to the ISL dashboard and interpret the results. Further pulses are scheduled for June and September



Digital Services

64. The Digital Services team took part in a volunteering day on 7 February, involving a community effort to clean-up and remove rubbish from the Waikareao Estuary. Groups of 5 or 6 people were given a zone to work in and not only enjoyed themselves, but collected 150kg of waste. Downer provided an after-event BBQ.



65. *Artificial Intelligence (AI)* - over the last two weeks, we have seen a rise in the number of AI services and tools being (or about to be) imbedded in the common tools we use, such as Adobe Reader and web browsers. This poses a risk to the Council being able to meet its privacy obligations. The Digital Service teams are looking at how we can put in place lighter review processes to minimise the risk posed by these services and tools, as we do not have the capacity to run full security and privacy reviews on every service/tool currently in use.
66. *Security Operations Update* - our Security Operations Provider (PWC) is investigating and closing an average of 300 cases (suspected incidents) per month and escalating to the TCC team and average of 11 validated threats for further investigation. This significantly reduces the amount of time our internal team needs to spend cutting through the noise, and allows them to focus on genuine threats, as well as investing time in improving our overall security position. PWC gives us the visibility to see what is going on with a security lens across our environment, and with 24/7 monitoring, we are able to respond as the event happens.



Community Relations

67. *Media* - December saw the Media Impact Score (MIS) rise almost a point to 2.8, the highest level in almost two years. Coverage was overwhelmingly focused on recreation & environment themes and covering the opening of a number of projects led by Spaces and Places. In January the MIS dropped to 2.0. Negative coverage was centred around political criticism of the long-term plan and commissioners' commitment to continue setting the plan, as set out in their Terms of Reference.
68. *Social Media* - the organic posts with the largest reach in January were:
- Road closures for the Sikh Parade – 72k audience reach / 3.7k post engagement - 75 comments and 98% positive reactions.
 - Mount Maunganui roundabout - Smiley face Poll - 22k audience reach / 5.1k post engagement - 266 Comments and 100% positive reactions.

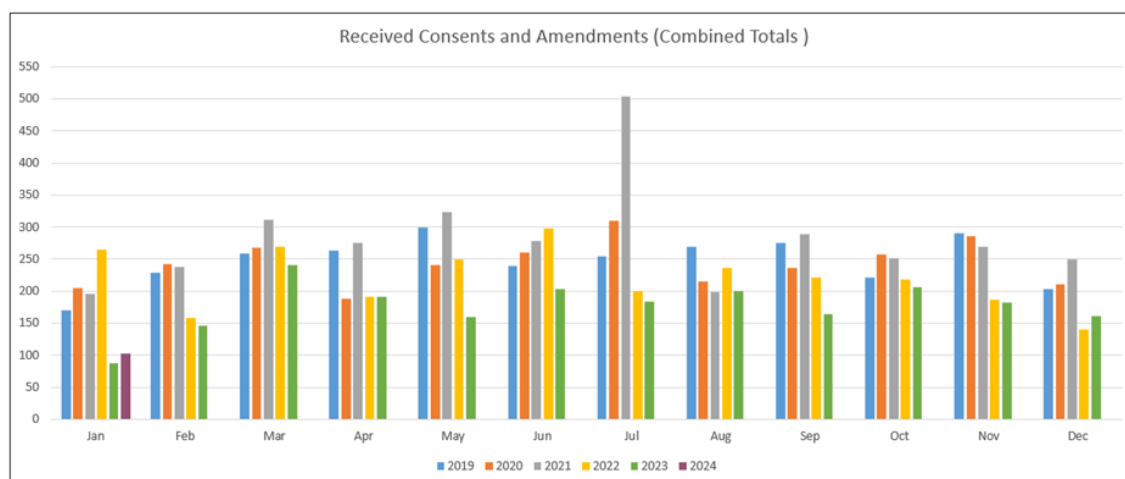


69. The Community Relations team plans to produce more content and quick polls like this which capture the imagination of the community and provide simple ways for people to have their say.

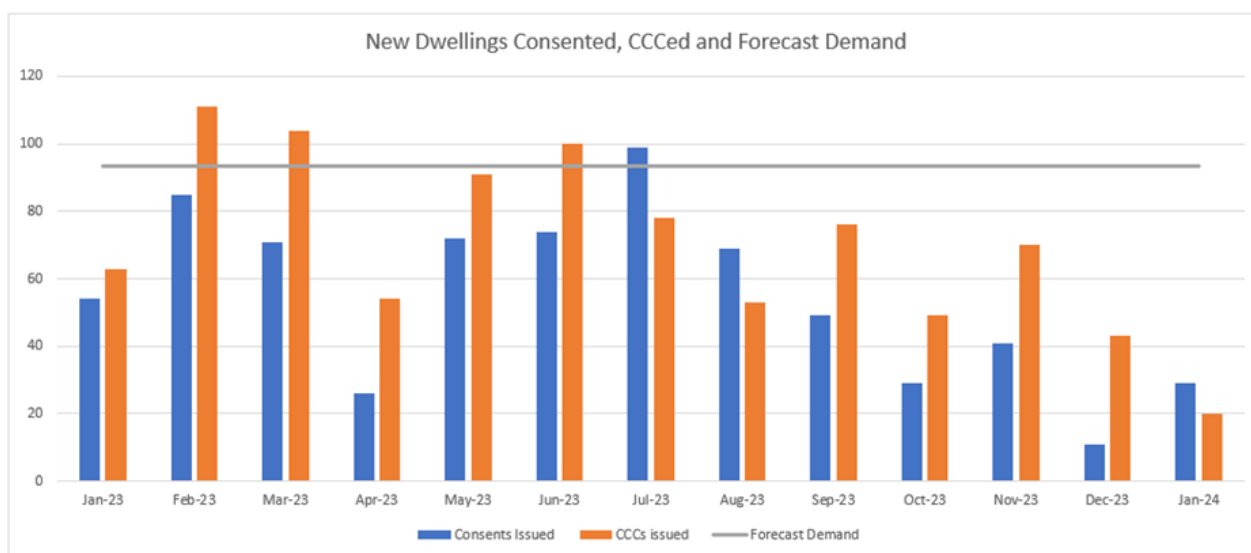
REGULATORY & COMPLIANCE

Building Consents

70. Building Services received 103 Building Consent and Amendment applications in January, for a total of 1201 applications year-to-date (YTD). While this year is slightly up compared with January 2023, it is around half of the average January volumes in 2019-2022. The YTD figure is 7% less than the same period in 2022, but 30-40% down compared with 2019 – 2021.



71. We granted 135 consents and amendments in January, for a total of 1174 YTD. The volume of consents granted is also down compared with previous years, reflecting the reduced number of applications received. We refused one application in January for a total of 53 applications refused YTD.
72. The proportion of consents granted within statutory timeframes dropped to 78% in January. Every consent that exceeds the 20 working day timeframe is investigated, and the reason for not meeting the timeframe is recorded. This month, the reduced compliance rate was influenced by the granting of a number of very old consents; an error in Objective Build which affected a small number of consents; and the non-availability of some of our specialist staff and contractors (particularly structural engineers and development engineers) over the summer break. The issue with Objective Build effectively delayed the receipt of Request for Information responses from customers and understandably caused some frustration for our staff and customers. However, we are satisfied that this issue has now been fixed and we have not seen any recurrence.
73. Over the past three months, we have put a particular focus on getting our backlog of historic applications out. We had 94 applications in progress that were already over day 20 at the start of October. By the end of January, that had reduced to only 22 of those applications still in progress. Further, if you look at the consents granted in January that were received in the three months prior to granting, 96% of these were granted within statutory timeframes. These figures are significantly up on previous results.
74. Inspection wait times for standard (45-minute) inspections have remained low, generally around 24 hours, whereas for our most complex inspection types (for instance R3 Finals) the lead time has hovered around three or four days for most of January. Inspection numbers remain roughly 20% down on previous years, with around 400 inspections completed most weeks. Because wait times are low, there is reduced demand for our remote and weekend inspections.
75. We issued 83 code compliance certificates (CCCs) in January, for a total of 984 YTD. The CCCs issued related to the construction of 20 new residential units. Our compliance with statutory timeframes has remained consistently high, with 98% being issued within 20 working days.
76. The number of new dwellings consented and granted in January was significantly below the forecast demand, with 29 units consented and 20 receiving CCC compared with a forecast demand of 93 per month. The rolling 12-month total, covering the period February 2023 to January 2024, is 655 units consented and 849 units receiving CCC which is 58% and 76% of the forecast demand, respectively.



77. We received confirmation that the last of our non-compliances from our October IANZ assessment was closed on 2 February. As a result, our accreditation has been confirmed for another two years. The IANZ assessor also noted: *"It was a pleasure to work with you, and congratulations to you and your team for all the hard work and being positive and collaborative"*
78. The number of building compliance investigations commenced has increased slightly. We received 29 complaints in January compared with 22 in January 2023. However, anecdotally, our team has noted that there appears to be more building work proceeding without building consent than previously experienced. This is often a trend observed during periods where the building industry is struggling and individuals attempt to cut corners more frequently. Prompt and effective response to these complaints is particularly important.
79. Our Pool Safety Compliance Officers inspected 76 swimming pools during January. Five of these were found to be non-compliant but were able to be remedied by the end of January. Eight further properties were visited, but the pools were unable to be accessed.
80. Our Building Warrant of Fitness programme continues to perform well. 105 BWOF were due in January and 82 were received on time and demonstrated compliance. In addition to the BWOF process, 33 onsite audits were completed and 27 of those passed. Of the 23 BWOFs not received on time and 6 failed onsite audits, only 7 required the issuing of Notices to Fix in order to achieve compliance, whereas the rest were able to be resolved in a timely manner without formal enforcement.

Environmental Regulation

Alcohol Licensing

81. Between 1 and 31 January, the Alcohol Licensing Team forwarded 119 various alcohol licensing applications to the District Licensing Committee for consideration and determination. A breakdown of the applications is provided in the table below:

Applications forward to the District Licensing Committee		
Application Type	Number	Year to Date
OFF Licence (New)	1	3
OFF Licence (Renewal)	8	26
ON Licence (New)	2	19
ON Licence (Renewal)	5	51
Club Licence (New)		

Club Licence (Renewal)	1	9
Temporary Authorities (ON & OFF)	4	27
Manager (New)	48	228
Manager (Renewal)	42	163
Special Licence	8	281
Total:	119	807

82. The team also completed 15 inspections within this period, ensuring that licensed premises were being operated and managed as required under legislation. Year-to-date, the team has inspected 116 licensed premises. These inspections are both scheduled and unscheduled. Two of these involved after-hours inspections of two large events: “One Love” held over two separate days at two separate locations; and the recent “Black Clash” cricket game at Bay Oval. These events attracted an estimated 12,000+ and 10,000+ patrons respectively. According to the licensing inspectors who monitored these events from an alcohol management perspective, they were very well-managed.
83. Three infringement notices have been issued to licensed premises for having no duty manager present onsite during a premises visit. This is in direct contravention to the conditions of the alcohol licence.

Enforcement		
	Number	YTD
Infringements	3	13
ARLA Suspensions	0	6
ARLA Cancellations	0	0
Total:	0	19

District Licensing Committee Hearings

84. During this latest period, two applications were referred to hearings for determination by the District Licensing Committee (DLC). These applications were for:
- A new on-licence for a bar called “Absolute Vibes” in Mount Maunganui, which was opposed by the inspectorate; and
 - A renewal of an off-licence for ‘Fresh Choice Papamoa’, which was opposed by the Medical Officer of Health.
85. The first hearing for “Absolute Vibes” was held, and although the inspector outlined her concerns around the owner’s experience to manage such a high-risk venue, the District Licensing Committee decided to grant the licence with some stringent conditions. The second hearing did not go ahead due to the withdrawal of opposition by the Medical Officer of Health.

District Licensing Committee Hearings Held		
	Number	YTD
On Licence	1	7
Off Licence	1	4
Club Licence		
Manager		7
Temporary Authority		3
Special Licence		

Total	2	21
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Environmental Health

86. Verification, registration and service request information is provided below.

	January 2024	YTD	
Verifications of Food businesses	37	371	
<p>Of the 371 verifications conducted in the year to date, 12 received an 'unacceptable outcome'. An unacceptable outcome means that the business had a number of non-conformance's (or a non-compliance) with requirement/s that need to be resolved, and the business's verification frequency will increase until more compliance is achieved. When a food business receives an unacceptable outcome, they must gain two acceptable outcomes before their verification frequency can be decreased.</p>			
Registrations	January 2024	YTD	
Food Registrations - New	11	143	
Food Registrations - Renew	38	410	
Health Registrations – New	1	7	
Health Registrations - Renew	1	151	These are generally renewed August, September, October
Registrations	January 2024	YTD	
Food Registrations - New	11	143	
Food Registrations - Renew	38	410	
Health Registrations – New	1	7	
Health Registrations - Renew	1	151	These are generally renewed August, September, October

Matters of Interest

87. After a great start to the year, verifications are now slightly under target due to losing two verifiers and an administration technician in the last few months. While we have a new verifier and administration officer (both starting in March), we expect that verification targets will be affected in the coming months. We are investigating whether we can find a contractor to assist with these, as our current contractor does not have the capacity to take on further verifications this year.
88. The Ministry for Primary Industries has a proposal out for consultation in which they propose to charge levies to all domestic food businesses each year to cover some of the costs of their agencies activities.
89. It is proposed that every domestic food business will pay a levy of \$57.50 per year, increasing to \$115.00 per year over 3 years. The proposed levies will be in addition to the fees these businesses currently pay Council for the delivery of registration and verification services.
90. In addition, MPI proposes that Councils collect this money from food businesses on MPI's behalf. Staff will be preparing submissions in relation to these changes.

Animal Services

91. Actions taken in relation to Animal Services complaints received for January and YTD are provided below:

	Warnings / Notices	Abatement Notices	Dangerous Menacing Classifications	Infringements Issued	Prosecutions Commenced
Jan 2024	Barking - 55 Roaming - 28	0	Dangerous - 0 Menacing - 7	24	1

	Aggression - 10		Section 62 Muzzle - 1		
YTD	Barking 263 Roaming 117 Aggression 37	15	Dangerous - 1 Menacing - 18 Section 62 Muzzle - 15	590	3

92. The number of registered dogs (YTD) has increased by 483 compared to 31 January 2023. We are projected to exceed 16,000 'known dogs' in the city by 30 June.

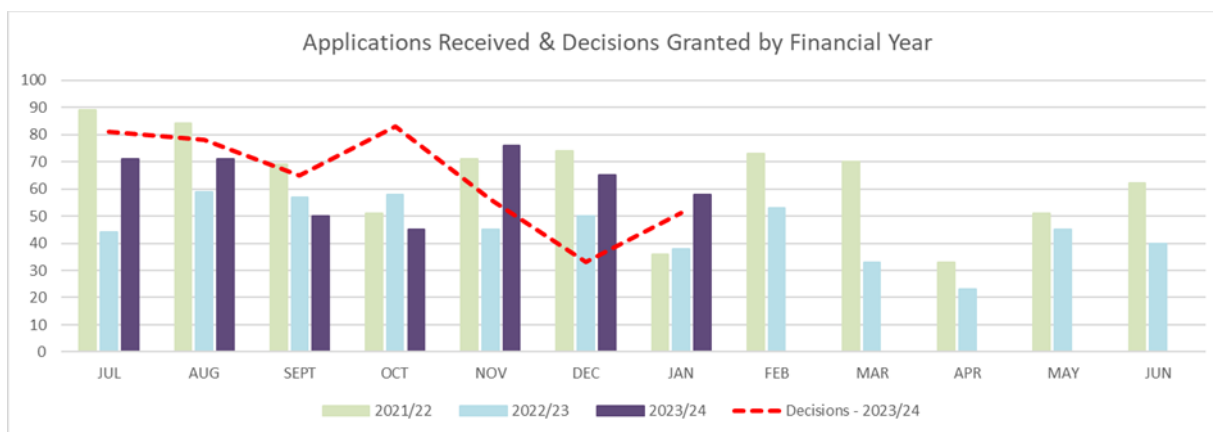
Year To Date	Jan 2023	Jan 2024
% Of All Dogs Registered	93.8	95.1
% Compliance Rate	96.4	99.5

93. As officers visit known unregistered dogs, they are finding that up to 35% of these animals are either no longer alive or are no longer at the last known address. The 'compliance rate' is the total of known dogs that are either registered or have received an infringement for failing to register.
94. In January, the most significant matter dealt with was a search warrant executed at a Papamoa property, with support from Police and SPCA. This was the result of a large number of complaints from the neighbouring community and saw Council's largest-ever seizure of dogs from a single property. 13 German shepherds were removed for multiple breaches of the Dog Control Act, including:
- 12 Unregistered dogs
 - Failure to microchip
 - Breach of a barking abatement notice
 - False statement on a dog registration form
 - Keeping more than two dogs per occupier of property
1. All the dogs were under-weight and had health issues. The SPCA also removed 40 cats from the property. Council is considering enforcement action.:

	January 2024	YTD
Bus Lanes	358	7237
Parking	4666	36635
Freedom Camping	166	503

Environmental Planning

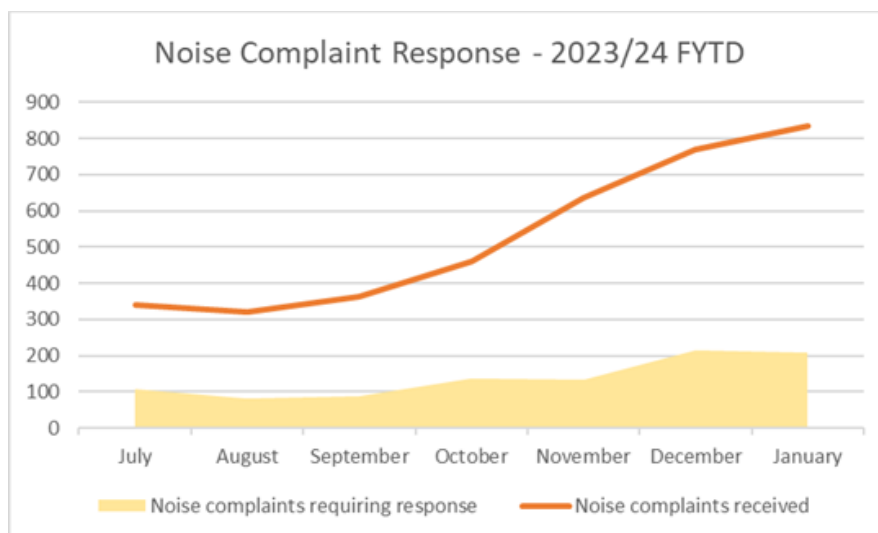
96. 436 applications for resource consents and other associated approvals have been received so far in the 2023/24 financial year to 31 January. Application numbers are currently 24% higher than at the same time in 2022/23, with the number of applications received in January being notably higher than previous years. The majority of applications (63%) relate to resource consents for land use or subdivision.



97. In the 2023/24 financial year to date, Council has issued decisions in relation to 388 applications, 254 of which were for resource consents. Timeframe compliance for new applications (i.e. applications received since 1 July 2023) is currently 86%.
98. As noted in the previous report, ongoing process improvements have resulted in time spent processing resource consents being much more accurately captured, resulting in an approximately 66% increase in the average cost for resource consents. This is an important step for ensuring planning services operate on a “user pays” basis. However, the associated increase in costs has also resulted in an increase in the number of objections to fees and charges for resource consents.
99. In the financial year to date, Staff have conducted development contribution assessments for 813 building consents, totalling \$11.4 million in contributions; and 229 resource consents, totalling \$5 million in contributions. Council continues to receive a number of requests for deferrals for payment of development contributions. There are currently 49 deferral agreements in place, dating back to 2021, with an approximate value of \$7 million (noting that deferred payments are subject to the LGFA interest rate).
100. Staff are currently progressing an improvement for how water services are considered in planning processes, which will allow development engineers to easily view capacity information for our water, wastewater, and stormwater networks. This ensures that the appropriate internal teams are consulted throughout the resource consent process, while also streamlining the review process to decrease the time required for review

Environmental Monitoring

101. Staff have responded to 196 RMA incidents and monitored 521 resource consents in the financial year to date.
102. A total of 3629 noise complaints have been received in the financial year to date, with 973 requiring a response.
103. Staff continue to see a high number of noise complaints through the beginning of 2024, which is in line with expectations around summer activities.
104. Council is currently in the process of rolling-out a significant upgrade to the platform used to manage environmental monitoring and enforcement, which will see the function transition into SAP. This will provide improvements for the management of Council’s Compliance Monitoring and Enforcement functions under the RMA, by ensuring it is integrated with the consent process, while also allowing greater insights into trends and observations from compliance monitoring.



Notable applications/incidents:

105. On 27 February, Council made a decision in relation to an application for a housing development by Wolfbrook on Ridge St, Otumoetai. The proposed development drew significant interest from local residents, with concerns being raised in relation to density and character. Following thorough consideration, it was decided that the thresholds for limited or public notification were not met and the application was approved on a non-notified basis. Staff have proactively communicated this outcome with residents and provided full information in relation to the decision making process.
106. An application from Structure Properties Ltd to develop a site on Hinau Road, constructing an eight-storey building with a proposed height of RL 34.0m, providing up to 65 residential apartments, was publicly notified on 9 February, with the opportunity for submissions closing on 8 March. Given the scale of the proposed development, this was expected to generate significant public interest.
107. As noted in previous reports, the EPA has appointed a panel to consider the Sanderson Group's Pitau Road project, which has been referred via the COVID-19 Recovery (Fast-track Consenting) Act 2020. The panel consists of Mike Doesburg (Chair), Paora Stanley and Gavin Kemble. Relevant local authorities, iwi authorities and treaty settlement entities must be invited to comment on the application, as well as owners and occupiers of land adjacent to the land on which the project is to be undertaken. Comments are due by 20 March.
108. On 9 January 2024, independent hearing commissioners made a decision in relation to an application from Higgins Group Holdings Ltd for a Regional Council resource consent in relation to the air discharge from its Mount Maunganui facility. The commissioners approved the application for a short term, and subject to Higgins installing a higher stack, reflecting a view that the discharge is only acceptable with some additional mitigation and for a shorter timeframe before more significant and fundamental upgrades would be required. The decision included clearly-defined requirements for Higgins to apply for and obtain a resource consent from TCC for the increased stack height within six months of the decision, or to cease operations. The corresponding application was received on Friday 16 February and is currently being processed by staff.
109. A proposal for the 115 unit "Karaka Pines" retirement village in Papamoa was recently notified on a limited basis, with Nga Potiki the only affected party notified. This development, as proposed, will require a pump station to be upgraded and planning and city waters staff are working together to understand relevant timelines for decision-making.
110. Council is currently processing an application from Kainga Ora for earthworks in relation to its future Tauriko West development. The application is being processed by an independent consultant, jointly with the Regional Council consents.

Key Account Management

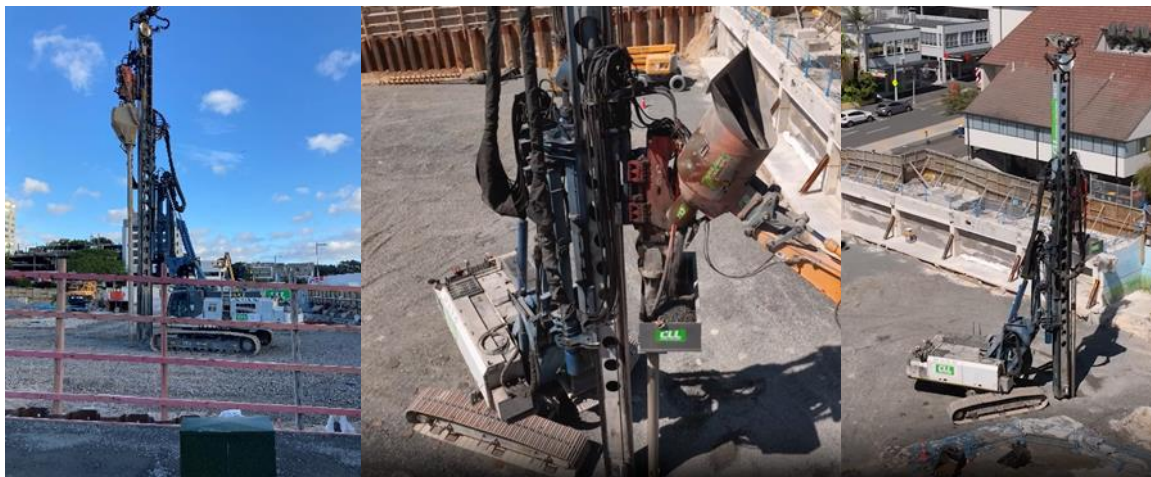
111. Our Key Account Management function continues to support the delivery of excellent regulatory outcomes (primarily operating across the Environmental Planning and Building Services teams, while working closely with Infrastructure), providing a single point of contact for engagement and communication with applicants and their teams.
112. We have recently introduced a new service called Engineering Concept Consultation. The purpose of this service is for developers to engage with Council asset managers to discuss challenges and opportunities with proposed projects. It enables those developers to inform the design of their projects in a manner that can be consented when they make an application. Both services are cost-recovered and accessed through our website.
113. Key projects/customers include the Civic Precinct redevelopment, The Strand, Memorial Park, 2 Devonport Road, 90 Devonport Road, Haumoana private hospital, Northern Quarter, Ministry of Education, Fosters Construction, Wolfbrook Residential Limited, Ministry of Justice, Group Home Builders, Spaces and Places capital project delivery, Mike Greer Homes, Pukaingaturu B18 Trust, Pitau Street project, Kainga Ora for Ferncliffe Farm, Barrett Homes, Northern Quarter, Classic Developments, Tasman Tourism Limited, Total Fitouts BOP, and Te Whatu Ora. We continue to receive strong interest in this service and continue to grow our portfolio of customers in this area.

CITY DEVELOPMENT & PARTNERSHIPS**City Partnerships**

114. A grant of \$7.324 million has been confirmed by the Local Government Flood Resilience Co-Investment Fund for the two landslides in Maungatapu (as a result of Cyclone Gabrielle).
115. We hosted a workshop, which included representatives from Tourism Bay of Plenty, Priority One and the Tauranga Business Chamber, to test support for a new city partners' programme to replace the previous Project Tauranga programme.
116. We are currently recruiting across a range of channels for a new Tauranga Art Gallery Trust trustee, with applications open until 20 March. More information is available at www.tauranga.govt.nz/cco
117. CCO half yearly reports are due on 29 February and will be presented to the 8 April Council meeting.
118. The City Partnerships Specialist is supporting the Jazz Festival working group with its promotion of Jazz Fest through the 'It's on in our City Centre' campaign. This includes a schedule of musicians to play in Wharf Street over the three weekends prior to Jazz Fest.
119. Our City Safety and Engagement Advisor continues to work closely with various agencies and stakeholders in response to recent antisocial behaviour, particularly around the Edgewater Sails area.
120. City Partnerships Specialists are working with the Tauranga Business Chamber and Downtown Tauranga to roll-out four workshops for city centre businesses, including one focusing on safety and security in April, to be attended by NZ Police. Other workshops planned include "Strategic planning and digital marketing" in March, as well as "Financials and commercial leasing" in May. These have been created following feedback through the Business Navigator Programme and funded through the City Centre Development Incentive Fund, with no cost for attending businesses.
121. Meetings have been held with the University of Waikato to discuss city centre transport plans and how these align with campus development.
122. Speaking engagements and walking tours continue to promote the vision for the city centre. Upcoming events include Tauranga Property Investors Association and University of Waikato student population.

Library and Community Hub

- 123. Certificate of Acceptance has been issued for the temporary sheet piling completed along the Wharf Street boundary.
- 124. The inground services and structure “Building Consent 2” was lodged in December and we anticipate it will be approved in April.
- 125. Building Consent 3, which includes architectural, structure and building services, will be lodged in early-March.
- 126. Rammed Aggregate Piles (RAPs) are underway and at the current pace, the 900+ piles will be completed in mid-March.
- 127. The detailed design package has been issued to complete the QS for tender estimate and the contractor to commence pricing. The QS will undertake an assessment of the final tender received as part of the assurance process.



Piling rig in action on the Library and Community Hub site.

Civic Whare / Exhibition Centre / Museum (CWEM)

- 128. Developed design documentation is currently under review for feedback into detailed design. The 100% detailed design is due on 30 May 2024.
- 129. Refinement of the façade, as a result of value-engineering work, is now being incorporated into the developed design package.
- 130. Currently developing early procurement and enabling works packages for the project to mitigate supply chain risks, particularly relating to façade, structure, and ground improvement works.

Tauranga Art Gallery

- 131. Building Consent documentation is being prepared and peer reviewed. We are expecting to submit the consent by mid-March for the original scope of works plus the seismic upgrade.
- 132. Critical asset management items are currently with the design team to provide proposals and this scope has been signed-off by the Tauranga Art Gallery Trust.

IT and Security

- 133. We are in the process of standing up the digital delivery team for 90 Devonport Road and aligning the required delivery activities with the build programme.
- 134. We have developed a high-level view of opportunities to include technology across the Waterfront and public realm projects. This includes provisions for projecting, programmable lighting, sensory audio, and event services, along with digital signage/display and kiosk opportunities. This work balances enabling future digital development with providing technology upfront, enabling flexibility of delivery over time.

Northern Seawall Renewal, Shared Pathway and Park North Replacement

Seawall

135. Compaction testing has been completed for the Tranche 1 promenade subgrade. Excavation works for the gardens, footpaths and boardwalk areas for Tranche 2 is in progress. Work on the seawall component of Tranche 2 is progressing well with the underwater works completed. Silt curtains for Tranche 3 were installed and excavation of the seabed is almost complete.



Construction of the seawall, footpath, boardwalk and gardens.

Playground

136. The 100% developed design for the waterfront playground has been completed, with cost estimate due on 1 March and the detailed design due 4 March 2024.
137. The Request for Proposals for the specialised feature tower and associated play equipment closed on 7 February with final tender evaluation underway.

Central Plaza

138. Landscaping detailed design was received on 23 February and is currently being reviewed. Detailed design for the amenity block is due 19 April. The project team is finalising the interior specifications with the TCC Facilities and Spaces & Places Teams.

Te Hononga ki Te Awanui (Harbour Link) Stage 1: Boardwalk and Underpass

139. Works on the Boardwalk are progressing well, with the construction of the northern abutment now completed ahead of schedule. The southern abutment top level is currently being filled and is scheduled for completion by 1 March. Piling has commenced from the southern end of the boardwalk with three 24-metre-long piles having been successfully installed with another 28 piles scheduled to be completed by 19 April.
140. Installation of the underpass decking has commenced with the patterned Corten Steel ceiling to be installed sooner than programmed.
141. The project is on track for September completion.



Completed northern abutment.

Installed piles.

Underpass decking surface.

Masonic Park

142. Site works are progressing well, with the balance tank completed and stormwater system being installed. Engagement with nearby food and beverage operators and the Tauranga Art Gallery is continuing to reduce disruption during construction.



Masonic Park.

Dive Crescent Carpark

143. Crossroads is scheduled to commence removal and construction of the new fence in March, with planting to commence when weather conditions become more favourable in late-April/early-May.
144. We are exploring options to drive posts into the ground to avoid any potential disturbance to contaminated soil.

Beacon Wharf

145. A resource consent has been approved to commence removal of contaminated soil from the southern tip. We are awaiting approval of the building consent exemption for the gangway abutment. The revised project completion is the end of May.
146. Piles for the pontoon are scheduled to commence in late-March.

90 Devonport Road (Civic Administration Building fit out)

147. Construction of the base build has passed the halfway stage with the commencement of the internal interconnecting stairs installation.
148. Further consents have been granted this month for the Main Contractor Hard Fitout (MCHF), Subdivisional Hard Fitout (SHF), and the amendment for the interconnecting stairs.
149. An open tender RFP for the building furniture requirements is being finalised and will be advertised on GETS in early-March.



Internal interconnecting stairs.

Façade installation from Devonport Road.

483 Cameron Road Indoor Courts

150. The purchase and design works commenced in January, with the purchase becoming unconditional on 31 January and settlement on 1 June.
151. Construction is due to commence in early-June and be completed in late-September.

Elizabeth Street East/Tunks Reserve

152. Lighting of the site, including the stairs and pou, has been completed to create a well-lit, safe and attractive environment at night.



Tunks Reserve in the evening.

Memorial Park Aquatic Centre

153. The preferred concept option has been refined and is currently being re-priced for the Business Case in March.

160-176 Devonport Road / Second Avenue Temporary Carpark

154. Further asbestos has been found imbedded in the concrete slab, delaying the handover to the civil contractor. The three-month Civil Works Contract to establish the car park will commence following clearance and will include the relocation of the Masonic Park bus shelter and Midnight Sun artwork, providing amenity to Devonport Road and a cycle parking shelter.

City Centre car parking occupancy data

155. Elizabeth Street:
- High demand on Tuesdays and Wednesdays in November, reaching 85% at peak.
 - Demand has steadily dropped since, in line with work habits.
 - Peak demand in January on Tuesdays barely getting past 50% occupancy.
156. Spring Street Information
- Steady and low demand in the Spring Street parking building over the past 3 months.
 - Highest weekend use of any building over January reaching over 30% occupancy.
 - Wednesday is the busiest day, as opposed to Tuesday for January.
157. City Centre Information
- Demand remains lower in 2024 and isn't expected to pick-up until March. A drop in demand over the summer period is expected.
 - There has been no impact on parking demand with the closure of the Waterfront Carpark.
 - Busiest day of 2023 was 12/06/23.
 - Occupancy in the city centre parking zone hovers between 60% and 70% in peak times (Tue-Wed-Thu).

City Development

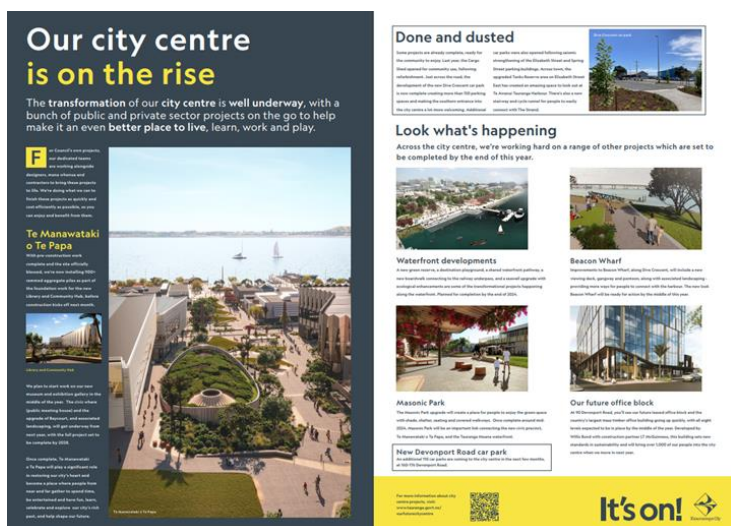
158. City Centre portfolio governance has been established to take a place-based approach to minimising disruption and maximising efficiencies across the city centre projects and activities. Work includes visualising and reporting on the full portfolio of projects and activities occurring across the city centre, so we can collaborate and communicate with stakeholders on a more agile basis.
159. The City Centre Signage and Wayfinding Masterplan is in development with mapping underway and concept designs in review. This project will allow us to take a more holistic approach to navigation, signage and wayfinding across the city centre and other projects. The project has a focus on pedestrian wayfinding to key destinations, and opportunities for telling stories across our city centre spaces.
160. Placemaking improvements for the city centre are in development, with a consultant selected to scope and deliver a programme of amenity lighting improvements to improve the perception of safety and provide for moments of 'surprise and delight' along key walking routes, with a focus on encouraging visitors to utilise carparking buildings.
161. Aspirations to improve the playful nature of the city have progressed with a plan for delivery of 'play-along-the-way' on key city centre routes to and from carparking buildings to the new Waterfront playground moving into implementation.
162. Design for the Red Square sanctuary space is in development and includes provision to install the first commission of the city's new public art trust FONT, which has selected Peata Larkin as their first artist.

Communications and Engagement

163. We continue to share the journey of our city centre transformation with the wider community, using various channels such as media stories, social media, Weekly Bulletin, City News, the Council website, and by utilising partner channels such as Downtown Tauranga and Priority One. We have also been rolling out It's On! project signs to raise awareness on-the-ground, so people walking past can read more about the development and understand what is coming.



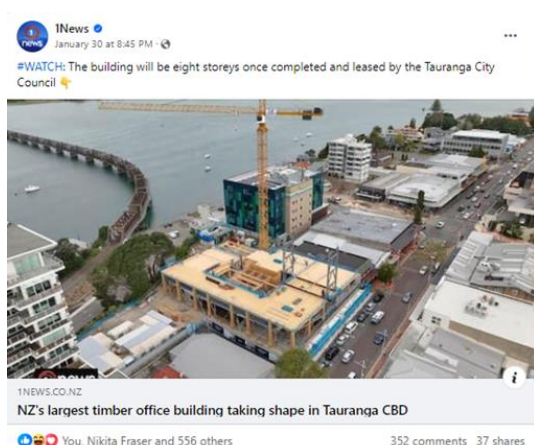
New project signs up on the waterfront.



Newspaper advertorial in Bay of Plenty Times and Weekend Sun highlighting completed city centre projects and additional developments underway.

164. Positive city centre media coverage so far this year has included:

- NZ's largest timber office building taking shape in Tauranga CBD: We hosted Sam Kelway, TVNZ reporter, for an inside look at our future office block. The story aired on TVNZ 6pm News on 30 January and was shared [online](#) and pushed through the 1News Facebook page.



- Tauranga CBD retailers praise efforts to tackle shoplifting, anti-social behavior: [An article featured in Bay of Plenty Times](#) on 4 March highlighting the positive difference Paul Mason, city safety and engagement advisor, has made to improving safety in the city centre.
- Pohutakawa move: The careful relocation of a pohutakawa tree from Tauranga waterfront was shared on Tauranga City Council Facebook page and was picked up by The Breeze on 15 February, with the presenters discussing the safe tree relocation and the exciting transformation of the city centre.
- "We've got some sunny years ahead" – Sam Uffindell: A positive organic story on [SunLive](#), on 28 February with local MP Sam Uffindell supporting the transformation of the city centre.
- A [media release](#) giving an overview of what to expect at Children's Day was issued on 9 February and coverage appeared on [Sunlive](#).
- A [media release](#) about the construction zone opening at Te Manawataki o Te Papa was issued on 27 February and coverage appeared on [Sunlive](#) as well as an interview

with Gareth Wallis on The Breeze. The 'Kidstruction Zone' was also shared on Facebook, garnering significant engagement and positive sentiment.

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 26 February 2024	<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>	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 - Spaces and Places - Construction Project Partner Procurement Strategy	<p>s7(2)(b)(i) - The withholding of the information is necessary to protect information where the making available of the information would disclose a trade secret</p> <p>s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(g) - The withholding of the information is necessary to maintain legal professional privilege</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p>	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 - Direct appoint Rolco to a programme of concrete pavement works.	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
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