



AGENDA

Ordinary Council meeting Monday, 29 April 2024

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

Date: Monday, 29 April 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**
- 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 8 April 2024

File Number: A15833538

Author: Anahera Dinsdale, Acting Team Leader: Governance Services

Authoriser: Anahera Dinsdale, Acting Team Leader: Governance Services

RECOMMENDATIONS

That the Minutes of the Council meeting held on 8 April 2024 be confirmed as a true and correct record.

ATTACHMENTS

1. Minutes of the Council meeting held on 8 April 2024



MINUTES

**Ordinary Council meeting
Monday, 8 April 2024**

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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, 8 APRIL 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), Gareth Wallis (General Manager: City Development & Partnerships), Sanjana France (CCO Specialist), Emma Joyce (Open Space and Community Facilities Planner), Ross Hudson (Manager: Strategic Planning and Partnerships), Coral Hair (Manager: Democracy & Governance Services), Anahera Dinsdale (Acting Team Leader: Governance Services), Caroline Irvin (Governance Advisor), Aimee Aranas (Governance Advisor), Janie Storey (Governance Advisor)

1 OPENING KARAKIA

Commissioner Shadrach Rolleston opened the meeting with a karakia.

2 APOLOGIES

Nil

3 PUBLIC FORUM

Nil

4 ACCEPTANCE OF LATE ITEMS

Nil

5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

6 CHANGE TO THE ORDER OF BUSINESS

Nil

7 CONFIRMATION OF MINUTES

7.1 Minutes of the Council meeting held on 18 March 2024

RESOLUTION CO7/24/1

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the minutes of the Council meeting held on 18 March 2024 be confirmed as a true and correct record.

CARRIED

8 DECLARATION OF CONFLICTS OF INTEREST

Nil

9 DEPUTATIONS, PRESENTATIONS, PETITIONS

9.1 Petition - Jan Neale and Rebecca Rowe- Papamoa Beach Road Traffic

External Jan Neal
Rebecca Roe

Key points

- There had been ongoing issues with speeding and noise along Papamoa Beach Road.
- Approaches had been made to Council to address this for the past 18 months requesting speed cameras be installed in the area from Domain Road to Beach Boulevard. This section was a lot noisier than the other areas due to the bank on the edge of campground reverberating the sound into the properties opposite it.
- Suggested solutions include installing fixed speed cameras, planting the bank in flax bushes and changing the road surface from chipseal to asphalt.
- When mobile speed cameras were in the area from time to time, they generally caught between 350-400 people speeding per session with the fastest being clocked at 90kph.
- Congestion was a result of the continued development and increased density around Papamoa East resulting in an increase in the number of commuters using the route.
- The number of elderly people, retirement villages, bus stops and children in the area highlighted the speed and congestion issues around road safety.
- The 42 signatures on the petition were gathered in 30 minutes which showed that the local people were also upset and had been for a while.
- An advocacy group was being set up as they wanted to see a solution, such as installing judder bars to lower speed and asphalt to help with the noise. They also want to get people to use the highway rather than Papamoa Beach Road.

Discussion points raised

- Commissioner Tolley advised that staff would respond to the petition, noting that as the cost of asphalt was an additional cost, which could be facilitated if the ratepayers on that stretch of road were in agreement to being levied the cost.
- A meeting had been arranged with the group to plant the campground bank, which may be done as a community project.
- The submitters were advised that it must be remembered that Papamoa Beach Road was a significant arterial road used by commuters to get to Mount Maunganui and the city and would never be a normal residential street.

- The eastern link for the Papamoa interchange would be completed in 2 years and once done, Council would consider implementing a bylaw to ensure that trucks use the Te Tumu Eastern Link during the construction of Te Tumu and Te Akaroa Drive.
- Discussions would be held regarding ongoing policing of the speed along the route, as it was agreed that some of the high speeds recorded were unacceptable and dangerous.

RESOLUTION CO7/24/2

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council

- Receives the petition "Papamoa Beach Road Traffic"; and
- Refers the petition to staff for comment.

CARRIED

10 RECOMMENDATIONS FROM OTHER COMMITTEES

Nil

11 BUSINESS

11.1 Council-controlled organisations' half yearly reports

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

External **Bay Venues Ltd:** Chad Hooker, Chief Executive and Nick Lowe, Director
Tauranga Art Gallery Trust: Sonya Korohina, Director and Rosemary Protheroe, Chair
Tourism Bay of Plenty: Oscar Nathan, General Manager; Russ Browne, Chair and Richard Faire, Head of Strategy & Insights
Te Manawataki o Te Papa Ltd: Kim Wallace, Chair and Mike Naude, Director: Civic Redevelopment
BOPLASS: Stephen Boyle, Chief Executive

(1) **Bay Venues Ltd: Chad Hooker (Chief Executive) Nick Lowe (Director)**

Presentation attached to the minutes.

Key points

- Good first half of the year working with Council on a range of projects.
- There had been financial challenges in the past that had been addressed from 1 July 2023 with a new funding model set.
- Community outcomes had been delivered as expected, resulting in being ahead of budget revenue.
- Customer satisfaction ratings had remained the same.
- Highlights included a number of summer events, including the Festival of Squash which had taken place over 10 days and in conjunction with Tourism Bay of Plenty that provided a lot of national and international exposure.
- A lot of work had been carried out in the diversity and inclusion spaces.
- Key challenges included an economic perspective which had made it harder in the event business with lower attendance, resulting in reduced catering spends.
- The Mount Maunganui hot pools had undergone a maintenance closure with retiling of the pool at a cost of \$2.6m.

- Staff were continuing to drive capacity and utilisation of all of the buildings.
- There had been an increased capacity of the three courts at Baypark with it becoming a standing area for concerts, kapa haka and transgender events by adjusting how they managed the fire systems.
- Badminton lines had been painted at the Greerton Hall to diversify use of the facility.
- There continued to be challenges with the aquatic network and they were working with the Otumoetai community to hear their aspiration and consider options for moving forward.
- They were excited about the Cameron Road indoor sports centre and looking forward to it opening at the end of the year, resulting in little or no downtime for the youth centre.
- Engagement was being held with the speedway and netball groups at Baypark to consider the next steps for these groups.
- Our people was building a strong culture, with the annual engagement survey up 4%. 80% of the team were proud to work for the organisation as a great place to work.
- There were ongoing challenges around anti-social behaviour and security, with a train the trainer approach being taken to ensure staff know how to respond and cope with the increased maintenance required and the compliance programme.
- A new business model had been undertaken to track social, cultural and economic benefits. This was a trial of the new system with Bay Venues the first to track this way, measuring the community facilities they operated and the benefits in that. The results would be tracked over time and tweaked as there was a need to.
- Mr Rowe advised that from a Board perspective, they recently underwent a review of the Board's performance through an independent assessment and came out well scoring in the upper quartile for the way in which they worked together. Consideration was being given to extending some of the Board Members term of office.
- The Board were pleased with the community initiatives being undertaken with staff doing a good job being inclusive around all sectors and community activities.
- Appreciation to the Commissioners for their support over the past years and working together.
- A funding reset was important for the organisation so it could continue to see where it stood and determine how to go forward.
- The organisation was preparing as comprehensively and diligently as they could for the upcoming change of Council governance and were preparing a briefing document with the aim to inform them about Bay Venues Limited.

In response to questions

- The Baypark facilities had always been able to cope with greater numbers of people at events, but had been limited with fire ratings. By adapting how the fire systems operated and working with consultants they were able to ensure the increased usage for concerts was done safely.
- The review of the school lunches programme would not affect them as much as in the past as over time there had been a number of schools doing their own catering. The impact could be that some staff would be made redundant. They had reached out to the government to offer support for efficiencies in the programme.
- Value to residents was being calculated through a Fresh Info programme which was an event economic model with a range of different factors including putting a value of peoples time which worked out to be approximately \$11 per hour. There were assumptions already set, and it also noted visitors from outside the city and how many days spent in the area.
- The budget had been soft on the visitation numbers and the drop in revenue expectations had its economic challenges with many of the commercial operations being affected by the higher cost of living. Examples included 300 instead of 500 attendees at Gala dinners, less people using the base station paint ball. The drop in commercial revenue was offset by increased revenue from the aquatic and sports centres.

- Bay Venues had worked hard to secure the regional basketball team and while it was not a financially positive arrangement at this stage, there were no other franchises based in Tauranga, so they were making sure they could be successful and to grow their fame. The programme was in its infancy and would reap rewards as it grew. Commissioners noted their appreciation for the efforts made to accommodate it
- While there was always push back on fee increases and the odd group may have pulled back, there was no real impact as other users had taken up the space.

Discussion points raised

- Appreciation was passed on the Board Member Rowe for staying on the Board to ensure continuity and sharing his knowledge throughout the extended term.
- Congratulations to the Board on the six months of activities, noting the increase in the diversity of community activities. With at least 20% of the city's population born outside New Zealand it was important to cater for the wide diversity.
- Commissioner Tolley noted that the Bay Venues Limited six monthly report would be left to lie on table at this meeting as further discussions were needed with their Chairperson and Chief Executive before receiving it.

(2) Tauranga Art Gallery Trust: Sonya Korohina (Director) and Rosemary Protheroe (Chair)**Key points**

- Appreciation was passed on to Commissioners Wasley and Rolleston for their attendance and presentations at the recent Art Gallery launch.
- The opening programme for the relocated premises had received a lot of media coverage and would receive more over the coming weeks.
- The closing of the main building and opening of the interim gallery would have an impact on revenue and key performance indicators.
- Excited with the launch of the new building in the new year.
- Staff were pushing on with business as usual and continuing to deliver excellent outcomes with schools, weekend workshops and the like.
- 70,000 people had engaged with the online art experiences which included watching a talk on line or live online activities. This highlighted that their audience was more than what comes through the door and was an area they were focusing on when re-opening the new building. Their aim was to extend beyond the walls of the gallery into the virtual world.
- Appreciation to Council for the support and assistance to relocate the collection off site.
- The November 2023 business strategy was mentored by Bay Venue Limited and focused on visitor attraction, retention and barriers to attending, which all helped to shape the exhibition programme.
- The Māori engagement framework had been completed and a new role created with assistance from a grant of \$60,000 from the Lotteries Commission.
- They working at pace with Council staff and architects to ensure the building development and design stayed on track.
- Coming year includes a sustainable operating model, working on offerings for what the new building could provide.
- Information had been presented to Board to consider options on ticketing, which included research of other similar entities within New Zealand and Australia.
- Working hard on developing exhibitions and experiences, which they needed to book in two years in advance and were wrapping up exciting experiences.
- Appreciation to the Commissioners for their support and to have the vision to look at what the gallery could achieve as community outcomes for future generations to come.

In response to questions

- The Key Performance Indicator's (KPI) had been set when the country was coming out of Covid to reach out to schools and community groups who were unable to come to the gallery. They focused on the education sector sites, but would no longer be included as a KPI as the focus would be getting people back into the Gallery.
- Growth would be gained through numbers through the door as there were now a number of other factors to bring people into the city centre, which collectively would add to the experiences on offer. They would also be concentrating on ensuring people were encouraged to continue to return visit the gallery.
- Gallery staff meet regularly with the Museum Director and were part of a programme leadership group looking into the future programming of events. Together they would provide increased opportunities for national and international exhibitions.
- The reduction of the deficit for the past six months was tracking strongly, they were being cautious and conservative around expenditure and organisational structure changes had been made.
- The Gallery were keen to talk to Chad Hooker from Bay Venues Limited around the Fresh Info programme as it would assist to reinforce decisions made.
- The outreach programme included developing education resources for teachers so that they could continue to deliver programmes in classes that were supported by the Gallery.

Discussion points raised

- Commissioners noted that the plans for the new Gallery looked fabulous and the centre would be a good to be a part of Te Manawataki o Te Papa.
- The Art Gallery were compliment on the update and the number of activities taking place, the calibre of the artists on stream and giving people a taste of the physical arts by coming into the Gallery and setting a platform for when the upgraded premises reopened.

(3) Tourism Bay of Plenty: Oscar Nathan (General Manager), Russ Browne (Chair) and Richard Faire (Head of Strategy & Insights)**Key points**

- Acknowledged the recent passing of Western Bay of Plenty District Councillor Richard Crawford.
- It had been a busy 6 months maintaining business as usual.
- Proud of the team with the relocation of the iSITE to a new visually useful site. Being in a front facing venue brings changes in mannerism and the expectation of finding a counter.
- Managed to spread manaaki over to the Art Gallery team while their changes occurred.
- Social wellbeing had underachieved, with the pulse being carried out quarterly, the third quarter showed them to be on target which should carry on to the final quarter.
- The Green Room year end goal was to get 100 businesses participating and already had 101 locked into the programme
- The Regional cycleway trail booklet noted the key trials in the area and in Whakatāne. 10,000 brochures were produced, with encouragement for users to use the digital format. Cycle shops were inserting the brochures within their information packs.
- Operator capability building was on track.
- They were starting to build on bids for business events and conferences with lead hotels and were working hard on shaking off the view that there was no accommodation for corporate events in the city.
- Cultural wellbeing was progressing with the digital storytelling and way finding platforms.
- An organisational wellbeing employee survey would be carried out in April/May 2024.

- The visitors spend for domestic and international was based on electronic card transactions and did not include cash or online bookings. The international spend was up 55% year on year and 68% from pre-covid times.
- The cruise season was about to come to an end, with 115 expected. 112 ships had been able to berth and those that could not were due to the weather or the biofouling standards which had become a big issue for the market. This had been taken up with Ministry for Primary Industries and others as it was difficult to maintain a cruise operations when the standards required exceeded the two countries coming into New Zealand waters. Ships that were clean to Australian standards had to meet the higher New Zealand limits. There seemed to be a random selection process and how it was being applied made the captains nervous.
- Flavours of Plenty tickets were selling fast. There were a platform of flavours connecting the eco system of growers, suppliers, buyers and the like spread across the coastal Bay of Plenty. Many restaurants were also creating dishes with ingredients from the region.
- Maintaining the iSITE operations, along with the destination story telling app which was seeing an increase in the downloads. Funding had been provided from MBI around cultural story telling of the region.
- The Omanawa Falls tour operator had a problem with the timing of the cruise ships and the initiative did not pan out way it could have. This summer was a rehearsal for getting operations right for next year.
- Challenges for Tauranga included working with tourist operators around the region that were not on the golden path.
- Staff were working closely with the Council's Events team.
- The governance of the organisation was well placed at present with a newly appointed mana whenua representative and supporting the IRD director programme for Members. There had been a great outcome with the recent independent Board review.
- The excess cash reserves which were due to the government funding through the covid period had been worked down, and they were now in a better position to cash reserves.
- Appreciation to the Commissioners for their fantastic support over their term of office, especially in relation to the changes resulting from Covid and the rebuild following it.

In response to questions

- It was not possible to get the level of local spend from the cruise ships. Increased spending was a combination of both international and domestic visitors, with a significant amount likely to be retail spend from the cruise ships.
- In relation to the strength of relationships with the Mainstreet organisations it was noted that while the financial situations for businesses were all tighter, Tourism Bay of Plenty had a strong connection and strong presence at the Downtown Tauranga meetings and were working with them. They received copies of Mainstreets annual plans and would be holding a meeting with them in early June 2024 to help them prepare their plans going forward. While Tourism Bay of Plenty were there for the region, there were definitely opportunities to better collaborate and post out on things of significance to Tauranga.
- A Cruise Ship study would be carried out in partnership with Priority One, with KMPG doing the comprehensive and exploratory work and gathering information so as to better inform. Structured conversations with residents and engagement with stakeholders from businesses would be included to inform residents of the strategy going forward with consideration being given to what the issues were, owning them and looking forward to where Tauranga moana sees itself with the cruise ship industry in the next 10-15 years.
- Tourism had a degree of seasonality and the manner in which Council survey questionnaires were put out, comments received could be attributed to other things going on with Council but relaying that sentiment to tourism. At present the questionnaires ask the What question and it was considered that there should be a

“Why do you feel like that” question to determine if the submitters response was to do with issues not relating to tourism or cruise ships.

- There had generally been a really good and productive season with the cruise ships this year.
- In relation to the biofouling standards and what vessels these related to, it was noted that they were trying to get clarification on that, but it did not seem to be as rigorous for cargo ships. Mr Nathan noted that the Port of Tauranga would need to answer that question. MBI seemed to have zoned in on the cruise ships, yet 94% of the vessels at the port were cargo vessels. Cruise ships were what the people tended to see.

Discussion points raised

- Commissioners congratulated Tourism Bay of Plenty for the successes of the last six months and thanked them for being an organisation that everyone liked to talk to.
- Tourism represented new money into the economy.
- Good to see the performance review, and Commissioners were very confident to resume normality with the organisation in good stead going ahead for the Elected Mayor and Councillors. The Board had a wide spread of expertise, knowledge and governance.

(4) Te Manawataki o Te Papa Ltd: Kim Wallace (Chair) and Helen Andrews (Financial Analyst)

Key points

- The Board were responsible for the facilities within Site A including the library, community hub, civic whare, museum and exhibition centre, also the upgrade of the Art Gallery, waterfront, Memorial Park and aquatic centre.
- They had maintained a break even result for the six month period.
- There had been a number of interaction between the Board and the Commissioners, including informal catch ups on the delivery of the projects.
- Appreciation was passed on to the Commissioners for their support, guidance and direction while Members were getting to grip with the risks and key goals for and on behalf of the Council.

In response to questions

- Expenditure would be noted in the 6 monthly reporting and related to salaries for the governance of the projects and directors fees not the projects themselves. The Project Managers working on each project were employed by the Council. There was no true cost as some were capitalised.

Discussion points raised

- Commissioners acknowledged and complimented Board Members for keeping them informed with the weekly update newsletter and reports on progress.
- Grateful for the expertise Members bring to the Board and note the huge sense of anticipation and excitement the future would bring.
- Appreciate the work brought to bear by Members to ensure the projects were a success and stayed within budget.

(5) BOPLASS: Stephen Boyle (Chief Executive)

Key points

- Successful first half of the year with a number of new initiatives and an extensive list of projects being undertaken.
- Staff totalled 2.5 Fte, and giving shareholding councils savings and providing a good return on investment.

- A collective insurance programme had resulted in substantial savings of \$18M in premiums since inception and were also ensuring that Council's got the right insurance cover.
- There was a lot more information on Council's managing risk for unprecedented events with Boplass giving presentations to international and local audiences on residence planning and the like which gave underwriters more confidence.
- They had been successful in securing insurance coverage at competitive prices and noted that this would become more expensive in the future. Ensuring a strategic approach to what items needed to be insured, what items did not and what items the local authority could do themselves.
- The Ministry of Social Development were looking at ways to reduce youth crime and had provided \$1M in co-funding to assist Councils to initiate reductions with the introduction of crime prevention initiatives such as improved CCTV and real time monitoring.
- The Health and Safety group included managers from Councils and CCO's resulting in beneficial collaboration with shared information across the greater region. One item of concern being addressed was the management of aggressive behaviour across public spaces.
- A solid waste management group included waste operators and a data system which benefited Councils and provided consistency across the region.
- The aerial imagery programme had resulted in significant savings and technology that provided highly accurate 3D terrain and surface models which were effective, especially for flooding.
- Boplass successfully reduced workloads with each of the programmes being done once rather than separately over nine different Councils.
- The group were operating successfully within the budget, and while there was a \$45,000 surplus for the six months, it was due to the timing of the spend and they were expected to finish the year close to budget.

In response to questions

- Work was being done in the civil defence and emergency management space and were looking at Boplass for support.

Discussion points raised

- Commissioners noted that Boplass was well worthwhile and encouraged them to keep expanding opportunities and working together to share information and resources.

RESOLUTION CO7/24/3

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Council-controlled organisations' half yearly reports".
- (c) Receives Tauranga Art Gallery Trust's report on its performance for the six months to 31 December 2023.
- (d) Receives Tourism Bay of Plenty's report on its performance for the six months to 31 December 2023.
- (e) Receives Te Manawataki o Te Papa Limited's report on its performance for the six months to 31 December 2023.
- (f) Receives Te Manawataki o Te Papa Charitable Trust's report on its performance for the six months to 31 December 2023.
- (g) Receives Bay of Plenty Local Authority Shared Services Limited's report on its performance for the six months to 31 December 2023.
- (h) Receives the Local Government Funding Agency's report on its performance for the six months to 31 December 2023.

CARRIED

RESOLUTION CO7/24/4

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council

- (b) Lays the Bay Venues Limited's report on its performance for the six months to 31 December 2023 on the table until discussions had been held with the group regarding their master plan.

CARRIED

Attachments

- 1 Presentation - Bay Venues Limited
- 2 Presentation to Council 2024-04-08 by Tauranga Art Gallery - Six Month Report ending Dec 2023
- 3 Presentation to Council 2024-04-08 by Tourism Bay of Plenty - Six Month Report ending Dec 2023

11.2 Adoption of Arataki Park Concept Plan

Staff Barbara Dempsey, General Manager: Community Services
Emma Joyce, Open Space and Community Facilities Planner
Ross Hudson, Manager: Strategic Planning and Partnerships

In response to questions

- In relation to a concern regarding the continued use of the area by the Whalers Rugby League Club, it was noted that the area would primarily be the home for Arataki Sports. The Whalers Rugby League club were still exploring the use of Tamapahore Marae and if that did not work the feasibility study would include them.
- The cycleway across the park was included in the concept plan, running behind the pump track

from Grenada Street, although the funding had been removed for that track.

Discussion points raised

- Commissioners acknowledged the work getting the plan to this stage and providing guidance for the future of the area.
- A further resolution was added to ensure that the Whalers Rugby League Club had a place at Arataki Park if they needed it.

RESOLUTION CO7/24/5

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Adoption of Arataki Park Concept Plan".
- (b) Adopts the Arataki Park Concept Plan dated December 2023.
- (c) Notes that any new facility on Arataki Park will only be for play, active recreation and sport purposes.
- (d) Notes that Council intends to enter into a lease with the Bayfair Foodbank Garden in order for them to continue to occupy space on Arataki Park subject to the provisions for leasing of recreation reserves outlined in the Reserves Act 1977.
- (e) Agrees to amend the definition of community gardens in the Use of Council Land Policy to "An area of land cultivated collectively by a group of people for growing fruit and vegetables for personal or community use".
- (f) Agrees that the development of the sports facility provide for both Arataki Sports and Whalers League only if the facility is required to provide for league.

CARRIED

12 DISCUSSION OF LATE ITEMS

Nil

13 PUBLIC EXCLUDED SESSION

Resolution to exclude the public

RESOLUTION CO7/24/6

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Bill Wasley

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

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
13.1 - Public Excluded minutes of the Council meeting held on 18 March 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)(g) - The withholding of the information is necessary to maintain legal professional privilege</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	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 - Western Bay of Plenty Subregion City Deal	s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
13.3 - Exemption from open competition - Building Services	s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
13.4 - Divestment of Marine Precinct and Vessel Works	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	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

	<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>	section 6 or section 7
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CARRIED

14 CLOSING KARAKIA

Commissioner Shadrach Rolleston closed the meeting with a karakia.

The meeting closed at 11.39 am.

The minutes of this meeting were confirmed as a true and correct record at the Ordinary Council meeting held on 22 April 2024.

.....
Commission Chair Anne Tolley
CHAIRPERSON

8 RECEIPT OF MINUTES FOR INFORMATION

Nil

9 DECLARATION OF CONFLICTS OF INTEREST

10 DEPUTATIONS, PRESENTATIONS, PETITIONS

10.1 Petition - Rainbow Crossing/Art Request - Gordy Lockhart

ATTACHMENTS

1. Email from Gordy Lockhart - Petition - A15844030 [↓](#) 
2. Copy of Rainbow Crossing Petition as at 15th April - A15844029 [↓](#) 
3. Image for Petition - A15844027 [↓](#) 

Dear Commissioners,

I'm Gordy Lockhart, founder, and trustee of YoubeYou – Aotearoa, a charity formed in 2022 as an affirming response to anti-LGBTQIA violence in Aotearoa, particularly in Tauranga Moana. Rather than adopt an intrinsically dissenting thesis, YoubeYou-Aotearoa argues the celebratory appreciation of **all** ethnicities, cultures, and social identities as key to progressive societal development.

With my Pride activist hat, in 2018, then again in 2019, I asked Tauranga City Council (TCC) to investigate the installation of a Rainbow Crossing. On both occasions the response received was that Waka Kotahi regulations around pedestrian crossings did not allow anything other than black and white stripes.

In August 2022, Waka Kotahi released document titled [‘Rule change allows roadway art to support safer streets projects’](#). This new guideline allowed the concept of roadway street art on the basis that they were installed in areas where traffic was already slowed to less than 30km/h. They could not be official pedestrian crossings but would be akin to other shared space concepts used in safer street projects.

In late December of 2022, following the hate inspired arson attack on Tauranga's Rainbow Youth building and several other acts of violence directed toward the LGBTQAI in Tauranga and across the motu, I asked TCC to again investigate a Rainbow Crossing. On this occasion I contacted Chief Executive Marty Grenfell directly.

As an addition to previous requests, I suggested the council could consider how it might represent other minorities in roadway art alongside any Rainbow Crossing. Mr Grenfell's response in February of 2023 was a refusal to consider the idea in any sense.

Most recently, with the blessing of the trustees of YoubeYou – Aotearoa and following yet more violence directed toward the LGBTQAI sector in Gisborne and Auckland, I launched a campaign to garner support for a new request to TCC for the installation of a Rainbow Crossing. This campaign included seven elements.

1. Research. Contact was made with David Brown, a roading engineer employed by New Plymouth District Council and who was responsible for the installation of New Plymouth's Rainbow Crossing.
2. An email to TCC via the main info@ address asking for the installation of a Rainbow Crossing sent on 29th March. A further email was sent on 5th April with additional information. Response received from customer service on both occasions explaining emails had been passed to TCC's transportation department.
3. An [online petition through Change.org](#) detailing the case for a Rainbow Crossing in Tauranga Moana.
4. A [linktree page](#) with links to social media and articles around economic impact and the [history, origin and meaning in the Rainbow Crossing](#).
5. A social media campaign with pages on [Facebook](#) and [Instagram](#).
6. The identification of a potential location for the street art in line with Waka Kotahi regulation.
7. A request for organisations/commerce throughout Tauranga Moana to support the case for a Rainbow Crossing.

The results of the above are as follows...

1. NPDC advise that following a deputation from a member of the public, NPDC SLT decided to install their Rainbow artwork. I'm told discussion centred around balancing relatively low costs with legacy and the concept of celebrating diversity.
NPDC did not consult or vote on the subject (*I understand neither is necessary with road marking*), basing decisions on legislative rule changes and a desire to avoid any negative public backlash.
I'm told that public feedback has been overwhelmingly positive.
2. An email received this morning 15th April from Nic Johansson, TCC GM Infrastructure, advises that TCC's transport department will act on the basis on instruction from council.
3. Please see attached the current petition. At 5.44pm on April 15th the petition lists **871** supporters and in my view, represents strong community support. The petition remains live and is gaining traction by the day.
4. Our articles on the history, origin and [meaning of Rainbow flags and Crossings](#) have proved invaluable in asking allies and dissenters alike to consider the argument fully.
5. Social media metrics show enormous reach with more than **75%** support for the proposition. Social media comments show wildly disparate views, with those not in favour of Rainbow Crossings posting some appalling commentary as to the Rainbow community.
6. We have identified the unofficial crossing outside the current library on Devonport Road as a location for the Rainbow Crossing (*photo attached*). This location appears to match Waka Kotahi regulations and intent. Our proposal would be that street art for Tauranga's civic precinct should consider Te ao Maori and reflecting all Tauranga diversity in particular the concept of whole society diversity and the Rainbow.
7. We have contacted 10 organisations asking them to support the campaign. At this stage Holland Beckett, Cooney Lees Morgan and Zespri have all indicated they have sent or intend to send letters of support. In addition, we're aware of other organisations including Port of Tauranga and SocialLink having discussions with TCC staff in support of the proposal.

My belief is that Tauranga Moana's is in critical need of celebrating itself as a heterogeneous society that values the culture, ethnicity, social identity, and beliefs of everyone who calls this city home. Our people are siloed, separated into cultural, ethnic or belief-based groupings. Worse have no sense of belonging at all and see little of themselves in our built environment. This is creating division, disparity, and opportunities for hatred to grow.

As a member of the LGBTQAI community I can attest to being afraid to hold my husbands' hand in public for fear of abuse or attack. And I'm aware of concerns amongst the wider LGBTQAI community of Christchurch style attacks on LGBTQAI gatherings, Pride for example.

That in 2024 a section of our society holds a genuine fear for life living in Tauranga Moana is a damning indictment I hope you'll agree. And, while I applaud TCC heartily for fantastic critical infrastructure works of recent years, it seems we may have forgotten about the heart of our city, it's people?

But we can fix this.

While Rainbow Crossings have their roots in the fight for LGBTQAI human rights, the concept of celebrating difference and that ***You should be proud to be You*** can resonate with **all** our communities. Let's use this opportunity to show Tauranga Moana as a city where all are welcome, valued, and able to feel part of everything that we are. This is a legacy for our kids. It can be a pivot point where, as a city, we say we value a future that celebrates everyone.

Of course, it's possible that some vocal minorities will look to protest the installation of a Rainbow Crossing, even to the extent of what happened in Gisborne and Auckland. However, a

fear of fascistic behaviour can never be an excuse for inaction. The famous quote “*The only thing necessary for the triumph of evil is for good men to do nothing*” argues that we must achieve in the interests of our wider society over fears of how evil men may react as that is what responsible society does.

Urgent action

While I’m aware TCC will be looking to complete several projects prior to the close of the current administration, can I ask please this project be **given priority**. Convincing a new council of the merits of diversity may be a challenge should it be the case councillors reflecting previous personalities be elected.

I look forward to your thoughts and would be delighted to meet to discuss matters further.

Name	City	State	Postal Code	Country	Signed On
Foxes Nipplechips				Australia	3/04/2024
Jack Mould	Christchurch			New Zealand	3/04/2024
Nicole Jenner	Tauranga		8140	New Zealand	3/04/2024
John Grigson	Auckland			New Zealand	3/04/2024
Hayley MacCormick	Tauranga			New Zealand	3/04/2024
Helen Coysh				New Zealand	3/04/2024
Terry Kennedy				New Zealand	3/04/2024
Leon GRAY	Tauranga			New Zealand	3/04/2024
Jenagh brown	Tauranga			New Zealand	3/04/2024
Dawn Wells	Tauranga			New Zealand	3/04/2024
Joe Thomas	Parnell			New Zealand	3/04/2024
John Page	Tauranga			New Zealand	3/04/2024
Devon Murphy	Auckland		1010	New Zealand	3/04/2024
Lauren McLay	Auckland		2012	New Zealand	3/04/2024
Matthew Allison	Wellington		6021	New Zealand	3/04/2024
Stefan Hadfield	Hamilton		3216	New Zealand	3/04/2024
Lauren Stewart	Papamoa			New Zealand	3/04/2024
June Dams	Auckland		3204	New Zealand	3/04/2024
Jen Murray	Tauranga			New Zealand	3/04/2024
Trish Valois	Tauranga			New Zealand	3/04/2024
Shannon Ashton	Tauranga			New Zealand	3/04/2024
Meg Andrews	Auckland			New Zealand	3/04/2024
Cat Cummings	Wellington		6021	New Zealand	3/04/2024
Jenny Lewy	Rotorua			New Zealand	3/04/2024
Kendall Maxwell-Brown	Hamilton		3216	New Zealand	3/04/2024
Trace Tidd	Drury			New Zealand	3/04/2024
Jess Bradley	Auckland		GL15 6RT	New Zealand	3/04/2024
Paul O'Reilly	Tauranga		3011	New Zealand	3/04/2024
Carla Beazley	Auckland			New Zealand	3/04/2024
JJ Beets	Tauranga			New Zealand	3/04/2024
Rachel Chater				New Zealand	3/04/2024
Tim Chiari				New Zealand	3/04/2024
Liz Davies				New Zealand	3/04/2024
Sandra Gedye	Tauranga		3110	New Zealand	3/04/2024
Linda Thompson	Mount Maunganui		3010	New Zealand	3/04/2024
Dan Urrizaga	Auckland			New Zealand	3/04/2024
Katrina Wilson				New Zealand	3/04/2024
Rebecca Wasley	Auckland			New Zealand	3/04/2024
Marcela Diaz	Tauranga			New Zealand	3/04/2024
Archer Anderson				New Zealand	3/04/2024
Jordan Keyzer	Auckland		2105	New Zealand	3/04/2024
Steven Davis	Tauranga			New Zealand	3/04/2024
Nicole Durie	Palmerston North			New Zealand	3/04/2024
Courtenay Robinson	Tauranga			New Zealand	3/04/2024
Tania Williamson	Tauranga			New Zealand	3/04/2024
Lauren Decke	Wellington			New Zealand	3/04/2024
Manu Caddie	Tairāwhiti			New Zealand	3/04/2024
WHARE THOMPSON	Tauranga		3112	New Zealand	3/04/2024
Heidi Tidmarsh				New Zealand	3/04/2024

Tamati Coffey	Rotorua			New Zealand	3/04/2024
Annie Hill	Tauranga			New Zealand	3/04/2024
Fraser Peter				New Zealand	3/04/2024
Martine Pierhagen	Tauranga			New Zealand	3/04/2024
shane williams	auckland	1060		New Zealand	3/04/2024
Anne Bremner	Tauranga			New Zealand	3/04/2024
Brad Windust	Paihia	0		New Zealand	3/04/2024
Danna Leslie	Tauranga			New Zealand	3/04/2024
John Pennington				New Zealand	3/04/2024
Ian Welch				New Zealand	3/04/2024
Te Owaina Gibson	Gisborne			New Zealand	3/04/2024
Vicki McLoughlin	Wellington	6022		New Zealand	3/04/2024
Christa Carfrae	Wellington	629		New Zealand	3/04/2024
Joy Putaranui	Gisborne			New Zealand	3/04/2024
Marie Timoney	Tauranga			New Zealand	3/04/2024
Dana Guisasola				New Zealand	3/04/2024
Susan Carter	Raglan	3225		New Zealand	3/04/2024
Amy Walsh	Hamilton	3210		New Zealand	3/04/2024
Robert Simpson				New Zealand	3/04/2024
Ari Carrington	Whangarei			New Zealand	3/04/2024
Belinda Sullivan	Tauranga	3110		New Zealand	3/04/2024
amelia o'brien	london		England BN1 7JB	UK	3/04/2024
Ella Meg Paulsen				New Zealand	3/04/2024
Aimee Milne	gisborne	4010		New Zealand	3/04/2024
Hinekaiteurutaiaho Gott	Whāingaroa, Aotearoa			New Zealand	3/04/2024
Gabriel Prinsich				New Zealand	3/04/2024
Albie Gibson	Gisborne			New Zealand	3/04/2024
Sascha Wall				New Zealand	3/04/2024
Amiria Hunt	Te Puke			New Zealand	3/04/2024
Katie Ross-Williams	Mount Maunganui			New Zealand	3/04/2024
Jo Crofskey	Auckland	1150		New Zealand	3/04/2024
Catie Dawson	Auckland			New Zealand	3/04/2024
Barb Foreman	New Plymouth			New Zealand	3/04/2024
Kelly Sanders	Auckland			New Zealand	3/04/2024
Fiona Collis				New Zealand	3/04/2024
Clare Robinson				New Zealand	3/04/2024
Heather McLean	Essendon	3040		New Zealand	3/04/2024
Julie N				New Zealand	3/04/2024
Tania Bartlett	Wellington	6021		New Zealand	3/04/2024
Colleen Ryan	Gisborne	4010		New Zealand	3/04/2024
Lillith-Kali Ta				New Zealand	3/04/2024
Alex Mota	Auckland			New Zealand	3/04/2024
Amy Lethbridge	Tauranga			New Zealand	3/04/2024
Sakhr Munassar	Wellington			New Zealand	3/04/2024
Artem Overall				New Zealand	3/04/2024
Mai Pullar	Napier			New Zealand	3/04/2024
Ciska Vogelzang	Tauranga			New Zealand	3/04/2024
Grant Insley	Papakura			New Zealand	3/04/2024
Rhonda Johnson	Melbourne	3030		Australia	3/04/2024
Flavia Miorelli	Nelson	7011		New Zealand	3/04/2024

Te Ringahuaia Hata	Opotiki		New Zealand	3/04/2024
Emily Seay	Hastings		New Zealand	3/04/2024
John Mander	Christchurch	8011	New Zealand	3/04/2024
Laura Neville	Newbury	RG14	New Zealand	3/04/2024
Margaret Paku	Napier	4110	New Zealand	3/04/2024
J Wal	London	Sw9 6uu	New Zealand	3/04/2024
Tanith Wirihana-te-waiti	Wellington		New Zealand	3/04/2024
Marielle H	Havelock North	3110	New Zealand	3/04/2024
Justin Crooks			New Zealand	3/04/2024
Helen Ware	Auckland		New Zealand	3/04/2024
Linda Coulston	Gisborne	4010	New Zealand	3/04/2024
Wendy Davis			New Zealand	3/04/2024
Sam Budd	Auckland		New Zealand	3/04/2024
Emma Bossley	Tauranga	1026	New Zealand	3/04/2024
Sandra Gaines	Tauranga		New Zealand	3/04/2024
Susan Jensen	Papamoa		New Zealand	3/04/2024
Larni Jean Porou	Gisborne		New Zealand	4/04/2024
charlotte cronin			Singapore	4/04/2024
Fiona Proudlock			New Zealand	4/04/2024
Cathy Parker	Auckland	632	New Zealand	4/04/2024
Sinead Wise	Tauranga		New Zealand	4/04/2024
Jodie Moore	Leicester	LE44HD	New Zealand	4/04/2024
Karen Knight			New Zealand	4/04/2024
Val Millington			New Zealand	4/04/2024
Matt Vernick		4010	New Zealand	4/04/2024
Ang Berryman			New Zealand	4/04/2024
Susan Northey	Tauranga		New Zealand	4/04/2024
Sarah Mercer			New Zealand	4/04/2024
sally hickson	Tauranga	2094	New Zealand	4/04/2024
Briar Rowsell	Auckland	1010	New Zealand	4/04/2024
Arpège Taratoa	Auckland	629	New Zealand	4/04/2024
Danielle Diamond	Auckland		New Zealand	4/04/2024
Andrew Nesham	Auckland		New Zealand	4/04/2024
Malcolm Lawson	Hamilton		New Zealand	4/04/2024
Amanda Prouting			New Zealand	4/04/2024
Chansina Chin	Cambridge		New Zealand	4/04/2024
Nicolás Zacchi			New Zealand	4/04/2024
Kate Enoka			New Zealand	4/04/2024
Richard James	Wellington		New Zealand	4/04/2024
Tessa Hickson	Te Puke		New Zealand	4/04/2024
Val Millington	Auckland	1072	New Zealand	4/04/2024
Deborah Bain	Taumarunui		New Zealand	4/04/2024
Maddie Stubbins	Tauranga		New Zealand	4/04/2024
Stephanie Ellis		2000	New Zealand	4/04/2024
Short Anita			New Zealand	4/04/2024
Tom Davies	Melbourne	3166	Australia	4/04/2024
Peter Mataira	Hau'ula	Hawaii	96717 US	4/04/2024
Elisabeth van Niekerk	Masterton		New Zealand	4/04/2024
Donna Tuck	Tauranga		New Zealand	4/04/2024
Tamsin Rain	Otaki	5512	New Zealand	4/04/2024

Stanley Williams	Gisborne	4010	New Zealand	4/04/2024
Zoe Brown	queenstown	9300	New Zealand	4/04/2024
Ashleen Fahy	Tauranga		New Zealand	4/04/2024
justine balcar	new brighton	8061	New Zealand	4/04/2024
Tim Wright	Wellington		New Zealand	4/04/2024
Lloyd Whiu			New Zealand	4/04/2024
Jackie Barnett	Tauranga		New Zealand	4/04/2024
Christina Billing	Wellington		New Zealand	4/04/2024
Michelle Lethbridge			New Zealand	4/04/2024
Alex Cairns	Auckland		New Zealand	4/04/2024
Sydney Lehman	Wellington		New Zealand	4/04/2024
Tiki Taane	Manukau City	2012	New Zealand	4/04/2024
Harry Powell	Perth	6000	Australia	4/04/2024
Bridget Bay	Auckland		New Zealand	4/04/2024
Holly Hatcher	Welcome bay		New Zealand	4/04/2024
Lavarne Tata	Tauranga		New Zealand	4/04/2024
Rohan Fozzy	Auckland		New Zealand	4/04/2024
Vera Cheffers	Auckland		New Zealand	4/04/2024
Courtney Kora	Tauranga		New Zealand	4/04/2024
Brendon Weatherley	Auckland		New Zealand	4/04/2024
Wayne Crosby	Southampton	so19 0hx	Hong Kong	4/04/2024
Rosie Cairns	Gisborne		New Zealand	4/04/2024
Sara Duncan	Papamoa		New Zealand	4/04/2024
Nancy Kahi	Tauranga	3112	New Zealand	4/04/2024
Amy Hamlyn	Brisbane	4000	Australia	4/04/2024
Robyn Owen	Hamilton		New Zealand	4/04/2024
Mandy Wong	Auckland		New Zealand	4/04/2024
Chris Fowlie	Auckland		New Zealand	4/04/2024
Shay Mcnae	Tauranga		New Zealand	4/04/2024
Summer Xia	Hamilton		New Zealand	4/04/2024
Helen Ravine	Tauranga		New Zealand	4/04/2024
Wendy Newey	Auckland	1010	New Zealand	4/04/2024
Kirstyn Renall	Napier		New Zealand	4/04/2024
Paratene Teisha	Mount Maunganui	3116	New Zealand	4/04/2024
Karen Sidney	Whangarei	140	New Zealand	4/04/2024
Sharon Wall	Tauranga		New Zealand	4/04/2024
Katie Brown			New Zealand	4/04/2024
Sarah Sharp	Auckland	1050	New Zealand	4/04/2024
Kathryn Boyles	Masterton		New Zealand	4/04/2024
Rebecca Main	Tauranga		New Zealand	4/04/2024
Heather Spalding	Tauranga		New Zealand	4/04/2024
Roxanne Leech	Auckland		New Zealand	4/04/2024
Sue Larsen	Katikati		New Zealand	4/04/2024
Alister McLeod	Epsom	KT19 9UG	New Zealand	4/04/2024
Zac McLeod	Tauranga		New Zealand	4/04/2024
Alex McLeod			New Zealand	4/04/2024
Harriet Burbidge	Auckland	1051	New Zealand	4/04/2024
Rilee Barnes			New Zealand	4/04/2024
Sandy Scarrow	Tauranga	3120	New Zealand	4/04/2024
Katarina Porou	Gisborne		New Zealand	4/04/2024

Natasha Colbourne	Upper Hutt	6642	New Zealand	4/04/2024
Janet Ness	Auckland		New Zealand	4/04/2024
Jason Bay	Auckland	1150	New Zealand	4/04/2024
Wetini Paul			New Zealand	4/04/2024
Phoebe Hall			New Zealand	4/04/2024
G T	Tauranga		New Zealand	4/04/2024
Scott Taylor Moore			New Zealand	4/04/2024
Sarah Raroa	Tauranga		New Zealand	4/04/2024
Kelly Stoddard	Tauranga		New Zealand	4/04/2024
Monique Richards	Swanbourne	6010	New Zealand	4/04/2024
Zoe Ellett	Auckland		New Zealand	4/04/2024
Olive Thomas			New Zealand	4/04/2024
Naomi Gerrard	Gisborne	6172	New Zealand	4/04/2024
Alan Kearvell	London	SW1V	New Zealand	4/04/2024
Lisa Thorne	Tauranga		New Zealand	4/04/2024
Madi Jones	Tauranga	8016	New Zealand	4/04/2024
Aaron Wright			New Zealand	4/04/2024
Paula Thomason	Tauranga		New Zealand	4/04/2024
Jo Cameron	Auckland		New Zealand	4/04/2024
Awhina English	Napier		New Zealand	4/04/2024
Katja Halbgewachs			New Zealand	4/04/2024
Gabby O'Reilly			New Zealand	4/04/2024
Jackie Adlam	Tauranga		New Zealand	4/04/2024
Brittany Peck	Wellington	6037	New Zealand	4/04/2024
Janet Jackson			New Zealand	4/04/2024
gayle spence	Papamoa		New Zealand	4/04/2024
Julia Linde	Rotorua		New Zealand	4/04/2024
Lisa Hall	Tauranga		New Zealand	4/04/2024
Natalie Jessup	Auckland	604	New Zealand	4/04/2024
Daniella Wardley			New Zealand	4/04/2024
Lilly Wolfe			New Zealand	4/04/2024
Frankie Christie			New Zealand	4/04/2024
Emily Gaze	Auckland	1010	New Zealand	4/04/2024
Skye Colonna	Tauranga		New Zealand	4/04/2024
Kathyanne Pedersen	Gisborne		New Zealand	4/04/2024
Dawn Kelly	Palmerston North		New Zealand	4/04/2024
sharon richmond			New Zealand	4/04/2024
Kat Robbie	Wellington		New Zealand	4/04/2024
Talisin Kyd			New Zealand	4/04/2024
Yvonne Rooney	Tauranga		New Zealand	4/04/2024
Casma Moore	Tauranga	1150	New Zealand	4/04/2024
Marie Jenkins	Hamilton		New Zealand	4/04/2024
Lyn Norton	Tauranga		New Zealand	4/04/2024
Joe Harawira			New Zealand	4/04/2024
Kayela Benseman			New Zealand	4/04/2024
Holly Wogan	Auckland	1023	New Zealand	4/04/2024
Karim Efremov			New Zealand	4/04/2024
Marcus Krekeler	Napier		New Zealand	4/04/2024
Bob Dillon	Tauranga		New Zealand	4/04/2024
Lola Kidd			New Zealand	4/04/2024

Karen Albert	Gisborne		New Zealand	4/04/2024
John Llewelyn	Tauranga	8014	New Zealand	4/04/2024
Orla Cawley	Auckland		New Zealand	4/04/2024
Nina Taane-Tinorau	Hamilton	3215	New Zealand	4/04/2024
Yasmin Awan	Tauranga	3297	New Zealand	4/04/2024
Kirsten Smith	Wellington		New Zealand	4/04/2024
Rachel Gregory	Tauranga		New Zealand	4/04/2024
Aaron Compton	Gisborne	4011	New Zealand	4/04/2024
Te Ara Dirkse	Bristol	Bs31rf	New Zealand	4/04/2024
Paul Mathews	Tauranga		New Zealand	4/04/2024
Andrew Connor	Berlin	10115	Germany	4/04/2024
Royden Wairau	Napier		New Zealand	4/04/2024
david gaines			New Zealand	4/04/2024
Shaun Wilson		2048	New Zealand	4/04/2024
Danelle Bourgeois	Tauranga	3030	New Zealand	4/04/2024
Janey Wilson			New Zealand	4/04/2024
Barb Scott	Lower Hutt		New Zealand	4/04/2024
Megan Barker-Brown	Tauranga		New Zealand	4/04/2024
Jo Sullivan	Auckland		New Zealand	4/04/2024
Donna Blackburn	Auckland		New Zealand	4/04/2024
Claudia Beckham	Tauranga		New Zealand	4/04/2024
Julie Tasker			New Zealand	4/04/2024
Jo Williams-Plews	Tauranga		New Zealand	4/04/2024
Anne Pankhurst			New Zealand	4/04/2024
Brodie Pennell	Tauranga		New Zealand	4/04/2024
Dacey Zelman	Edinburgh	Colorado EH7 5QX	US	4/04/2024
Patrick Davies	Wellington	1150	New Zealand	4/04/2024
Natalie Bond	Brays Creek	2484	New Zealand	4/04/2024
Sarah Hammond	Wanganui		New Zealand	4/04/2024
Kira Larsson	Gisborne		New Zealand	4/04/2024
Ashley Simpson			New Zealand	4/04/2024
Emma Sharpin	Te Puke	1150	New Zealand	4/04/2024
Logan Roelofs			New Zealand	4/04/2024
Erin Weber-Benning	Napier	4110	New Zealand	4/04/2024
Lynn Fisher			New Zealand	4/04/2024
Madison Gartner	Dunedin		New Zealand	4/04/2024
Natalie Weber-Benning	Auckland	630	New Zealand	4/04/2024
Louis Shamieh	Sydney	2023	Australia	5/04/2024
Sarah Elgie	Melbourne	3163	New Zealand	5/04/2024
Maree Brown	Napier	3330	New Zealand	5/04/2024
Madison Sandwell			New Zealand	5/04/2024
Tina Buchanan	Auckland		New Zealand	5/04/2024
Rhys Cornor	Dargaville		New Zealand	5/04/2024
Stevie Whitton	Tucson	Arizona 85706	US	5/04/2024
Ian Smith			New Zealand	5/04/2024
Ponny Sound			Australia	5/04/2024
Osiris Ryan	Melbourne	3000	Australia	5/04/2024
sara groenewold	Brisbane	4000	Australia	5/04/2024
isaac hudson	Wellington		New Zealand	5/04/2024
Alan Wilson	Invercargill		New Zealand	5/04/2024

Annie Mugisho	Perth	6000	Australia	5/04/2024
Jude Riddell	Tauranga		New Zealand	5/04/2024
Savannah Mcghie	Christchurch	8013	New Zealand	5/04/2024
Maia Willis			New Zealand	5/04/2024
Kelly Creswell	Nelson		New Zealand	5/04/2024
Hannah Grace	Porirua		New Zealand	5/04/2024
Leeann Stallard	Palmerston North		New Zealand	5/04/2024
Emily Sultan	Christchurch		New Zealand	5/04/2024
Michelle McDonald	Christchurch	7644	New Zealand	5/04/2024
Amanda Ward	tauranga		New Zealand	5/04/2024
Kayla Gandela	Auckland		New Zealand	5/04/2024
Sharon Barrett	Rotorua		New Zealand	5/04/2024
Georgia Richardson			New Zealand	5/04/2024
julie Secker	Hamilton		New Zealand	5/04/2024
Nerida Rowan	Hamilton		New Zealand	5/04/2024
Michael Mills			New Zealand	5/04/2024
Bobby-lee Yeoman	Hamilton		New Zealand	5/04/2024
Ellie Lawn	Christchurch		New Zealand	5/04/2024
Jo Henderson	Katikati		New Zealand	5/04/2024
Sonia Anderson	BOP	3112	New Zealand	5/04/2024
Sarah Woodman	Auckland		New Zealand	5/04/2024
Staughm Collins			New Zealand	5/04/2024
Caroline Taylor-Levey	Auckland		Samoa	5/04/2024
Christina Leef	Whakatane	3158	New Zealand	5/04/2024
Ollie Burton			New Zealand	5/04/2024
Bowers Lotte	Auckland		New Zealand	5/04/2024
Felicity Maera-Wallace	Wellington	7010	New Zealand	5/04/2024
Janne Hennah	Tauranga		New Zealand	5/04/2024
Shaylee Morgan			New Zealand	5/04/2024
Blair Falconer			New Zealand	5/04/2024
Lynette Fisher			New Zealand	5/04/2024
Alana Bennett	Tauranga	3116	New Zealand	5/04/2024
Emily Beausoleil	Wellington	V5N1K3	New Zealand	5/04/2024
Tanya Giles	Waihi Beach		New Zealand	5/04/2024
Luke Patterson			Australia	5/04/2024
Ashleigh Beales	Dunedin	9016	New Zealand	5/04/2024
Loramay Storey	Auckland		New Zealand	5/04/2024
Kaye Dickson	Tauranga		New Zealand	5/04/2024
Loren Butler			New Zealand	5/04/2024
Gerard Cole	Sydney	2000	Australia	5/04/2024
Travis Raina	Melbourne	3029	Australia	5/04/2024
Vanessa Hawken	Auckland		New Zealand	5/04/2024
Susan Bennett	Melbourne	3058	Australia	5/04/2024
Chontelle Cawte			New Zealand	5/04/2024
Camryn Brown	Christchurch	8011	New Zealand	5/04/2024
Nancy Butler	waipu		New Zealand	5/04/2024
Richard Honiss	Wellington	6011	New Zealand	5/04/2024
katie te keeti	Auckland		New Zealand	5/04/2024
Courtney Weastell			New Zealand	5/04/2024
Kyla Quinn	Tauranga		New Zealand	5/04/2024

Agnieszka Borowska-Joc:	Auckland		New Zealand	5/04/2024
Tuahu Waretini-Thomas	Auckland	1150	New Zealand	5/04/2024
Rupia Te Ua	Opotiki	4 161	New Zealand	5/04/2024
David Taylor	Tauranga		New Zealand	5/04/2024
Kaitereo Ratcliffe			New Zealand	5/04/2024
frances kinraid	Wellington	6021	New Zealand	5/04/2024
Lee Steer	Mount Maunganui		New Zealand	5/04/2024
Kimberly Scholes	Auckland		New Zealand	5/04/2024
Erin Millar			New Zealand	5/04/2024
Gabriel Norman			New Zealand	5/04/2024
Nicky Kent	Muswellbrook	2333	Australia	5/04/2024
Rose Fielding			New Zealand	5/04/2024
Jerri Greenwood	Tauranga Moana		New Zealand	5/04/2024
Subha Cable	Washington	District of Columbia	20009 US	5/04/2024
Missy Gardiner			New Zealand	5/04/2024
Nat H			New Zealand	5/04/2024
Lesley Stevens	Nelson		New Zealand	5/04/2024
Gina Chalmers	Nelson	5401	New Zealand	5/04/2024
Nathan Lockwood	Hamilton		New Zealand	5/04/2024
Bella Thompson	Lower Hutt		New Zealand	5/04/2024
Tracy Lyons			New Zealand	5/04/2024
Claire Noble	Wellington		New Zealand	5/04/2024
Tatiana Te Kawa-Wiremu	Nelson		New Zealand	5/04/2024
Caris Bensemann	Auckland		New Zealand	5/04/2024
Zoe Leeb-du toit	Auckland	1181	New Zealand	5/04/2024
Carlos Mombach			New Zealand	5/04/2024
Gabrielle Butler	Hastings		New Zealand	5/04/2024
phil robbie	Tauranga		New Zealand	5/04/2024
Beka Melville	Gisborne	San bernardo	New Zealand	5/04/2024
Anne Burstn			New Zealand	5/04/2024
Tracey Mancer			New Zealand	5/04/2024
Cameron Giudici	Melbourne	3032	Australia	5/04/2024
Rebecca O'Callaghan	Wellington		New Zealand	5/04/2024
debbie reid	Tokoroa	4140	New Zealand	5/04/2024
Gemma Goodall	Hamilton		New Zealand	5/04/2024
Jasmine King	Tauranga	3110	New Zealand	5/04/2024
Lily Robbins	Auckland		New Zealand	5/04/2024
Logan McDonald			New Zealand	5/04/2024
Ashley Monkley	Auckland		New Zealand	5/04/2024
rachael pratt	tauranga	3310	New Zealand	5/04/2024
Porsche Tupetoa	Melbourne	3004	Australia	5/04/2024
Abbey Busch	Auckland		New Zealand	5/04/2024
Bronya Dean	Tauranga		New Zealand	5/04/2024
Lynda Johnston	Hamilton		New Zealand	5/04/2024
Jenna Kelly	Auckland		New Zealand	6/04/2024
Rhylie Marshall	Brisbane	4000	Australia	6/04/2024
Theodore Bickle	Auckland		New Zealand	6/04/2024
Paula Jessop	Tauranga		New Zealand	6/04/2024
Claire Huang	Sydney	2000	Australia	6/04/2024
Kenneth Dixon	Upper Hutt		New Zealand	6/04/2024

Stacey Hogg	Auckland	New Zealand	6/04/2024
Shane Forward		New Zealand	6/04/2024
Lorna Mcphail		New Zealand	6/04/2024
Elizabeth fish	Tauranga	3110 New Zealand	6/04/2024
Claire Arthurs	Auckland	1150 New Zealand	6/04/2024
Jonathan Wills	Auckland	New Zealand	6/04/2024
Allan Harvey		New Zealand	6/04/2024
Therese Rachelle Sutton	Auckland	New Zealand	6/04/2024
Dayna Henley	Hamilton	New Zealand	6/04/2024
Kirsten Ramsay	Tauranga	3110 New Zealand	6/04/2024
Tracey McDonald	Tauranga	New Zealand	6/04/2024
Suelyn Lin	Sydney	2000 Australia	6/04/2024
Janie De malmanche	Tauranga	3116 New Zealand	6/04/2024
Ania Baran	Auckland	New Zealand	6/04/2024
Annie Tangata	Whangarei	New Zealand	6/04/2024
Mitch Sigley	Auckland	New Zealand	6/04/2024
Catherine Hatwell		New Zealand	6/04/2024
Kate McCartin	Matamata	New Zealand	6/04/2024
Lee Watson	Sydney	2208 Australia	6/04/2024
Danene Jones	Tauranga	New Zealand	6/04/2024
Lindsay Garneau		New Zealand	6/04/2024
Helen Gleeson		3280 Australia	6/04/2024
Brandon Epapara		New Zealand	6/04/2024
Ace V	Sydney	2000 Australia	6/04/2024
Jenni De malmanche	Arapuni	New Zealand	6/04/2024
Jane Johnsson	Auckland	New Zealand	6/04/2024
Jasmine Findlater	Lake Okareka	New Zealand	6/04/2024
Clint Smith		New Zealand	6/04/2024
Carleen Gilbert	Tauranga	New Zealand	6/04/2024
Michal Sole	Wellington	New Zealand	6/04/2024
Leanne Fry	Dunedin	9010 New Zealand	6/04/2024
Tanya Nock		New Zealand	6/04/2024
Angela clark	Whangārei	New Zealand	6/04/2024
Pipi Reisch	Reefton	610 New Zealand	6/04/2024
Suzanne Parle-Hutchinsc	Blenheim	New Zealand	6/04/2024
Emma Frost		New Zealand	6/04/2024
Glenn Fyfe	Mount Maunganui	3116 New Zealand	6/04/2024
Mathew O'Hagan	Paraparaumu	3064 New Zealand	6/04/2024
Tania Hingston		New Zealand	6/04/2024
Tui Frew	tauranga	3199 New Zealand	6/04/2024
Ella Sunderland		New Zealand	6/04/2024
Sheryl Atkins	Tauranga	3110 New Zealand	6/04/2024
Deborah Hodson	TAURANGA.	New Zealand	6/04/2024
Brodie Marschall	Wurtulla, QLD	4575 Australia	6/04/2024
Claire Robson	Cambridge	New Zealand	7/04/2024
Sandra Farmer		New Zealand	7/04/2024
Walter Moala	Wellington	New Zealand	7/04/2024
Devon Williamson	Tauranga	New Zealand	7/04/2024
Sue Dolby	Dorrigo	2453 Australia	7/04/2024
Ash Rew	Qld	4655 Australia	7/04/2024

Lily Pedro	Tauranga		New Zealand	7/04/2024
russell Taylor	Auckland		New Zealand	7/04/2024
Emily Clarke			New Zealand	7/04/2024
Tymon Porter	Auckland		New Zealand	7/04/2024
Tracy Boyd	Waikato	3110	New Zealand	7/04/2024
marco gargiulo			New Zealand	7/04/2024
Lucy Gardyne	Auckland		New Zealand	7/04/2024
Deborah Johnston	Tauranga	3210	New Zealand	7/04/2024
Razieh Maghsoudifard	Melbourne	3068	Australia	7/04/2024
kris cunninghame	Tauranga		New Zealand	7/04/2024
Sarah Cassidy	Te Awamutu		New Zealand	7/04/2024
Naomi Hesseling Green	Tauranga		New Zealand	7/04/2024
nicola roberts	Tauranga		New Zealand	7/04/2024
Jan Morganti	Nelson		New Zealand	7/04/2024
Katherine Whittaker	Tauranga		New Zealand	7/04/2024
Soraya Hebert	Auckland		New Zealand	7/04/2024
Andria Goodliffe	Tauranga	3110	New Zealand	7/04/2024
Krystal Gray			New Zealand	7/04/2024
Sandra Des forges	Tauranga		New Zealand	7/04/2024
Deborah Rothsay			New Zealand	7/04/2024
Mariska Heijmer	Tauranga		New Zealand	7/04/2024
Margot Burton		2482	New Zealand	7/04/2024
Eden Glencross			New Zealand	7/04/2024
Hollie Murray	Tauranga		New Zealand	7/04/2024
Jarrad Bailey	Tauranga		New Zealand	7/04/2024
Steven Watts	Brisbane	4051	Australia	7/04/2024
Kylie Cribb	Auckland	3118	New Zealand	7/04/2024
August Marwick	Tauranga		New Zealand	7/04/2024
Sammy Jacobs			New Zealand	7/04/2024
Dani Cottam	Auckland	1150	New Zealand	7/04/2024
Kelly Kordi			New Zealand	7/04/2024
Michelle Carey	Rotorua		New Zealand	7/04/2024
Mandy Gatenby	Auckland		New Zealand	7/04/2024
Jax Woods	Tauranga		New Zealand	7/04/2024
Tyla Mccarthy	Auckland	630	New Zealand	7/04/2024
Kane Nikander	Busselton	6280	Australia	7/04/2024
Erica Germain			New Zealand	7/04/2024
Jamie Watts	Tauranga	3112	New Zealand	7/04/2024
Stephen Hahn	Tauranga	1435	New Zealand	7/04/2024
Kara Carson	Tauranga		New Zealand	7/04/2024
Kyanna Hetaraka-Rua	Auckland	10013	New Zealand	7/04/2024
Neisha Fair			New Zealand	7/04/2024
Marine Rawiri			New Zealand	7/04/2024
nick Pilbrow	Tauranga		New Zealand	7/04/2024
Skye Carson-Wilson			New Zealand	7/04/2024
Alison Muspratt	Tauranga		New Zealand	7/04/2024
Deziray Withy			New Zealand	7/04/2024
Darian-Hawkins Burlison	Auckland	1150	New Zealand	7/04/2024
Neil Buchanan	Tauranga		New Zealand	7/04/2024
Ngaio Ackerman	tauranga	3112	New Zealand	7/04/2024

Robyn Pascoe	Ngaruawahia		New Zealand	7/04/2024
Alyssa Greaney	Oamaru		New Zealand	7/04/2024
Natalie O'Connell	Christchurch		New Zealand	7/04/2024
Tessa Davies	Tauranga		New Zealand	7/04/2024
Cameron Taylor	Tauranga		New Zealand	7/04/2024
Share David			New Zealand	7/04/2024
Lara Jean	Wellington		New Zealand	7/04/2024
Henri Blakeley	Auckland	930	New Zealand	7/04/2024
Michele A'Court	Auckland		New Zealand	7/04/2024
Ondrej Nemec			New Zealand	7/04/2024
Suzanne Newman	Tauranga		New Zealand	7/04/2024
Angel Dust	Wellington	6021	New Zealand	7/04/2024
Katie Amico Jones			New Zealand	7/04/2024
Samuel Carrington	Dunedin		New Zealand	7/04/2024
Rebecca Milne			New Zealand	7/04/2024
Ash Cleaver	Tauranga		New Zealand	7/04/2024
Parehuia Renes	Wellington	6012	New Zealand	7/04/2024
Kimberley Henderson Gi	Papamoa		New Zealand	7/04/2024
Jonhile Moura Maia			New Zealand	7/04/2024
Jay-Dee Van Der Merwe			New Zealand	7/04/2024
Lee Davies	Hamilton		New Zealand	7/04/2024
Rachel Williams	Dunstable	lu6 1bf	New Zealand	7/04/2024
Handre Zaaiman			New Zealand	7/04/2024
reynar hodge	Tauranga		New Zealand	7/04/2024
Gendi Burwell	Katikati	1150	New Zealand	7/04/2024
Skye Larae			New Zealand	7/04/2024
Fern O'Hagan	Wellington		New Zealand	7/04/2024
Simone Dobbie	Wellington		New Zealand	7/04/2024
Chantelle Broadhurst	New Plymouth	4310	New Zealand	7/04/2024
Sunita Torrance			New Zealand	7/04/2024
Loux McLellan	New Plymouth	4312	New Zealand	7/04/2024
Donna Brookbanks	auckland		New Zealand	7/04/2024
Jayson Clark	Hamilton		New Zealand	7/04/2024
Esther Sunnex	Matamata		New Zealand	7/04/2024
Lesley Tapiata	Auckland	600	New Zealand	7/04/2024
Lorna Gibson	Hastings	EC4N	New Zealand	7/04/2024
Alisha Hohneck			New Zealand	7/04/2024
Sarah Jennings	Auckland		New Zealand	7/04/2024
Katie Rose			New Zealand	7/04/2024
Ella van den Berg			New Zealand	7/04/2024
Anthony BULL	Wellington	6037	New Zealand	7/04/2024
Allannah Hurren			New Zealand	7/04/2024
Chelsea Barnett	taranaki		New Zealand	7/04/2024
Jehan Hendry			New Zealand	7/04/2024
Juliette Gudsell	Taupo	3330	New Zealand	7/04/2024
Olive Rose	Wellington		New Zealand	7/04/2024
Amber Harris	Coromandel	4535	New Zealand	7/04/2024
Max Sharpe	Tauranga		New Zealand	7/04/2024
Alice Burrell			New Zealand	7/04/2024
Margie Gardner	Whangarei		New Zealand	7/04/2024

Nia Phillips	Prestatyn	LL19 8YN	New Zealand	7/04/2024
Deahn Mark	Auckland	1150	New Zealand	7/04/2024
Tayla Elliott	Invercargill		New Zealand	7/04/2024
Liv McKenzie	Melbourne	3141	Australia	7/04/2024
Russell Wenzlick	Waikato		New Zealand	7/04/2024
Brian Radka	Christchurch		New Zealand	7/04/2024
Sam Weir	Tauranga		New Zealand	7/04/2024
Marissa DeSouza			New Zealand	7/04/2024
Sophie-Maude Turner			New Zealand	7/04/2024
Alisha Martinez	Auckland		New Zealand	7/04/2024
Sage Morrissey	Tauranga		New Zealand	7/04/2024
Annea Hoskin	Tauranga		New Zealand	7/04/2024
Oliver Broad	Auckland		New Zealand	7/04/2024
mabel affleck affleck	Tauranga		New Zealand	7/04/2024
Fliss Sies	Waitara		New Zealand	7/04/2024
Nikita Borrie			New Zealand	7/04/2024
Blake McIntosh			New Zealand	7/04/2024
Medulla Oblongata			New Zealand	7/04/2024
Sian Evans			New Zealand	7/04/2024
KERRY TRENT RANGINUI	Auckland		New Zealand	7/04/2024
Rachel Axis	Feilding		New Zealand	7/04/2024
Jacob Tucker	Wellington		New Zealand	7/04/2024
Jess Booth	Auckland		New Zealand	7/04/2024
Mary Keane	Hamilton	3200	New Zealand	8/04/2024
Deb King	Christchurch	8061	New Zealand	8/04/2024
Holly Chase	Auckland		New Zealand	8/04/2024
Lautalie Schmidt-Geen	Auckland		New Zealand	8/04/2024
Bernard Leep	Auckland		New Zealand	8/04/2024
Georgie Brown			New Zealand	8/04/2024
Kylee Lawrence	Inglewood	4330	New Zealand	8/04/2024
Zarah Geduld			New Zealand	8/04/2024
Louise Watson			New Zealand	8/04/2024
Alyssa Paterson	Tauranga		New Zealand	8/04/2024
Cony Bennett	auckland		New Zealand	8/04/2024
Susie Humphrey	Tauranga	3116	New Zealand	8/04/2024
Glenda Berentson	Tauranga		New Zealand	8/04/2024
Claudette Martin	Auckland		New Zealand	8/04/2024
Krystie McGowan	Auckland		New Zealand	8/04/2024
Allison Rivers	Tauranga	3110	New Zealand	8/04/2024
Amanda Pain	Auckland	627	New Zealand	8/04/2024
Simone Ashton	Whakatane		New Zealand	8/04/2024
Kay George	Mt Maunganui		New Zealand	8/04/2024
Corey Bruntlett			New Zealand	8/04/2024
Oriana Tanuvasa	Auckland		New Zealand	8/04/2024
Naarah Simpson	Tauranga		New Zealand	8/04/2024
Amanda Lowry	Tauranga	3110	New Zealand	8/04/2024
zaya bennison	Tauranga		New Zealand	8/04/2024
Rochelle McGeady	Auckland		New Zealand	8/04/2024
Cory Newport	Hamilton	3200	New Zealand	8/04/2024
Colm Hartigan	London	E8 3HG	New Zealand	8/04/2024

Eden Newson		New Zealand	8/04/2024
Tracey Barnett		New Zealand	8/04/2024
Kylie Stampa	Rotorua	New Zealand	8/04/2024
Nina Mercep	Auckland	New Zealand	8/04/2024
Cindy Bennett		New Zealand	8/04/2024
Jo Vickery		New Zealand	8/04/2024
Koda Gordon-Scapens		New Zealand	8/04/2024
Ben Harnor	Tauranga	New Zealand	8/04/2024
Judi Hart		New Zealand	8/04/2024
Joshua Roberts	Wellington	New Zealand	8/04/2024
Cameron de Jong		New Zealand	8/04/2024
McKay Carroll	Gisborne	4010 New Zealand	8/04/2024
A Cohen	Pahoa	96778 New Zealand	8/04/2024
teresa allen	hawkes bay	4102 New Zealand	8/04/2024
Suzelle Lockhart	Hamilton	3204 New Zealand	8/04/2024
Cherry Smith	Waitara	New Zealand	8/04/2024
Nicole Vega	Tauranga	New Zealand	8/04/2024
KRISTEN DONOVAN	Tauranga	New Zealand	8/04/2024
Sonny Nathan		New Zealand	8/04/2024
Ngohotu Tai		New Zealand	8/04/2024
Adrien Bailey	Tauranga	New Zealand	8/04/2024
Deborah Reardon	Papamoa Beach	New Zealand	8/04/2024
Noelle Holly		New Zealand	8/04/2024
Yvette Elliston	Wellington	New Zealand	8/04/2024
Natalie Thompson		New Zealand	8/04/2024
Jason Valois	Te Puke	New Zealand	8/04/2024
Tyla Poynton		New Zealand	8/04/2024
Andie Bennett	Auckland	626 New Zealand	8/04/2024
Judiann Tapiata	Tauranga	New Zealand	8/04/2024
Rayy Akhter	Auckland	New Zealand	8/04/2024
Bethany O'Brien-French	Putaruru	New Zealand	8/04/2024
Lokei Bea		New Zealand	8/04/2024
Katherine Lawrence	Mount Maunganui	New Zealand	8/04/2024
James Vega		New Zealand	8/04/2024
Cody H	NP	4310 New Zealand	8/04/2024
Emily Taylor		New Zealand	8/04/2024
Wheriko Tamihana		New Zealand	8/04/2024
Danielle Hill	New Plymouth	New Zealand	8/04/2024
Lynette Gourley	Tauranga	New Zealand	8/04/2024
Victor Sarah	Auckland	New Zealand	8/04/2024
Debbie Cooper	Palmerston North	5400 New Zealand	8/04/2024
Serena Walker	Auckland	1041 New Zealand	8/04/2024
Mike Krysmanski		New Zealand	8/04/2024
Ariane Nicholson		New Zealand	8/04/2024
Brenna Luce	Waiuku	2440 New Zealand	8/04/2024
Debs Styles	Tauranga	New Zealand	8/04/2024
Amelia Grafas	Mount Maunganui	New Zealand	8/04/2024
Tania Huntley	Invercargill	New Zealand	8/04/2024
Aleyce Molloy	Tauranga	New Zealand	8/04/2024
Jess Rewa		New Zealand	8/04/2024

Kelly Kingham	Lower Hutt		3186	New Zealand	8/04/2024
Breanna Greaney	Dunedin			New Zealand	8/04/2024
Steph Wilkie	Tauranga			New Zealand	8/04/2024
Kyra Frew	Tauranga			New Zealand	8/04/2024
Catherine Reddell	Christchurch		8011	New Zealand	8/04/2024
James Arthur	Auckland			New Zealand	8/04/2024
Samantha Hilyarf	East Brisbane		4169	Australia	8/04/2024
Tristan Bennett	Newtownards	Northern I BT23		UK	8/04/2024
Erkhemtuguldur Javkhlan	Perth		6050	Australia	8/04/2024
Darrel Nitschke	Tauranga			New Zealand	8/04/2024
Razia Khan	Tauranga			New Zealand	8/04/2024
Munro Munro	Auckland			New Zealand	8/04/2024
Shannon Johnson	Auckland			New Zealand	8/04/2024
Anna Love	Geraldine		7930	New Zealand	8/04/2024
Rich Farrell	Hamilton			New Zealand	8/04/2024
Melody Bishop	Tauranga			New Zealand	8/04/2024
Claire Vining	Picton			New Zealand	8/04/2024
Vinugi/ Vin Perera				New Zealand	8/04/2024
Rob Ngawhau				New Zealand	8/04/2024
Melissa Cooke	Mount maunganui			New Zealand	8/04/2024
James Nola	Auckland			New Zealand	8/04/2024
Daniel Bonner				New Zealand	8/04/2024
Stephanie Karalus	Hamilton			New Zealand	8/04/2024
Megan Peacock	Auckland			New Zealand	8/04/2024
Jenny Rudd	Tauranga		3112	New Zealand	8/04/2024
Megan Tinkler	Auckland		626	New Zealand	8/04/2024
Max Reid	Dunedin			New Zealand	8/04/2024
Adrienne Hally				New Zealand	8/04/2024
Milson inacio Dias				New Zealand	8/04/2024
casey elliston	Tauranga		98121	New Zealand	8/04/2024
Stella Wilson	Hamilton			New Zealand	8/04/2024
James Chen	Tauranga			New Zealand	9/04/2024
Michele Lynn	Hamilton		1052	New Zealand	9/04/2024
Maia Tukaokao Peckham				New Zealand	9/04/2024
Jo Logan	Tauranga			New Zealand	9/04/2024
Fiona Wylens	Mt Roskill			New Zealand	9/04/2024
Angela Angell	Tauranga			New Zealand	9/04/2024
Sarah Suleski			2530	Australia	9/04/2024
Charlene Angell				New Zealand	9/04/2024
Vanessa De Carvalho	Tauranga			New Zealand	9/04/2024
Kevin Minter	Brooklyn		11211	New Zealand	9/04/2024
Taimania Hiriwa	Saint Helens	England	WA11 7PQ	UK	9/04/2024
Felicity Sheehan				New Zealand	9/04/2024
Raukawa Newton	central auckland		1010	New Zealand	9/04/2024
Phillie Holmes	Wellington		6012	New Zealand	9/04/2024
Ra Crean	Tauranga			New Zealand	9/04/2024
Elly Lloyd				New Zealand	9/04/2024
Kay Shanley	Hamilton			New Zealand	9/04/2024
Casey Robinson	Chch			New Zealand	9/04/2024
Taryn Dryfhout	Auckland			New Zealand	9/04/2024

Beth Mannion	Hamilton		New Zealand	9/04/2024
Natalie Pullyn			New Zealand	9/04/2024
Sian Northfield	Tauranga	1021	New Zealand	9/04/2024
Brittany B			New Zealand	9/04/2024
Chris ODonnell	Tauranga		New Zealand	9/04/2024
dayna rutherford	Auckland		New Zealand	9/04/2024
Laurel Domingo	kent	br1 2er	New Zealand	9/04/2024
Phoebe Scherer	Papamoa	3118	New Zealand	9/04/2024
Arden Phoenix	Tauranga		New Zealand	9/04/2024
Bernie McDougall	Auckland		New Zealand	9/04/2024
Jonelle Akers			New Zealand	9/04/2024
Pete Bossley	Auckland		New Zealand	9/04/2024
Gary Walsh	Christchurch		New Zealand	9/04/2024
Rosemary Armstrong	Tauranga	3173	New Zealand	9/04/2024
Candra Van haeren	Kapiti coast		New Zealand	9/04/2024
Laura Penny	Ellon	AB41 8RS	New Zealand	9/04/2024
Steph King	New Plymouth		New Zealand	9/04/2024
Will Waters	Tower Hamlets	E1	UK	9/04/2024
Cally Osmond	Sydney	1001	Australia	9/04/2024
Greyson m	Sydney	2770	Australia	9/04/2024
Brooke Ashleigh	Auckland	1150	New Zealand	9/04/2024
Catalina OSORIO	Hastings		New Zealand	9/04/2024
Bianca Till			New Zealand	9/04/2024
Sarah Campus	Auckland		New Zealand	9/04/2024
Du Plessis Van der Merwe			New Zealand	9/04/2024
Lily Yaxley	Porirua	5024	New Zealand	9/04/2024
rachelle lang	tauranga		New Zealand	9/04/2024
Sarah Paviour-Smith	Napier		New Zealand	9/04/2024
Jordan Robinson	Cambridge		New Zealand	9/04/2024
Ashton Te Paa	Auckland		New Zealand	9/04/2024
Danika Thom	Franz Josef		New Zealand	9/04/2024
Lena Sekona			New Zealand	9/04/2024
Vicki Morehu	Hamilton	3214	New Zealand	9/04/2024
Fiona Gates			New Zealand	9/04/2024
Brandon Wyatt	Dunedin		New Zealand	10/04/2024
Amy Talmage	Napier	4112	New Zealand	10/04/2024
Kate Riches			New Zealand	10/04/2024
Emma Lily	Christchurch		New Zealand	10/04/2024
Kelly Sanders	Tauranga		New Zealand	10/04/2024
Danathan Please			New Zealand	10/04/2024
Georgia Urlich	Wellington		New Zealand	10/04/2024
Edmond Angell	Auckland	2110	New Zealand	10/04/2024
Julie Ingham	Christchurch	8140	New Zealand	10/04/2024
H Lenihan			New Zealand	10/04/2024
Ursula Lucca	Tauranga	3110	New Zealand	10/04/2024
Doza Scotson			New Zealand	10/04/2024
Tasi Jahnke	Upper Hutt		New Zealand	10/04/2024
alice ormandy			New Zealand	10/04/2024
Cameron Wright	Tauranga	4000	New Zealand	10/04/2024
Sarah Forsyth	Auckland		New Zealand	10/04/2024

Toni Rogers-Blackler	Wellington		New Zealand	10/04/2024
Chloe Baillie	Auckland	9810	New Zealand	10/04/2024
Mara Takiwa			New Zealand	10/04/2024
Alice Sommerville	London		New Zealand	10/04/2024
Danni van der Heijden			Netherlands	10/04/2024
Theresa Dodds	Auckland		New Zealand	10/04/2024
Sheree Heath	Auckland	1021	New Zealand	10/04/2024
Emily Smith	Tauranga	3056	New Zealand	10/04/2024
Piper Northfield-Taratoa	Tauranga		New Zealand	10/04/2024
Mel Wards	Tauranga		New Zealand	10/04/2024
Shawn Zhang			New Zealand	10/04/2024
Rebeka Psajd	Tauranga	3110	New Zealand	10/04/2024
Ra Kareko	Auckland		New Zealand	10/04/2024
Mary Fiskén	Auckland	1072	New Zealand	10/04/2024
Jackson Marsh			New Zealand	10/04/2024
Tracey Bruce	Hamilton		New Zealand	10/04/2024
Kylie Kaka	Tauranga		New Zealand	10/04/2024
Patrick Pfister	Whitianga		New Zealand	10/04/2024
Alex Jackson	Auckland		New Zealand	10/04/2024
Taongahuru Kopa			New Zealand	10/04/2024
Florence Radford	Tauranga		New Zealand	10/04/2024
Micah Trask	Christchurch	8014	New Zealand	10/04/2024
Matt Dovey			New Zealand	11/04/2024
Ty H	Tauranga		New Zealand	11/04/2024
Sašo Kornet			Slovenia	11/04/2024
Cherie Flintoff	Auckland		New Zealand	11/04/2024
Lucy Winefield	Papamoa		New Zealand	11/04/2024
Ally REID	Rotorua	3110	New Zealand	11/04/2024
Jan Andrews			New Zealand	11/04/2024
Krystal Paaka			New Zealand	11/04/2024
Laura Clayson			New Zealand	11/04/2024
Jo Wills	Lower Hutt		New Zealand	11/04/2024
Tash Stilwell			New Zealand	11/04/2024
linda marsh	Tauranga	8140	New Zealand	11/04/2024
Jill Hewitt			New Zealand	11/04/2024
Glenn Welch	Wellington		New Zealand	11/04/2024
Jeni Fountain			New Zealand	11/04/2024
Susan Sparrow	Tauranga		New Zealand	11/04/2024
Pierrette Bettany	New Plymouth		New Zealand	11/04/2024
Lohn Fabio	Queenstown		New Zealand	11/04/2024
Rachael Klinkenberg	Auckland		New Zealand	11/04/2024
Gabriela Lohn			New Zealand	11/04/2024
Camille Lohn			New Zealand	11/04/2024
Hunter Horo			New Zealand	11/04/2024
Millie Burrow	Auckland		New Zealand	11/04/2024
Charlie Eastham			New Zealand	11/04/2024
Allen's Noakes			New Zealand	11/04/2024
Jade Zanden			New Zealand	11/04/2024
dallas meeking	Tauranga		New Zealand	11/04/2024
Rosemary Avison	Auckland		New Zealand	11/04/2024

alana Kingston	Putaruru	New Zealand	11/04/2024
Kim Thomas	Tauranga	New Zealand	11/04/2024
Susie Ferkins	Wellington	New Zealand	11/04/2024
Bridget Fox		New Zealand	11/04/2024
Lydia Burrow	Taihape	New Zealand	12/04/2024
Adi Cummings	Auckland	New Zealand	12/04/2024
Rachel Ruesink	Christchurch	New Zealand	12/04/2024
Carol Cook	Auckland	New Zealand	12/04/2024
Karen Lysaght	Tauranga	New Zealand	12/04/2024
Tate Breeds	hastings	New Zealand	12/04/2024
Mia Tamou		New Zealand	12/04/2024
Heather Sumner		New Zealand	12/04/2024
Melissa Prout	Papamoa	New Zealand	12/04/2024
Janet Peters	Tauranga	New Zealand	12/04/2024
Janelle Chard	Wellington	6021 New Zealand	12/04/2024
Jemma Adsett	Whitianga	3510 New Zealand	12/04/2024
Bridget Coley	Auckland	New Zealand	12/04/2024
Karen Billingham	Auckland	New Zealand	12/04/2024
Nigel Thrush		New Zealand	12/04/2024
Matt Cooney	Auckland	New Zealand	12/04/2024
Sarah Naidu	Hamilton	3200 New Zealand	12/04/2024
Marina Horsley	Tauranga	4069 New Zealand	12/04/2024
Jacq Burrell		New Zealand	12/04/2024
Everett Chubbuck	Wellington	New Zealand	12/04/2024
Lytic Ratahi	Rotorua	3015 New Zealand	12/04/2024
Vicki Smith	christchurch	New Zealand	12/04/2024
David Grace		New Zealand	12/04/2024
Kadin Tuck		New Zealand	12/04/2024
Kyla Brett	tauranga	New Zealand	12/04/2024
Suzanne Underwood	Tauranga	New Zealand	12/04/2024
Hannah Currie		New Zealand	12/04/2024
Christina Campbell	Mount Maunganui	New Zealand	12/04/2024
Kira Lavelle	Whakatane	3120 New Zealand	12/04/2024
Nikka Bautista	Auckland	New Zealand	12/04/2024
Jaileen Tomai-Coppell	Tauranga	New Zealand	12/04/2024
Christian Kral	Christchurch	New Zealand	12/04/2024
Sayaka Nozumi		New Zealand	12/04/2024
Shannon Reid	Hamilton	New Zealand	12/04/2024
Lindsey Share	Garden Grove	92840 New Zealand	12/04/2024
John Stempa	Tauranga	New Zealand	12/04/2024
Maree Keelty	Carterton	New Zealand	12/04/2024
Kathryn Andel	Tauranga	4168444914 New Zealand	12/04/2024
Nadine Richardson		New Zealand	12/04/2024
Monique Jones	Auckland	New Zealand	12/04/2024
Eden McLeod	Tauranga	New Zealand	12/04/2024
jemma crawford		New Zealand	12/04/2024
Kathryn Van der Zanden		New Zealand	13/04/2024
Andrew Phillips		New Zealand	13/04/2024
Liam Daelemans		New Zealand	13/04/2024
Joy Chardonnay Roberts		New Zealand	13/04/2024

Tracy Brown	Te puke		New Zealand	13/04/2024
Donna Davies	Taranaki		New Zealand	13/04/2024
Ayumi Mitui			Brazil	13/04/2024
Jessica Douglas			New Zealand	13/04/2024
Kathryn Boyle	Rotorua		New Zealand	13/04/2024
Nicolas Perreault			New Zealand	13/04/2024
Natasha Stilwell	Gate Pa		New Zealand	13/04/2024
Bronwen Bowhill	Auckland	1025	New Zealand	13/04/2024
Zara Lynch	Tauranga	6021	New Zealand	14/04/2024
Rebecca Lovett	Tauranga		New Zealand	14/04/2024
Jody Hopkinson			New Zealand	14/04/2024
Rachel Tan	Auckland		New Zealand	14/04/2024
Nicky Morrison	Tauranga		New Zealand	14/04/2024
Amanda Pattenau	Banff	T1L1E8	Canada	14/04/2024
Linda Rookes	Auckland	1010	New Zealand	14/04/2024
Steven Vincent			New Zealand	14/04/2024
Christine Wenzlick	Tauranga		New Zealand	14/04/2024
Shyanne Erueti	Tauranga		New Zealand	14/04/2024
Brigid McDonald	Tauranga	1150	New Zealand	15/04/2024
Morrison Glen			New Zealand	15/04/2024
Reena Snook			New Zealand	15/04/2024



11 RECOMMENDATIONS FROM OTHER COMMITTEES

Nil

12 BUSINESS

12.1 Durham Street Bus Facility

File Number: A15818285

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Authoriser: Nic Johansson, Head of Transport

PURPOSE OF THE REPORT

1. Present options for bus stops on Durham Street for Council decision as required by Resolution CO5/24/5.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Durham Street Bus Facility".
- (b) Adopts for implementation one of the below options for the Durham Street Bus Facility:
 - (i) Option 1: Durham Street (Elizabeth Street to University of Waikato),
 - (ii) Option 2: Durham Street (Elizabeth Street to Spring Street),
 - (iii) Option 3: Durham Street (Elizabeth Street to Wharf Street),
 - (iv) Option 4: Durham Street (Spring Street to Wharf Street).
- (c) Adopts for implementation one of the below options for the inter-regional bus stop:
 - (i) Spring Street (west of Durham Street),
 - (ii) Elizabeth Street (between Grey Street and Elizabeth Street).

EXECUTIVE SUMMARY

2. Tauranga's city centre bus facilities were discussed at a Council meeting on 18 March 2024. This included two submissions by members of the public, centring around the impacts a condensed bus stop on Durham Street could have to future investment. Two resolutions followed, being (summarised):
 - (a) CO5/24/4:
Confirmed bus stops at Dive Crescent and along Hamilton Street, Harington Street, and Willow Street.
 - (b) CO5/24/5:
That the Council: (d) engages with property owners/developers and tenants regarding the design, location and cost of bus stops on Durham Street, Elizabeth Street and Spring Street, and report back within six weeks. This is to include: (i) potential distributed placement ('pepper potting') along Durham Street, (ii) the implications of retaining the existing Durham Street North bus stops, (iii) what is required now, for the next five years, and then beyond that.
3. Council staff have undertaken consultation with the groups noted within CO5/24/5 (above) to understand their views and preferences. Staff also engaged with other stakeholder groups to ensure that a range of views are presented on the options.

4. The purpose of the Durham Street bus stops is to provide access to public transport for the southern end of the city centre (approximately south of Spring Street, including Grey Street and Devonport Road), and to allow passengers to interchange between bus services.
5. Options for 'pepper potting' bus stops along Durham Street, while maintaining access to the southern city centre, have been investigated and compared with 'Option 1' in which bus stops are located in a more compact area between Elizabeth Street and University of Waikato.
6. The current temporary facility requires significant capital expenditure to continue operation in any state due to the original installation only being planned for 18 months.
7. The currently temporary bus facility has three back-to-back bus stops on each side. These are currently at capacity with future capacity requiring three individual stops allowing independent bus movement. It is expected this future capacity will be required from 2027.
8. An existing agreement requires an existing vehicle crossing on Durham Street between Spring Street and Wharf Street to be reinstated (it was temporarily removed to accommodate the temporary bus stops), significantly impacting the option of retaining the current interim Durham Street stop.

BACKGROUND

9. When the old Willow Street central bus hub was removed to allow for the redevelopment of the Civic Precinct and eventual closure of Willow Street, limited engagement occurred with the businesses adjacent to the new temporary location.
5. 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.*
6. The interim bus hub on Durham Street, between Spring and Wharf Streets, was opened on 13 June 2022. It has been operating at that site for over 22 months and required relocation as directed by the resolution above.
10. The City Centre Public Transport Hub Single Stage Business Case was commenced in late 2022 to determine the permanent locations for bus stops along the city centre bus spine. This has incurred delays associated with finding permanent bus stop locations within a very constrained city centre.
11. Durham Street between Elizabeth Street and Spring Street was upgraded in 2017 alongside the development of the University of Waikato campus. The street was designed and built with strengthened areas and high curbs anticipating that it would eventually accommodate bus stops in this area. Raingardens were also installed. The project was completed in 2018 at a cost of just under \$8 million.
12. Significant private investment is planned along Durham Street, which is understood to include both office/retail space and city centre living opportunities. The University of Waikato also has a significant development plan for properties along Durham Street. This combined investment could bring significant benefits to a redeveloping city centre.

STRATEGIC / STATUTORY CONTEXT

13. 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
14. 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.
15. 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' along (from the north) Dive Crescent, The Strand, Hamilton Street, Durham Street and Elizabeth Street.
16. 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 also incorporates the agreed Public Transport Spine with respect to city centre routing.
17. To maximise the commercial and residential development proposed within the city centre area, it is critical that public transport enhancements are made to improve travel options, and respond to congestion and parking constraints.
18. While carparking buildings within the city centre currently have excess capacity, there is no future public investment planned to enable city centre carparking numbers to meet the projected growth of the city centre.
19. There are significant private investments planned along Durham Street and these private developers require clarity about bus stop locations before progressing.

OPTIONS ANALYSIS

Public transport requirements

20. The purpose of the Durham Street bus stops is to:
 - (a) Provide access to a large range of public transport routes at the frequency required for buses to be a viable mode of transport;
 - (b) Provide good access to the southern city centre; and
 - (c) Enable passengers to transfer between bus services noting that the current interchange rate is 35% of all trips and other city centre stop locations do not provide connectivity between all services transiting the city centre.
21. Key features of the proposed bus stops, and infrastructure are that:
 - (a) Three bus stops are required in each direction. The bus stops are allocated to specific routes to make interchanging easier;
 - (b) It is a passenger focussed service – with access to information, seating and shelter;
 - (c) Shelters/seating are designed to encourage people to wait at the head of stop, leaving accessible clearways along building frontages unobstructed; and
 - (d) Durham Street is relatively narrow, so shelters are light and lean to enable visual and physical permeability. The absence of back and side panels reduces the "wall effect" between the shelter and adjacent buildings, however it is noted that this constraint exists due to the overall width of Durham Street.

Durham Street bus stops

22. Four options have been identified for bus stops along Durham Street:

(a) Options 1-3 provide for the bus frequency increase anticipated past 2027.

23. The four options available that will accommodate bus access to the southern area of the city centre are (refer to Appendix 1 for map):

	Option 1: Durham Street <i>(Elizabeth Street to University of Waikato)</i>	Option 2: Durham Street <i>(Elizabeth Street to Spring Street)</i>	Option 3: Durham Street <i>(Elizabeth Street to Wharf Street)</i>	Option 4: Durham Street <i>(Spring Street to Wharf Street)</i> <u>Retain current location</u>
Description of stops	3 bus stops located on each side of Durham Street between Elizabeth Street and University of Waikato	3 bus stops located on each side of Durham Street between Elizabeth Street and Spring Street. Two of these stops would be within the current planting area (one on each side)	2 bus stops located on each side of Durham Street between Elizabeth Street and Wharf Street (2 of these within the current planting area). 1 bus stop located on each side of Durham Street between Spring Street and Wharf Street	3 back-to-back stops each side of Durham Street between Spring Street and Wharf Street
Physical work summary	Install new shelters, seats and signs accommodating as much as possible existing and/ or future planned building entrances and vehicle crossings.	Install new shelters, seats, and signs. Install two bus stops within current planting area. Footpath level adjustment works at each bus stop within current planted area.	Install new shelters, seats, and signs. Install two bus stops within current planting area. Upgrade road pavement and footpath between Spring Street and Wharf Street.	Install new shelters, seats, and signs. Upgrade road pavement and footpath between Spring Street and Wharf Street. Upgrade existing Grey Street bus stops with new seats, signs, and lighting.
Public transport impacts	Provides a high-quality desirable location allowing enhanced	Provides a high-quality desirable location allowing public transport access across	Limited public transport appeal. Provides very limited ability to interchange between services	Does not support long-term planned bus frequency. Stops at this location have

	<p>public transport access across the southern city centre.</p> <p>Provides high quality interchanging for bus users across the Western Bay of Plenty.</p> <p>Highest level of passive surveillance.</p>	<p>the southern city centre.</p> <p>Provides more challenging interchange for bus users due to stop separation.</p> <p>Lower passive surveillance than Option 1.</p>	<p>due to separation of stops.</p> <p>Limited access for some users to the southern city centre due to steep grade on Spring St and proximity between some stops and the southern city centre destinations.</p> <p>This option is likely to be the least desirable for public transport usage.</p>	<p>passive surveillance limitations.</p> <p>Very unlikely to support growth in public transport usage.</p> <p>Requires the retention of stops on Grey Street which is not on the bus spine to maintain access to the southern city centre.</p>
Adjacent property impacts	<p>Intensity of bus stops in this location has been identified by property owners as a significant deterrent to planned future investment along this section of Durham Street.</p> <p>Significant urban design compromises are required provide for required bus stop facilities within this condensed space.</p>	<p>While being less dense than Option 1 there are concerns that this location could exhibit some of the intensity concerns noted within Option 1.</p> <p>Due to the number of building entrances on the eastern side of Durham Street there will be building entrances affected by these locations.</p>	<p>Unlikely to cause significant concern across length of Elizabeth Street to Spring Street due to the spread-out nature of the stops reducing clutter.</p> <p>Stops between Spring Street and Wharf Street are likely to impact on current and future building use due to arrangement of vehicle access and building entrances.</p>	<p>Intensity of bus stops in this location is likely to limit future growth and investment within this area due to vehicle accesses not being possible with the current bus stop arrangement.</p> <p>Previous agreement between TCC and a property owner state that an existing vehicle access requires reinstatement once the temporary facility is removed.</p> <p>Current stops have only limited consideration to adjacent businesses with bus boarding</p>

				occurring adjacent to business accesses.
City centre impacts	Risks deterring significant private investment. Significantly improved bus user access to city centre (particularly southern parts of city centre). Buses removed from Grey Street.	Reduces green space and stormwater treatment within the city centre. Reduced bus user access to city centre. Buses removed from Grey Street.	Reduces some green space and stormwater treatment within the city centre. Significantly reduced bus user access to city centre. Buses removed from Grey Street.	Maintains current bus stop locations. Maintains buses on Grey Street and other inner city centre streets.
Estimated costs	Shelters, seats, signs – est \$2.5 million	Shelters, seats, signs – est \$2.5 million Removal of 210m ² of gardens/ rain gardens and rebuilding of strengthened bus stops – est \$2.5 million	Shelters, seats, signs – est \$2.5 million Removal of 140m ² of gardens/ rain gardens and rebuilding of strengthened bus stops – est \$2.5 million Reconstructing 40m of roadway – est \$600,000	Shelters, seats, signs – est \$2.5 million Reconstructing 70m of roadway – est \$900,000 Seats and signs (Grey Street) – est \$500,000
Total Estimated Cost	\$2.5 million	\$5 million	\$5.6 million	\$3.9 million
Critical summary	Sub-optimal urban amenity outcomes with adjacent planned developments with likely impact on significant private investment in city centre. Significantly improved bus user access, particularly southern parts	Significant Council capital expenditure to rework previous investment to the Durham Street streetscape. Reduced ability for some passengers to interchange between services.	Expected to have a significant impact of the viability of a future improved bus service improvement in the Western Bay of Plenty. Significant impact on city centre accessibility and wider.	Requires Tauranga City Council to undo previous commitments. Likely loss of significant planned private investment in city centre. Not an option once increased bus service is rolled out (expected

	of city centre.			2027).
Recommendation (based on critical summary)	Not Recommended	Recommended	Not Recommended	Not recommended

24. Several other options had also been assessed, however were discounted as they included significant negatives comparatively to the other options including:
- (a) Bus stops split between locations noted in Option 1 and Option 4; this would exhibit most negatives of both options without any significant positives from either.
 - (b) Bus stops on Durham Street north of Wharf Street do not provide for sufficient accessibility to the southern city centre.

Inter-regional bus stop

25. Considering how inter-regional bus services are integrated into the Tauranga city centre is essential in delivering an accessible, multi-modal city centre.
26. Currently, inter-regional services use a bus stop on Willow Street. This stop requires relocation due to construction of the Civic Precinct and to improve transfers between local and inter-regional bus services and access to appropriate public facilities.
27. To co-locate the inter-regional bus service with the local PT spine, there are two options for this stop location:

	Elizabeth Street <i>(Between Grey Street and Durham Street)</i>	Spring Street <i>(West of Durham Street)</i>
Compatible Durham Street options	Option 1, Option 2	Option 2, Option 3, Option 4
Facility summary	Additional hardstand on Elizabeth Street providing wait area. New bus shelter located on expanded footpath.	Minimal dedicated space available to waiting passengers. New bus shelter located on footpath.
Passenger impacts	Close proximity to public rest rooms at Elizabeth Street parking building and other local amenities (dairy and food stores). Adequate space to wait with baggage. Limited short term parking to accommodate passenger drop off/pick up access. This could be accommodated within ground floor of Elizabeth Street carparking building.	Moderate proximity to rest rooms at Spring Street parking building. No other amenities for waiting passengers. Grade of Spring Street could impact accessibility for some users. Limited space to wait with baggage Limited short term parking to accommodate passenger private drop off/pick up access.
Adjacent property impacts	Removal of six on-street carparks adjacent to retail. Concern waiting buses could obstruct view to retailers at 94 Elizabeth Street. Concerns around creating a space that encourages loitering (this could be addressed through good	Removal of six on-street carparks. Limited waiting space on footpath. Concerns around creating a space that encourages loitering.

	shelter design). Road layout changes required to Elizabeth Street exit from carpark building/94 Elizabeth Street to reduce safety impacts.	
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FINANCIAL CONSIDERATIONS

28. Financial considerations are dependent on the option adopted, the current budget allowed for in the Long Term Plan is Option 1.

LEGAL IMPLICATIONS / RISKS

29. Progression with Option 4 may include legal implications based on previous agreements associated with temporary relocation of a legal access.

CONSULTATION / ENGAGEMENT

30. Since the 18 March 2024 Council meeting, engagement has occurred with key affected stakeholders through a variety of means:
- (a) Property Owners – mailed letter, workshop (5 April 2024), emails, individual meetings.
 - (b) Businesses – emails, letter drop including discussion with managers/staff where possible.
 - (c) Representative stakeholder groups – emails and workshop (16 April 2024).
31. Key themes from business owners and property owners have been:
- (a) Concern that bus stops would have a negative impact if located near their premises, particularly in front of their building accesses.
 - (b) Concerns include impact on building frontages, undesirable social behaviour, noise, vibration, loss of car parks, and reduced access to footpaths/lanes.
 - (c) Durham Street is relatively narrow and there are concerns for the urban realm and safety associated with a condensed bus facility. Placing bus shelters on a narrow footpath constrains the ability for development to provide active frontages.
 - (d) Noted that Option 2 would better serve student increases at the University of Waikato.
 - (e) Stops located outside the University of Waikato and Spring St carpark building would avoid impacts on businesses. However, this reduces passive surveillance and safety for waiting passengers.
 - (f) A majority of stakeholders noted a spread-out option would better manage the negative impacts and they are not opposed to a bus stop within close proximity of their sites provided key accesses are kept free.
 - (g) A small number of business owners supported Option 1 because of increased foot traffic and the costs associated with creating new bus bays further along Durham Street.
32. Key themes from other stakeholders have been:
- (a) Desire for a long-term off-street interchange
 - (b) Public facilities such as restrooms and enhanced waiting areas adjacent to the bus stops are required, in particular for older and less-mobile users, and parents with children.
 - (c) While discussions about growth have centred around workers and students. The bus stops need to consider the requirements of older and less mobile users who rely on bus transport, and with an aging population these user numbers will increase.
 - (d) Require interchange between bus services to be manageable within the city centre. Interchanging is more difficult if bus stops are spread out along Durham Street.

- (e) Desire for better access between bus stops and Grey Street/ Devonport Road.
- (f) Grade of Spring Street impacts accessibility for some users to some stops in Option 2 and Option 3.
- (g) The majority of stakeholders at the workshop for interest groups preferred Option 1, considering it the best option presented while acknowledging it does not address all of their concerns related to public facilities and waiting areas.

SIGNIFICANCE

- 33. 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.
- 34. 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; and
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
- 35. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of medium significance.

ENGAGEMENT

- 36. Taking into consideration the above assessment, that the decision is of medium significance, officers are of the opinion that no further engagement is required prior to Council making a decision.
- 37. Further engagement will be undertaken during detailed design based on this decision.
- 38. Once the decision has been made, detailed design will be undertaken with final implementation being subject Section 339 of the Local Government Act.

NEXT STEPS

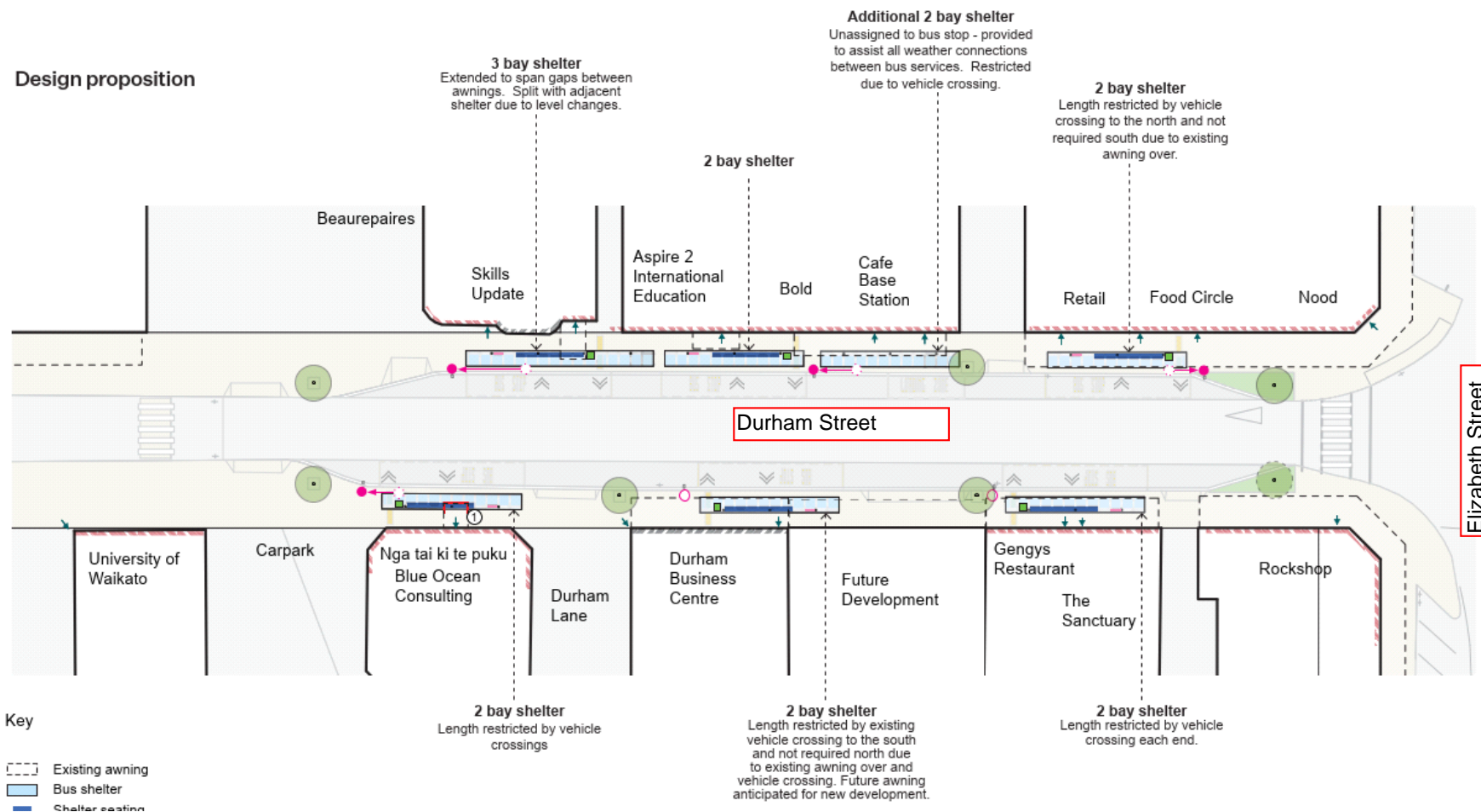
- 39. Detailed design and further engagement with those directly impacted will progress in line with the option adopted.
- 40. Implementation of the preferred option is proposed to start in mid-2024.

ATTACHMENTS

- 1. **Durham St Bus Facility Highlevel Concepts - A15833680**  

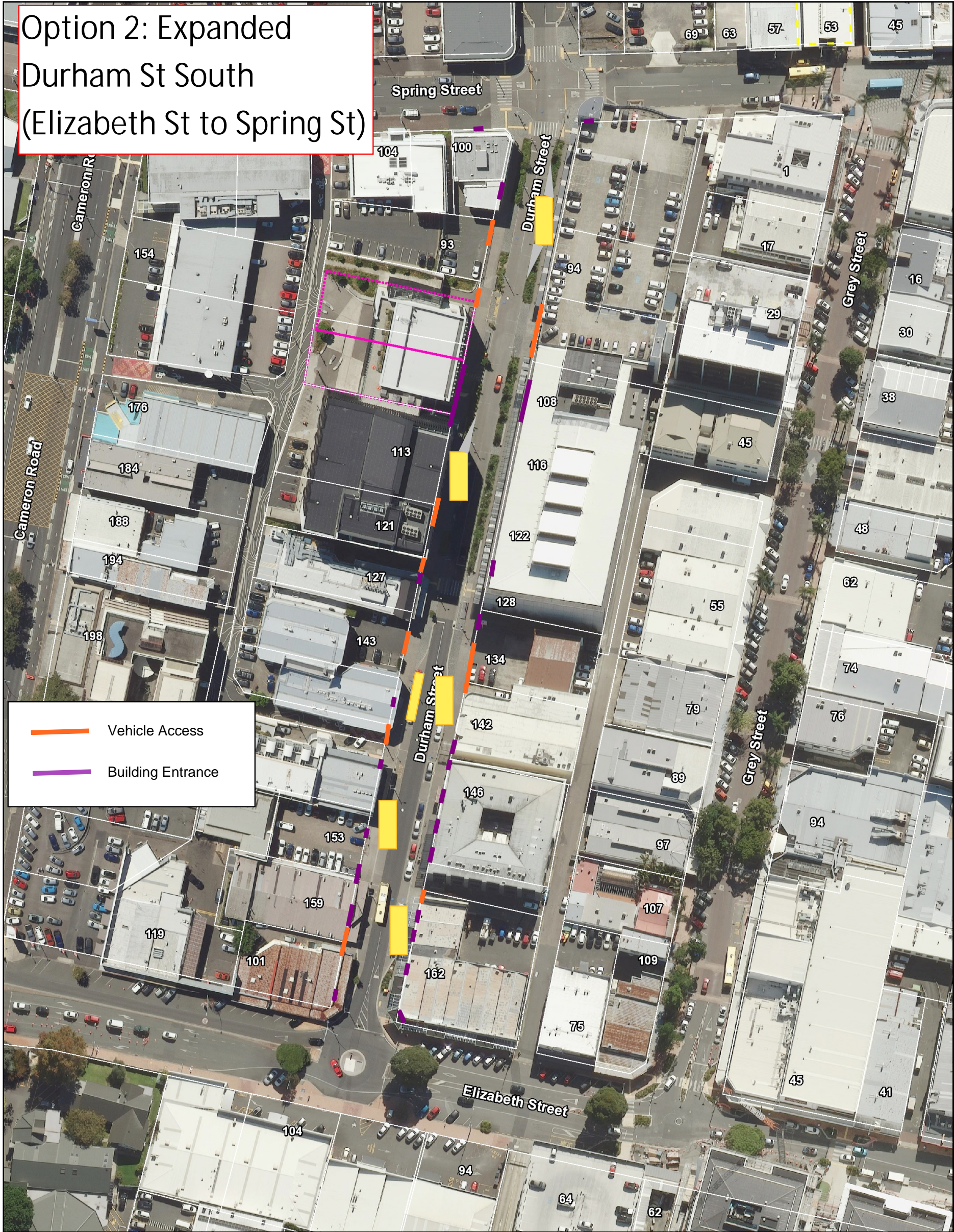
Option 1: Durham St South (Elizabeth to University of Waikato)

Design proposition



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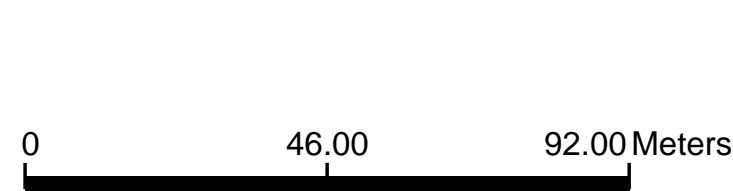
Printed 12-March-2024



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Expanded Durham St South

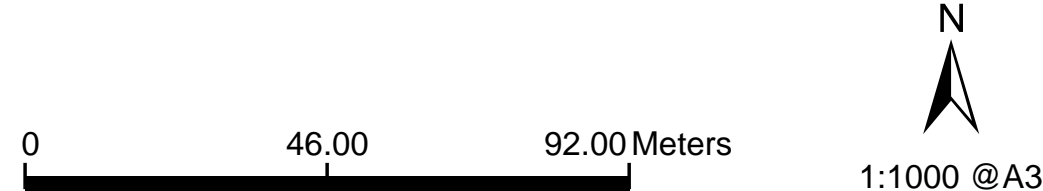


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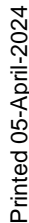


TAURANGA CITY COUNCIL



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12.2 Connecting Mount Maunganui Indicative Business Case

File Number: A15756855

Author: Tom McEntyre, Principal Investment Advisor: Transport

Authoriser: Nic Johansson, Head of Transport

PURPOSE OF THE REPORT

1. The purpose of the report is to provide an overview of the Connecting Mount Maunganui Indicative Business Case (IBC) and seek Council's support for the IBC recommended option.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Connecting Mount Maunganui Indicative Business Case"..
- (b) Supports the IBC recommended option.
- (c) Notes the concerns raised by Ngāti Kuku regarding partial grade separation at Totara Street and their unofficial withdrawal from the project as a partner.
- (d) Approves the Detailed Business Case (DBC) shared cost with NZTA thus confirming DBC further funding.
- (e) Delegates to the CE the responsibility for reviewing and updating the multi-party funding agreement (MFA) for the Connecting Mount Maunganui (SH2/Hewlett's Road and Mt Maunganui sub-area) indicative and detailed business cases.
- (f) Establishes a cost share arrangement in collaboration with NZTA to ensure affordability and deliverability between partners prior to the DBC.

EXECUTIVE SUMMARY

2. The Connecting Mount Maunganui project area includes most of the roads in the triangular area formed by Hewletts Rd, Maunganui Road, and Totara Street. There are high traffic volumes in the area, with Hewletts Rd classed as a nationally strategic corridor providing one of two routes across the Tauranga Harbour.
3. The draft Connecting Mount Manganui Indicative Business Case (IBC) has now been completed.
4. Eight options were considered. In collaboration with project partners, a multi-criteria assessment was used to select an IBC recommended option. This is a combination of the freight, public transport, walking and cycling improvements in Option 5, with the intersection improvement (flyover) at Totara Street from Option 6. This would have a Benefit to Cost Ratio (BCR) of 0.3 to 0.6.
5. Concerns have been raised by Ngāti Kuku related to a proposed flyover and difficulties in accessing the Whareroa Marae. Ngāti Kuku are expected to deliberate as to whether they continue as a project partner in May.
6. The overall estimated delivery costs of the IBC recommended option are \$500-\$550m. These figures are very early estimates, with significant further work required through the DBC to produce reliable estimates. The presumption is that these costs will increase through that further work. The project BCR is currently low at 0.3-0.6. This BCR is a conservative

estimate and will be refined further in the next project phase. The proposal is of medium significance.

7. The funding approach for the local road connections has not been confirmed. The current financial assistance rate could potentially mean the project is unaffordable. Staff will be advocating for the most appropriate funding arrangement taking into consideration that active modes, public transport and local road improvements will be designed to take pressure off the State Highway.
8. Consulting and engagement have taken place via statistically representative survey of residents, meetings with key businesses and stakeholders, a stakeholder workshop, ongoing engagement with mana whenua and other project partners. The project has also engaged with the community through the Mount Spatial Plan engagement process. The recommended option maintains current local network access to Hewlett's Road
9. Following the TCC Commissioner briefing in February and this Council meeting, NZTA will take the IBC through its internal decision-making process for endorsement. Subject to these processes the IBC will be presented to the NZTA Board in approximately May seeking final endorsement.
10. Funding for the DBC from the National Land Transport Fund (NLTF) is unlikely to be confirmed until after the 2024-2027 National Land Transport Plan (NLTP) has been released at the end of August 2024. The DBC will then progress from late 2024, subject to funding approvals.

BACKGROUND

11. The Connecting Mount Maunganui project is a collaborative multi-year project that will deliver a two-stage business case, followed by implementation and construction phases. The initial stage (Indicative Business Case (IBC)) focuses on identifying and recommending a package of options to be investigated further in the second stage of the business case (Detailed Business Case (DBC)).
12. The project area includes the wider Mount Maunganui local road network to the north and south of Hewletts Road (State Highway 2) and the road network between Maunganui Road and Totara Street including Hull Road along with roads on the southern side of Hewletts Road including Jean Batten Drive and Aerodrome Road.
13. The project area has high traffic demands, with Hewletts Road providing one of three routes available across/around Tauranga Harbour. SH2/Hewletts Road itself is classed as a nationally strategic corridor demonstrating its significance to the Tauranga network.
14. The project partners are NZTA, Tauranga City Council, Bay of Plenty Regional Council, Ngāi Tukairangi, and Ngāti Kuku.
15. The purpose of the IBC is to identify an optimal and recommended way forward to improve the roading network in a way that will:
 - (a) Improve reliability, access and through-put of people and goods to enable safe access to economic, educational and social opportunities within Tauranga and the western Bay of Plenty.
 - (b) Support the implementation of the Urban Form + Transport Initiative (UFTI) Connected Centres Programme Business Case (PBC); and
 - (c) Be consistent with the Western Bay of Plenty Transport System Plan (TSP).
16. The UFTI Connected Centres Programme is the over-arching strategic programme that identifies Hewletts Road as having freight, public transport and active mode strategic movement priorities. Totara Street is identified by UFTI as having freight and active mode movements with Maunganui Road having both public transport and active mode movement priorities.

17. The TSP takes UFTI Connected Centres' vision and focuses on the first 10 years of transport planning required to make it happen. The Hewletts Road sub area (Connecting Mount Maunganui) is ranked as the number one priority in the TSP.

OVERVIEW OF THE IBC

18. The IBC is at an appropriate level of detail and content for this phase of the project. There is a strong focus on Hewletts Road itself, as the nationally strategic corridor and this is balanced with supporting analysis of the surrounding transport network. The IBC recommended option, which will be explored further through the DBC, is based on a staged approach with local road, active and public transport improvements sequenced prior to construction of a grade separated intersection from Totara Street right on to Hewletts Road.
19. The problem statements identify competing journey purposes, limited route choice and internal connections to access Mount Maunganui and the eastern corridor results in unreliable journeys for people and goods. Poor reliability is due to a lack of route and mode choice, as well as the numerous signalised intersections along Hewletts Road. Public transport is poorly utilised despite having predictable journey times.
20. There is also competition for limited road space caused by high vehicle volumes, competing journey purposes and inefficient use of the current corridor. The study area has an overrepresentation of vulnerable road users in crashes.
21. A reduction in the share of private cars will free up road space to support the greater throughput of people and goods e.g., for freight journey and reduce the impact on the environment. Changes to the roading network as a part of this project also present opportunities to upgrade stormwater treatment mechanisms to reduce the quality of transport related contaminants being discharged into the Tauranga Harbour.
22. The benefits of investment will support sustainable urban growth and give effect to the direction established by Smart Growth via the UFTI Connected Centres Programme. Specific benefits include improved reliability and access, better through-put of people and goods, safety and healthier journeys, improved choice, reduced impact on the environment and public health. It must also be noted that under the current Managed Lanes Study conducted by NZTA and TCC there is potential for the reallocation or management of future lane space on Hewlett's Road; this is likely to be emphasised upon during the DBC stage.

OPTIONS ANALYSIS

23. There were eight options considered through the long list assessment option with four progressing through to the short list. These options included consideration of land use and local network changes, along with road space reallocation. The movement of freight, public transport, cyclist and pedestrians was also considered as part of the long list options. Figure 1 summarises the optioneering undertaken:

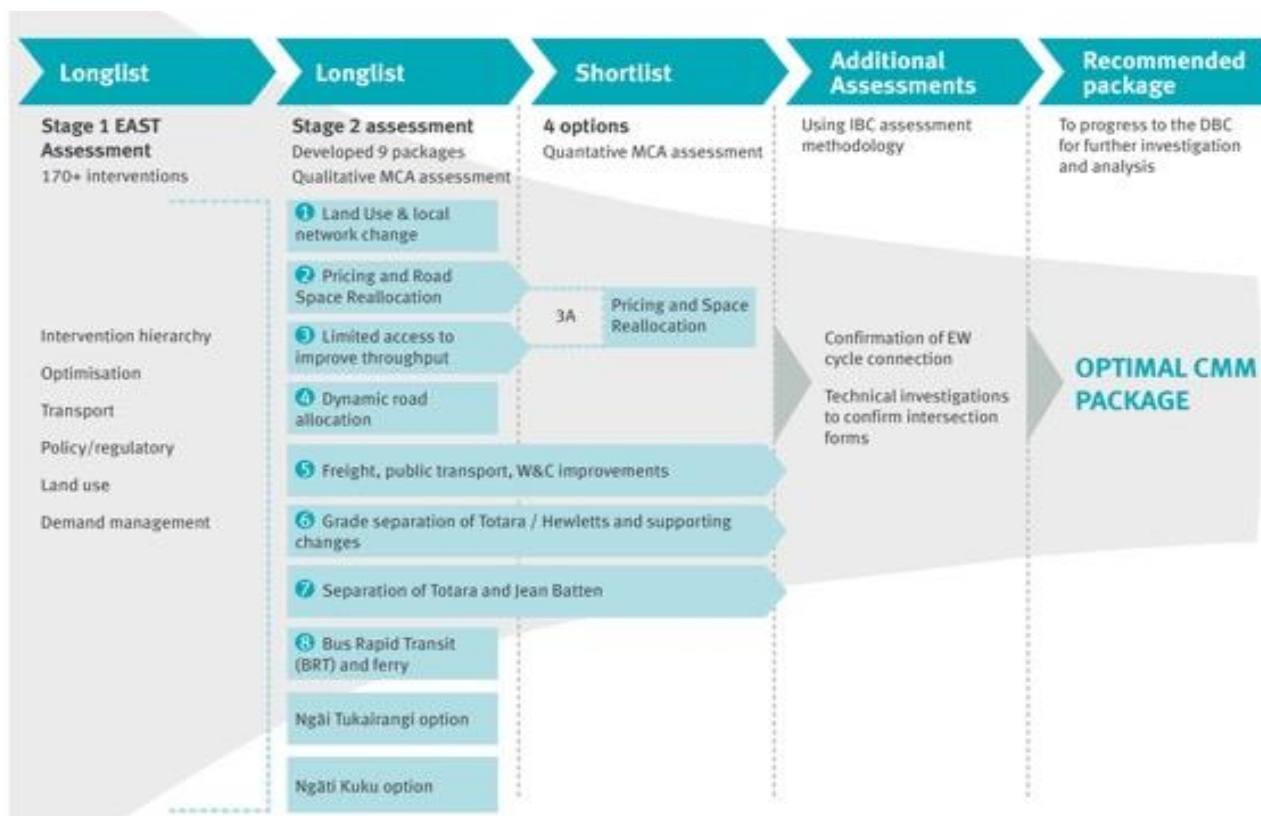


Figure 1: Summary of the Connecting Mount Maunganui Optioneering

24. Based on the outcomes of the multi-criteria assessment and in collaboration with Project Partners, the IBC recommended option is a combination of the freight, public transport, walking and cycling improvements in Option 5, with the intersection improvement (flyover) at Totara Street from Option 6. The BCR for the recommended programme is 0.3 to 0.6.
25. In addition to this IBC recommended option, the IBC has identified a short term east west cycle route on the Northern side of Hewletts Road with further investigations to be undertaken to include a new road/ active travel connection within the general alignment to Te Marie-Waimarie Road linking Maunganui Road and Totara Street. Primarily the work on Hewlett's Road will link to Area A (Mt Maunganui/ Papamoa) of the Accessible Streets programme.

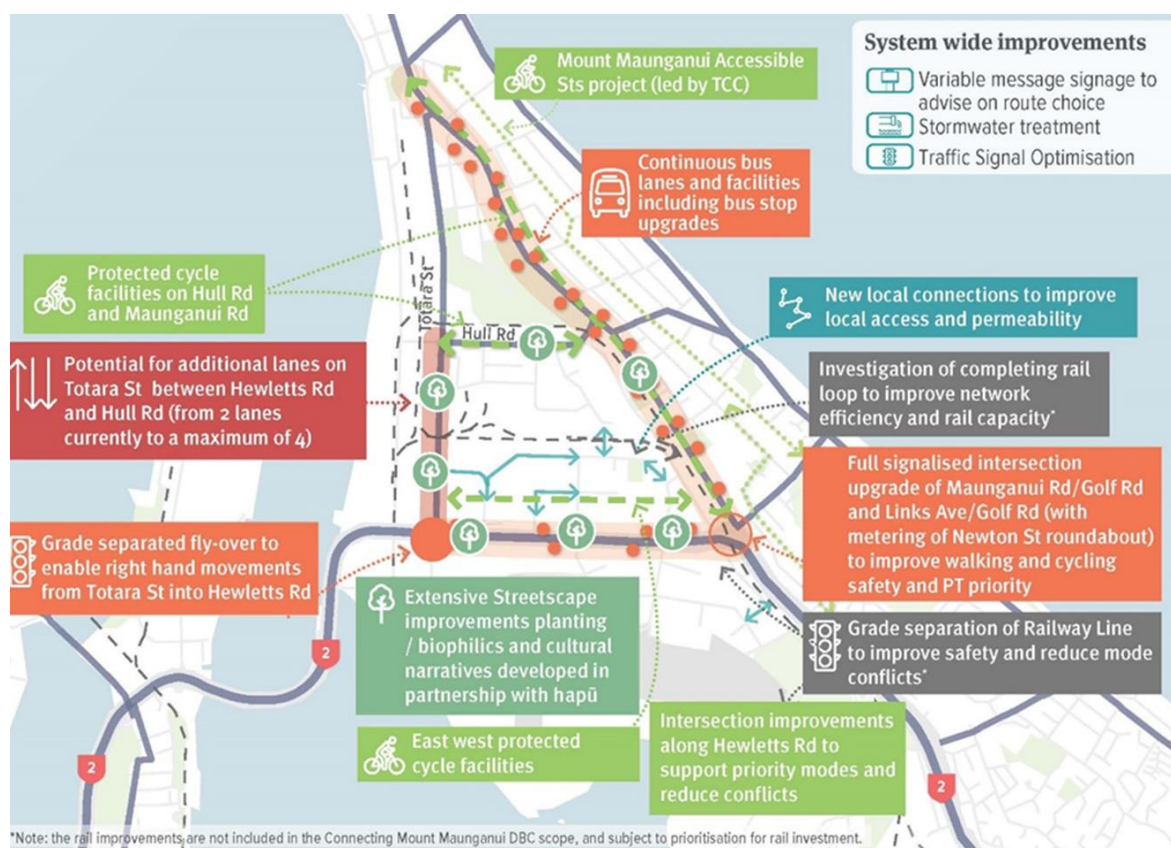


Figure 2 IBC recommended Option.

26. This paper seeks Council support for the IBC recommended option. This will enable the IBC to be presented to the NZTA Board and then if approved by the Board the project will progress through to the DBC phase.

TE AO MĀORI PERSPECTIVE

27. Ngāti Kuku and Ngāi Tukairangi are partners of the project. Whareroa marae is a traditional pa site and one of the oldest marae in the Bay of Plenty. The project team acknowledge the meaningful contribution made by both hapū. Ngāti Kuku prepared a cultural insight report and Ngāi Tukairangi engaged in all eight options and developed a Ngāi Tukairangi option. The Ngāi Tukairangi option outlines the aspirations of hapū in terms of transport and land use within the Mount Maunganui area. This option focused on the following:
- Support interventions aligned with hapū kaitiakitanga vision and addressing hapū concerns.
 - Balancing transport outcomes.
 - Improving environmental outcomes that reflect hapū tikanga, and;
 - Focusing on significant land use changes to support outcomes for tāngata whenua.
28. Ngāti Kuku also reviewed the eight different long list options and developed a position paper which set out which elements the hapū were comfortable supporting and provided comments across the options.
29. Ngāti Kuku note the importance of being able to live on ancestral lands, without fear of poisons from air, waterways or land. Their support for initiatives within CMM is conditional on the removal of noxious industries away from Zone 1 and 2. There is a table provided in the IBC of interventions, some of which would be outside of this project, that would be useful for Council to consider further. Key considerations are the clear signal that Ngāti Kuku support active modes (except directly past Whareroa Marae), and support investment for public transport and behaviour change initiatives. Ngāti Kuku oppose 'grade separation' (i.e., a new flyover) at the Hewletts Road/Totara Street intersection.

30. The concerns of Ngāti Kuku relating to the flyover proposed have been noted by the IBC team. The decision of the hapū on supporting or not the flyover option proposal is still pending. There is an ongoing risk that Ngāti Kuku will formally withdraw involvement from the project as a partner. It is understood that the decision will be put to the hapū at their next board hui (for which a date is not yet known)
31. Another concern mana whenua has raised is the challenges in accessing the marae, with the limited green phase time for turning vehicles using the Hewletts/Totara intersection to access Totara St south. In response, TTOC (Tauranga Transport Operations Centre) agreed to increase the minimum percentage green time from 12% to 15%.
32. It is also worth mentioning the role of the Mount to Arataki Spatial Plan and Mount Industrial planning projects which are both led by TCC. Ngāti Kuku have been consistent with their messaging, seeking land use change in the Mount Industrial area adjacent to the marae, to facilitate a managed retreat of heavy industry. Ngāti Kuku have not endorsed a specific option presented by the IBC. There are elements of several single options that have been presented, but this is mostly around active mode facilities.

FINANCIAL CONSIDERATIONS

33. Tauranga City Council's Long-Term Plan 2024-34 includes *Tauranga Ara Rou – A city that we can move around easily* as part of the direction being set for the next 10 years. Council is committed to transport network upgrades to increase capacity and quality of the city's transport network, making it easier and safer for our communities and visitors to get around the city.
34. The overall estimated delivery cost for the IBC recommended option is \$500-550m for a 95th percentile project estimate (P95). The indicative local road improvements apportionment is in the range of \$275-300m (P95). Note that these figures are very early estimates, with significant further work required through the DBC to produce reliable estimates. The presumption is that these costs will increase through that further work.
35. TCC has allocated \$29m between 2024-34 in the Long-Term Plan, and a further \$263m between 2035-44 has been included to support this project.
36. The cost estimate has been estimated using NZTA SM014 with a contingency applied for property costs. Property costs will be estimated more accurately in accordance with SM014 with the benefit of detailed designs.
37. A conservative BCR has been calculated. Using the Monetised Benefits and Cost Manual, the BCR is very low at 0.3-0.6. This BCR is primarily driven by the high estimated cost of construction, but does not yet contain the full application of wider benefits which will be better understood in the DBC phase.
38. The business case is being developed collaboratively with NZTA and TCC joint funding. The funding arrangement is set out in a multi-party funding arrangement (MPFA) which will be updated following the approval of the IBC and the adoption of the TCC Long Term Plan. The funding arrangement at the time of signing in October 2022 included up to \$2m of funding (excluding GST) as an estimate of the total cost of the business cases. The costs were shared equally (\$1m each) between NZTA and TCC. The TCC share of the business case included a National Land Transport Fund (NLTF) share at 51%.
39. Under the current phasing, new local road connections will be progressed in the 2024-2027 period. Te Maire Link would be the first local road connection delivered, to support the wider programme implementation. The Te Maire Link will require local road improvement funding to progress. This delineation between local road and state highway costs needs to be clarified and confirmed within a cost share agreement between TCC and NZTA (see Recommendation F) so that apportionment of costs can be forecasted to confirm affordability and deliverability.

LEGAL IMPLICATIONS / RISKS

40. The construction of the recommended programme will have impacts on the transport network. Ngāti Kuku have expressed concerns about the Hewletts/Totara grade separated intersection and how this would impact their aspirations of major land use change as well as the immediate visual impacts to Mauao from Totara St south.
41. The DBC phase will require more input and focus from Council to plan for and mitigate these risks. A key mitigation for risk is staging the works as set out indicatively below.

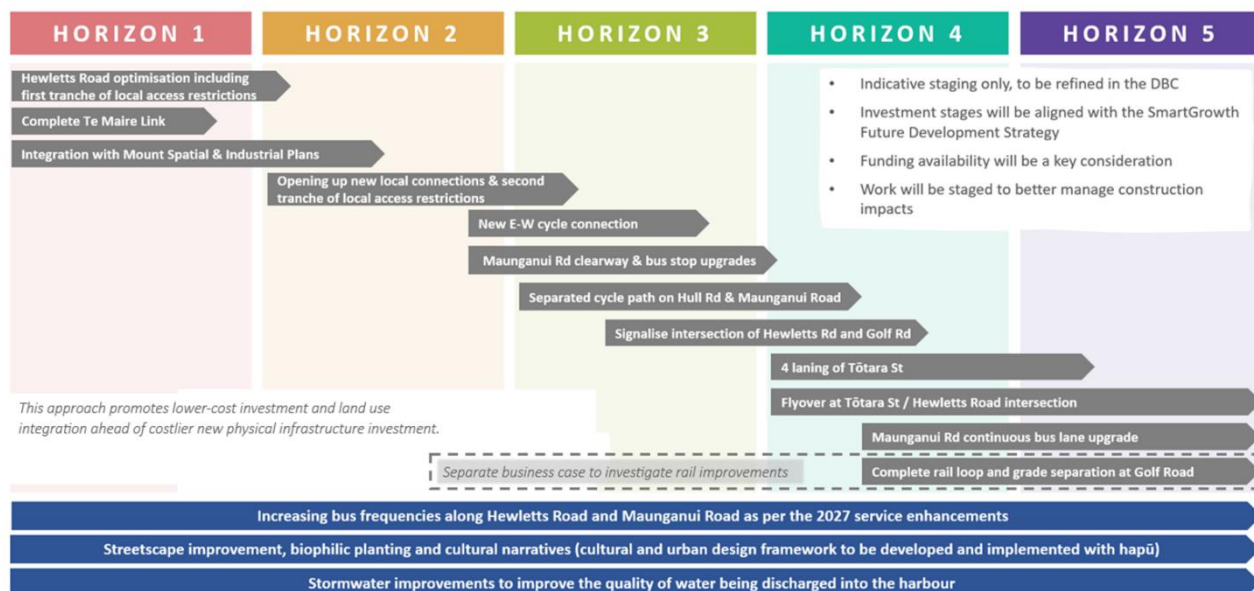


Figure 3 Staging of the IBC recommended option.

42. The funding approach for the local road connections has not been confirmed. TCC is to incur some construction costs which are likely to be considerable depending on the extent and complexity of the work on the state highway. The current financial assistance rate (FAR) of only 51% could potentially mean the project is unaffordable. Staff will be advocating for the most appropriate funding arrangement taking into consideration that active modes, public transport and local road improvements will be designed to take pressure off the State Highway. Partner cost share needs to be clarified and confirmed within a cost share agreement between TCC and NZTA (see Recommendation F) so that apportionment of costs can be forecasted to confirm affordability and deliverability.

CONSULTATION / ENGAGEMENT

43. The approach for stakeholder and public engagement will be critical to the success of the DBC. The consultation and engagement approach will follow the NZTA and Council's communications and engagement guidelines, standards and practices.
44. Information on Connecting Mount Maunganui is available on the NZTA website, and this will continue to be updated as the project progresses. The approach for further engagement will build on the valuable insights and feedback gathered during the IBC phase.
45. Consultation and engagement done to date includes.
 - (a) Statistically Representative Residents Survey: a survey identified how residents valued different transport issues for example reliability, safety, access. Residents' location data was also collected, together with the use of the transport network to categorise the data.
 - (b) Stakeholder meetings: meetings were used to share information and understand which aspects and issues were important to key stakeholders and businesses. It is worth noting that Port of Tauranga and KiwiRail are supportive of the project.

- (c) Stakeholder workshop: feedback on longlist and shortlist options helped to develop the shortlisted options.
- (d) Mana whenua: ongoing engagement with hapū is described in more detail above in the Te Ao Māori Perspective section of this paper.
- (e) Mount Maunganui Spatial Plan (MSP) and Mount Maunganui Industrial Plan (MIP) engagement: staff from partner organisations have influenced both the MSP and the MIP. Both plans are complementary to the IBC recommended option.
- (f) It is understood that the position of the Port of Tauranga is supportive. Because the project scope is limited to Mount Maunganui and its surroundings, i.e. the vicinities of the Port of Tauranga (PoT), access to and from the PoT is expected to dramatically improve, making the PoT one of the main economic beneficiaries of the scheme.

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 proposal.
 - (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 proposal is of medium significance.

NEXT STEPS

- 49. Following the TCC Commissioner briefing in February and this Council meeting NZTA will take the IBC to the Value Outcome and Scope (VOS) committee for internal endorsement and subject to these processes the IBC will be presented to the NZTA Board in or after May seeking approval.
- 50. NZTA funding will be subject to the project being prioritised within the new 24/27 NLTP due in late 2024. Without the additional funding requested, the next phase won't be able to progress. If funding is approved, the DBC will progress from late 2024.

ATTACHMENTS

Nil

12.3 Arterial Route Review - Recommended Congestion Easing Improvements

File Number: A15644428

Author: Rhulani Mothelesi, Senior Traffic & Safety Engineer
Warren Budd, Team Leader: Transport Safety
Anna Somerville, Manager Network Safety & Sustainability

Authoriser: Nic Johansson, Head of Transport

PURPOSE OF THE REPORT

1. To present to the Council a suite of low-cost improvements targeted at easing congestion on:
 - (a) The city's major transport corridors that are currently congested; and
 - (b) Anticipated diversion or rat running routes that will be used by the travelling public while construction of the major projects in the Western Bay Transport System Plan (TSP) is underway.
2. To request approval from the Council to authorize council staff to proceed with more detailed investigations and design of the improvements prioritised for consideration for the arterial improvement funding.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Arterial Route Review - Recommended Congestion Easing Improvements".
- (b) Prioritises the arterial improvement funding on:
 - (i) Decongesting the Fraser Street corridor as it is:
 - (1) A major transport corridor that currently carries 15,000 to 20,000 vehicles per day and experiences significant congestion during the morning and afternoon peak periods.
 - (2) Anticipated to be an alternative route while construction of two of the Top 5 TSP projects (15th Ave to Welcome Bay as well as Cameron Road Stage 2) is underway. The corridor is of significant importance as construction of both TSP projects is currently scheduled to overlap.
 - (ii) Improving traffic flow on diversion routes for the Tauriko Enabling Works project as construction of the project has already commenced. This includes creating additional diversion routes during construction to disperse traffic onto multiple routes.
- (c) Seeks to secure funding from the New Zealand Transport Agency (NZTA) as high-level cost estimates indicate there will be significant expenditure over the \$10M allocated for the arterial improvements. Early discussions with NZTA indicate that the recommended improvements are well aligned with the draft Government Policy Statement on land transport (draft GPS 2024) priorities.
- (d) Considers seeking funding assistance up to the \$2M threshold and self-fund the balance for those improvements that are estimated to cost over \$2M to avoid going through the business case process in order to obtain funding approval from NZTA.
- (e) Authorises that more comprehensive investigations and designs be carried out this Financial Year (2024/25) to confirm the feasibility, scope, timing and costing of the

recommended congestion easing improvements.

- (f) Authorises that maintenance be undertaken pro-actively on routes that are anticipated to be used as alternative/ rat running routes prior to installation of the recommended congestion easing improvements.
-

EXECUTIVE SUMMARY

3. The transport routes that move the highest volume of people and goods around the city include both arterial and collector roads. Because of the city's rapidly growing population and increased economic activity, these routes have in recent years experienced a significant increase in the volumes of traffic they carry. This has placed increasing pressure on those routes and is affecting the efficiency in the movement of people and goods.
4. The majority of the major transport projects that form part of the TSP will be under construction in the next 10 years. We have learnt from recently completed transport projects such as Cameron Road Stage 1 and the Baypark to Bayfair Link project ("B2B") that significant disruption in traffic flow is likely to occur during construction of these projects.
5. The Council has prioritised a \$10 million investment in low-cost improvements that will help ease congestion on not only the city's currently congested transport routes, but along the likely alternative (or rat running) routes that people will use during construction of the major transport projects.
6. Approximately \$23.15 million worth of low-cost low-risk (LCLR) congestion easing improvements have been identified through investigation the city's the arterial network. This is significantly over the \$10M allocated for the arterial improvements. There is, however, potential to increase the \$10M local share by seeking funding assistance rates (FAR) funding from NZTA.
7. There are a number of improvements identified which include implementing clearways in the peak direction, intersection improvements to enable better flow of traffic during peak periods, and installing electronic journey information signs which will encourage motorists to make informed decisions about their journey time and their preferred route. The majority of these improvements are proposed to be implemented during the 2025/26 financial year, before construction of the TSP gets underway. This is to allow sufficient time to undertake the detailed investigatory work described in paragraph 0.
8. Approximately 45% of the identified improvements have been recommended for implementation within the \$10M arterial improvement funding. These prioritised improvements are focused along the Fraser Street / Oropi Road corridor as an important detour route for two of the Top 5 TSP projects.
9. If additional funding is able to be secured from NZTA, 90% of the identified improvements could be implemented if they are assessed to be feasible.
10. If the recommended improvements are approved, then more detailed investigatory work would be undertaken to confirm their feasibility, scope, costing and timing.

BACKGROUND

11. The city's major transport routes make a significant contribution to social and economic wellbeing, and link regionally significant places, industries, ports, and airports. They play a critical role in the movement of people and goods within the region. Figure 1 in Attachment A illustrates the routes that carry the highest volume of people and freight daily, while Figure 2 in Attachment A indicates the current classification of these routes. As shown in both of these figures, outside of the state highway network, the major transport routes include both arterial and collector roads.
12. The recent increase in traffic resulting from our city's rapidly growing population and increased economic activity, coupled with drivers' high reliance on private vehicles, is placing

increasing pressure on these and affecting the efficiency in the movement of people and goods. Figure 3 in Attachment A shows the current levels of congestion observed along these major transport routes. As shown in the figure, all of the arterial roads experience moderate to high levels of congestion during the peak periods, while only a small section of the collector road network experiences high levels of congestion.

13. While solutions are needed to address the current levels of congestion along these major transport corridors, the Council is unable to build more roads or widen the roads we currently have without significant capital expenditure and acquiring land. The topography of the city also makes it unfeasible. Instead, we must ensure people and goods can be moved more efficiently and effectively along the transport routes we do have.
14. In the next 10 years, the TSP will focus on the delivery of already committed transport projects, which include major corridor upgrades, new public transport facilities and multi-modal projects that support mode shift initiatives. However, while construction of these major projects is underway, the city will experience significantly higher congestion taking into account:
 - (a) Most of the city's major transport routes are already congested, or are operating near congested levels;
 - (b) There are very limited alternative routes available for the commuting public to use during this period of construction. Most of these alternative routes already carry significant volumes of traffic and have little or no spare capacity; and
 - (c) Several of the TSP projects are programmed to be constructed at the same time, which will place further pressure on the already congestion transport network.
15. To ensure that traffic disruptions are kept to a minimum and traffic continues to flow within the city during this 10-year construction period, the Council has decided to investment \$10 million in low-cost improvements targeted at reducing congestion across the transport network while the TSP projects are under construction.
16. Council previously commissioned several high-level arterial review reports which solely focused on identifying potential short- and long-term improvements that could ease congestion along the existing congested transport routes. The extensive list of recommended improvements was assessed by council staff – the outcome of the assessment was a prioritised list of currently unfunded improvements that should be considered for funding from the arterial improvement funding. Figure 4 in Attachment A illustrates the congesting easing improvements that were identified, and highlights those that have been prioritised for funding.
17. In addition to the commissioned arterial review reports, council staff undertook a series of workshops with internal stakeholders and the TSP programme manager in order to identify:
 - (a) The alternative routes that were likely to be used during construction of the major transport projects;
 - (b) Which of the likely alternative or rat running routes should be prioritised for funding. Improvements on a detour route were prioritised if:
 - (i) Construction of the TSP project is planned to start in the next 3 years;
 - (ii) The corridor was identified as a detour / rat running route for two or more TSP projects;
 - (iii) The detour route currently experiences congestion or is operating near capacity; and
 - (iv) Construction effects cannot be mitigated exclusively through temporary traffic management.
 - (c) What improvements could be made on those routes to ease congestion before construction of the major project commences.

18. There was consensus in the workshops that the arterial improvement funding should be targeted towards improvements on alternative / detour routes for the following TSP projects: Tauriko Enabling Works, Tauranga Crossing Bus Facility, 15th Avenue to Welcome Bay, and Cameron Road Stage 2. The likely alternative routes for each of these projects are illustrated in Figure 5 to Figure 8 in Attachment A.
19. A complete list of the identified congestion easing improvements is outlined in the table in Attachment B, and illustrated in Figure 4, Figure 9 and Figure 10 in Attachment A. In total, 20 mostly LCLR (i.e., < \$2 million) congestion easing improvements have been identified through the arterial reviews. Based on high-level cost estimates, the 20 improvements would cost approximately \$23.15 million to implement.
20. As shown in the table in Attachment B, 9 out of the 20 improvements have been recommended for consideration for the \$10M arterial improvement funding. These prioritised improvements are focused along the Fraser Street / Oropi Road corridor as it will be an important detour route for two of the Top 5 TSP projects, and on creating additional detour routes to disperse traffic while construction of the Tauriko Enabling Works project is underway. These improvements are proposed to be implemented during the 2025/26 financial year, prior to the most intensive period of construction for the TSP project commences. This is to allow sufficient time to undertake the detailed investigatory work and designs described in paragraph 0.
21. It is recommended that maintenance be undertaken pro-actively on these alternative routes prior to installation of the recommended congestion easing improvements to avoid having to undertake corrective maintenance once construction of the TSP project is completed.
22. Early discussions with NZTA on the recommended improvements indicate there being potential to leverage funding as the identified improvements are likely well aligned with the draft GPS priorities (e.g., clearways to add capacity and managing demand and operating services to optimize utilization across the network).
23. It is recommended that following this review, more detailed investigatory work be carried out to confirm the feasibility, scope, timing and costing of the prioritised improvements. These detailed studies should also identify improvements which could potentially be funded in future by other funding programmes or co-funded with NZTA.
24. It is further recommended that the Council considers directing that as part of future business cases, individual projects identify and mitigate construction effects, especially along the detour routes.

STRATEGIC / STATUTORY CONTEXT

25. The recommended arterial road improvements align well with several of the key strategies of the draft GPS 2024. That is:
 - (a) Economic growth and productivity by improving access to employment and areas that contribute to economic growth through easing congestion and reducing journey times.
 - (b) Increased maintenance and resilience through undertaking maintenance pro-actively; and
 - (c) Value for money through implementing low-cost interventions that will increase the capacity of the existing road corridors.

OPTIONS ANALYSIS

26. Council options are outlined below:

	Option 1 Maintain the status quo (Do Nothing)	Option 2 Implement the recommended interventions (subject to detailed investigations and design)
Advantages	<ul style="list-style-type: none"> - Funding earmarked for arterial road improvements could potentially be redistributed to other projects/programmes. 	<ul style="list-style-type: none"> - Recommended improvements align well with the strategies of the draft GPS. There may be opportunities to secure funding from NZTA. - The recommended improvements are low-cost and would be relatively easy to install/ implement. - The improvements would alleviate congestion while the major TSP projects are under construction.
Disadvantages	<ul style="list-style-type: none"> - Congestion levels remain unchanged/ worsen, further adversely impacting the local and wider community. - The city will experience significantly higher congestion taking into account the 10-year period the major TSP will be under construction. - Increased driver/ community frustration. - No planned investment in the major transport routes not included in the TSP programme. - Does not align with the directive from central government outlined in the draft GPS. 	<ul style="list-style-type: none"> - The community may not be supportive of some of the recommended interventions. There is generally negative sentiment towards construction, loss of parking and opposition to spending money on cycleways.

FINANCIAL CONSIDERATIONS

27. As outlined in the table in Attachment B, the total cost of implementing the identified arterial road improvements is estimated to be around \$23,150,000. This is significantly over the \$10M allocated for the arterial improvements.
28. If additional funding is able to be secured from NZTA, 90% of the identified improvements could be implemented if they are assessed as being feasible.
29. While the majority of the improvements will be LCLR (i.e., < \$2M), the Council needs to consider what to do with improvements over \$2M - e.g., does Council seek funding assistance up to the \$2M threshold and self-fund the balance?

LEGAL IMPLICATIONS / RISKS

30. Staff confirm that the recommendations in this report comply with the Council's legal and policy requirements.

CONSULTATION / ENGAGEMENT

31. Engagement with the relevant Road Controlling Authorities (RCAs) will be undertaken as part of the detailed investigations and designs.
32. At this stage, no community engagement is considered necessary until the detailed investigatory work is completed. Once it becomes clear following the detailed investigatory

work which of the recommended improvements will be progressed, concept plans will be prepared. Community and iwi engagement will be undertaken for any interventions that will have a direct impact on stakeholders and the community (such as clearways). Feedback will be sought and incorporated into the concept plans where possible.

SIGNIFICANCE

33. 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.
34. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
 - (a) the current and future social, economic, environmental, or cultural well-being of the district or region.
 - (b) any persons who are likely to be particularly affected by, or interested in, the proposal.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
35. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the proposal is of medium significance.

ENGAGEMENT

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

Click here to view the [TCC Significance and Engagement Policy](#)

NEXT STEPS

37. Should the Council accept the recommendations outlined above, staff will progress with detailed investigatory work and concept/ detailed design. Once these are completed, an update will be provided to the Council about the final project locations, scope, and cost.

ATTACHMENTS



1. **Report figures - A15833722** [↓](#) 
2. **Proposed Decongesting Improvements - A15833732** [↓](#) 

Figure 1: The city’s major transport routes (i.e., carry over 10,000 vehicles per day)

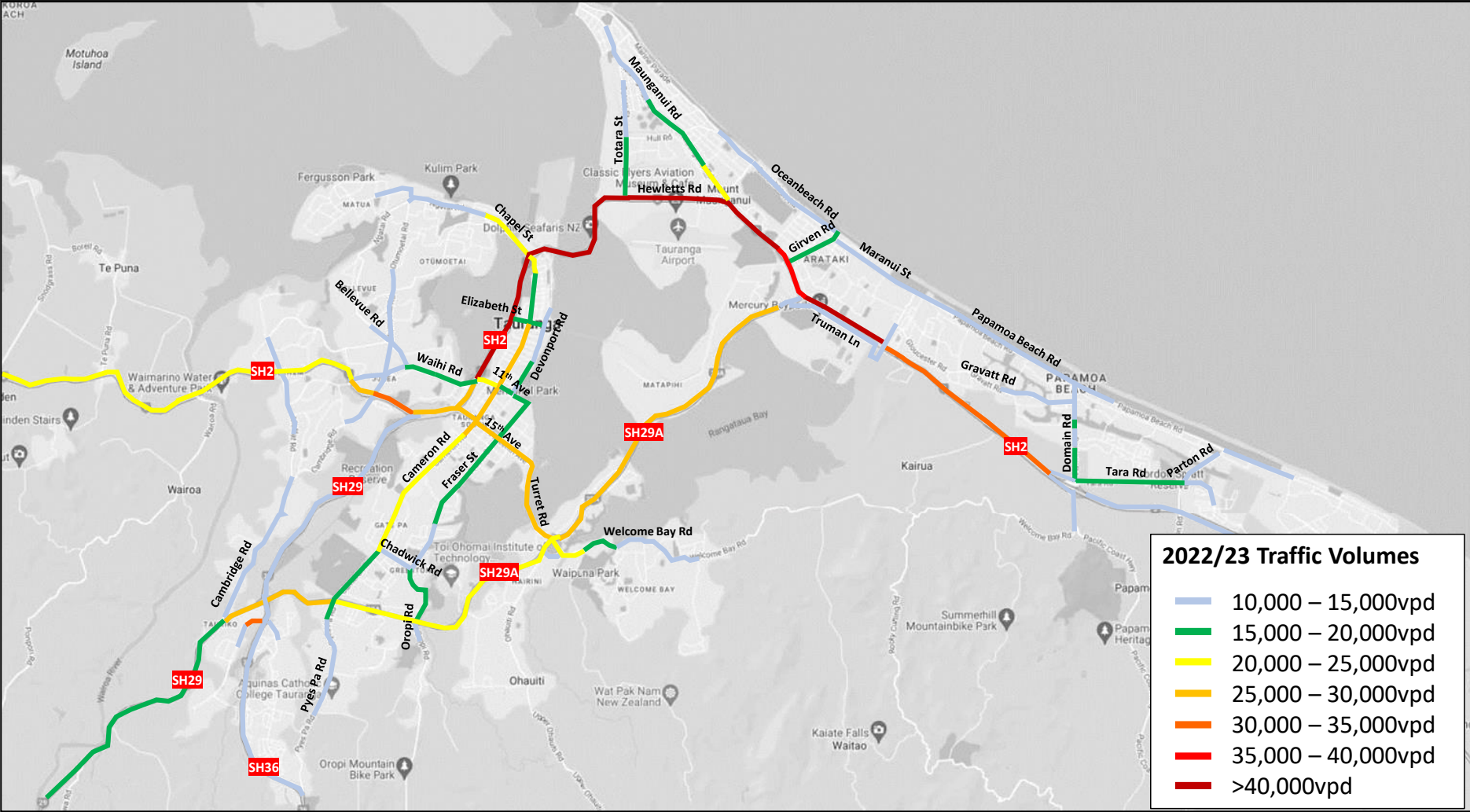
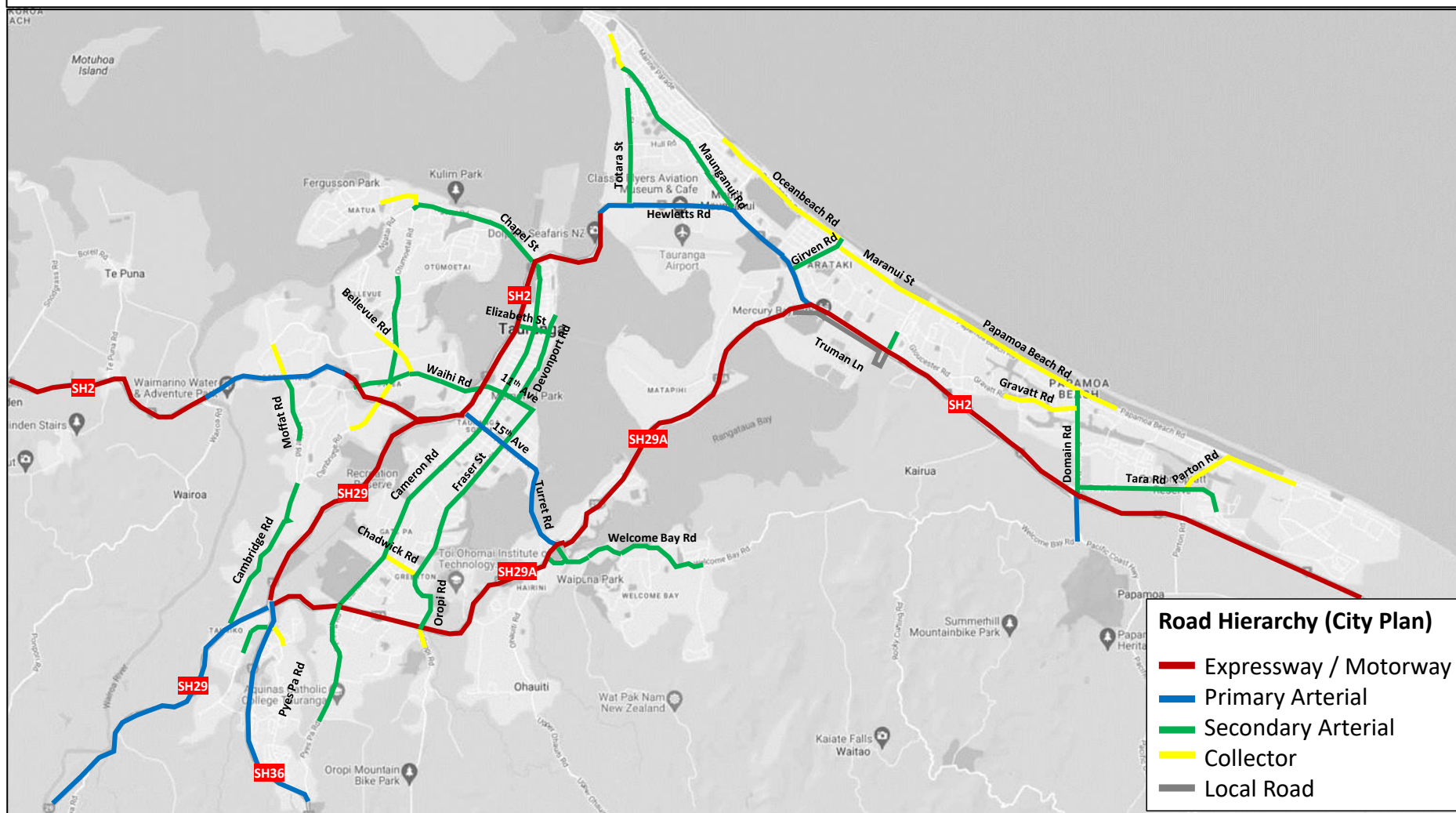


Figure 2: Classification of the city's major transport routes (Tauranga City Plan)



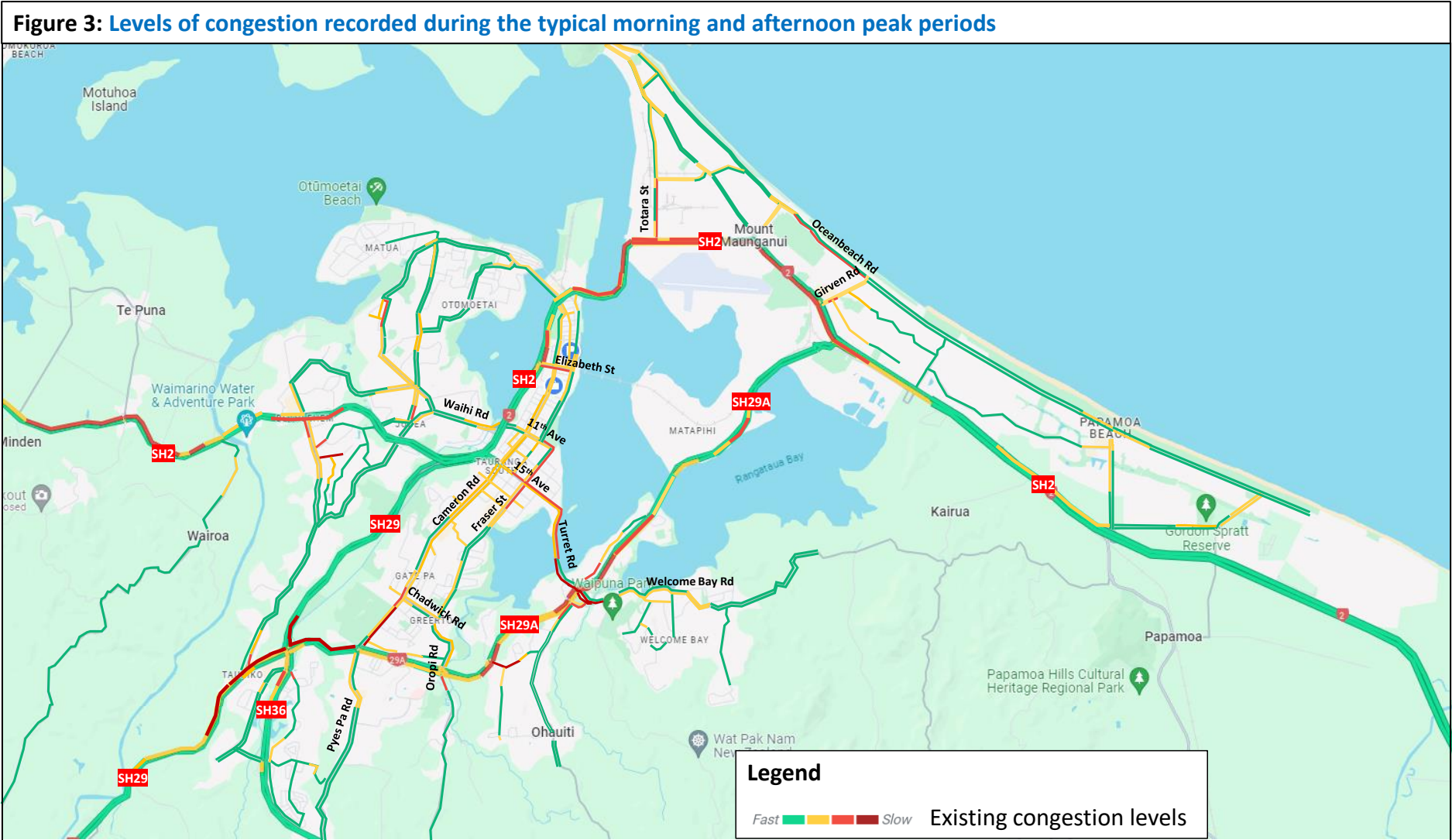
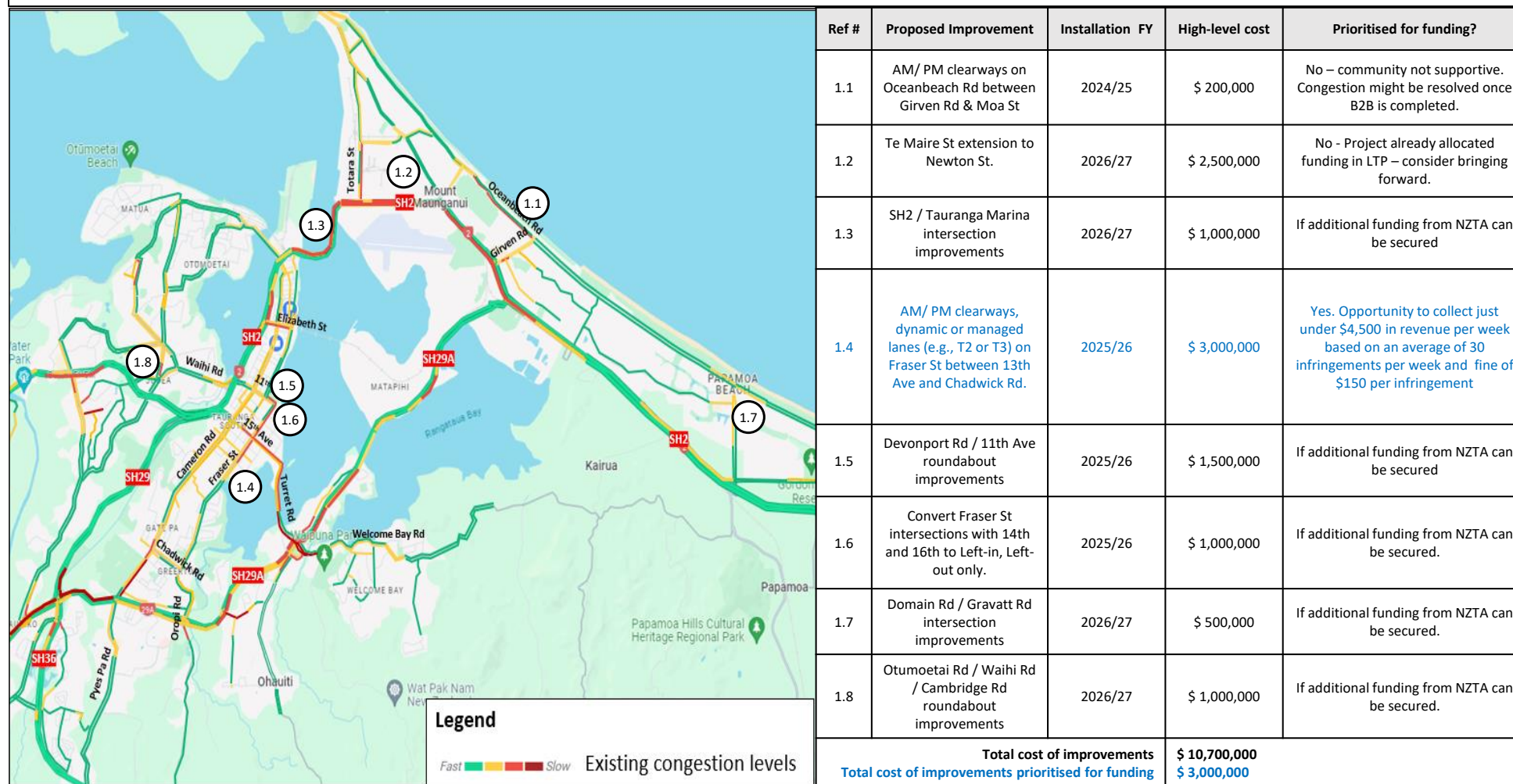
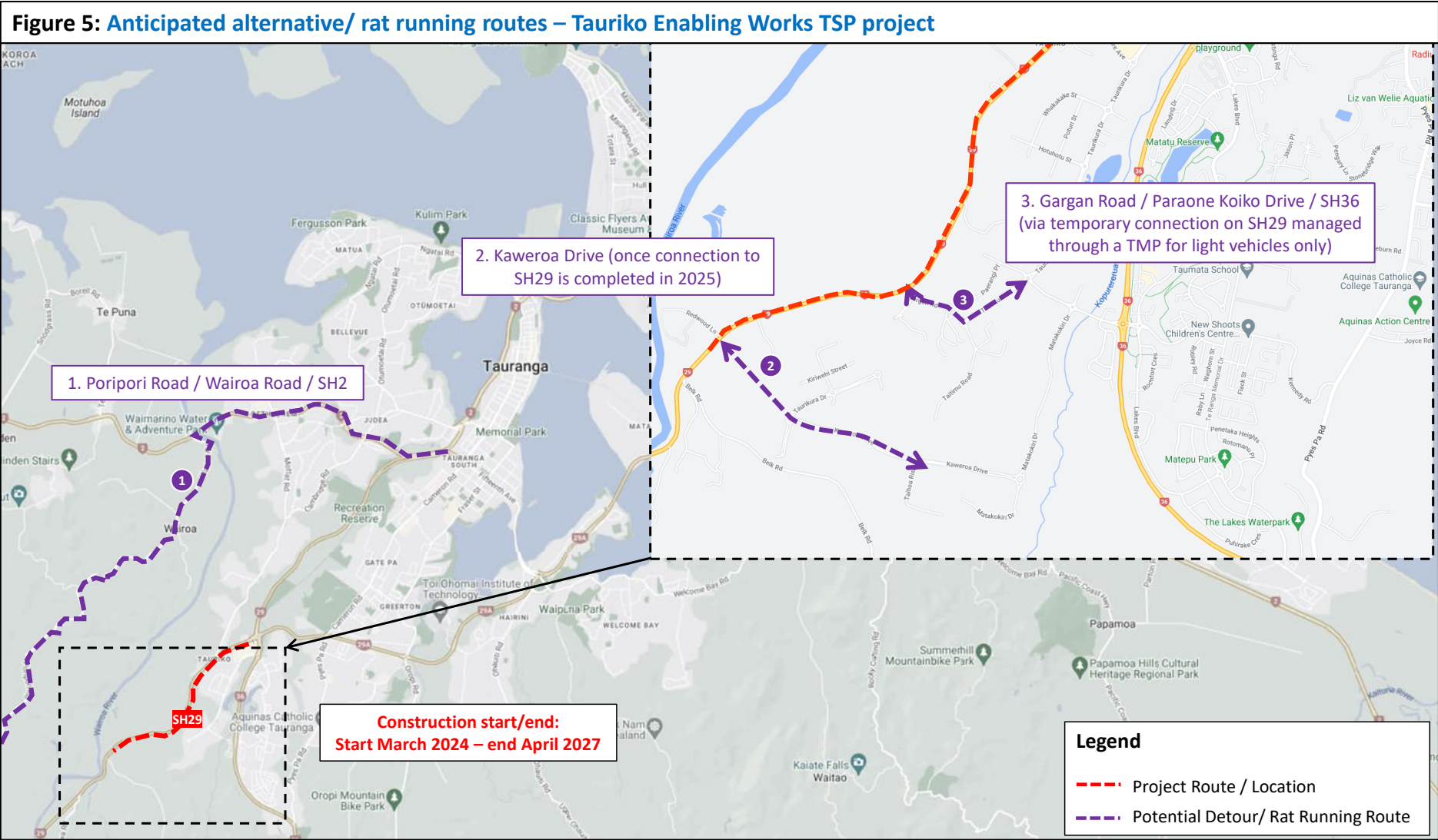
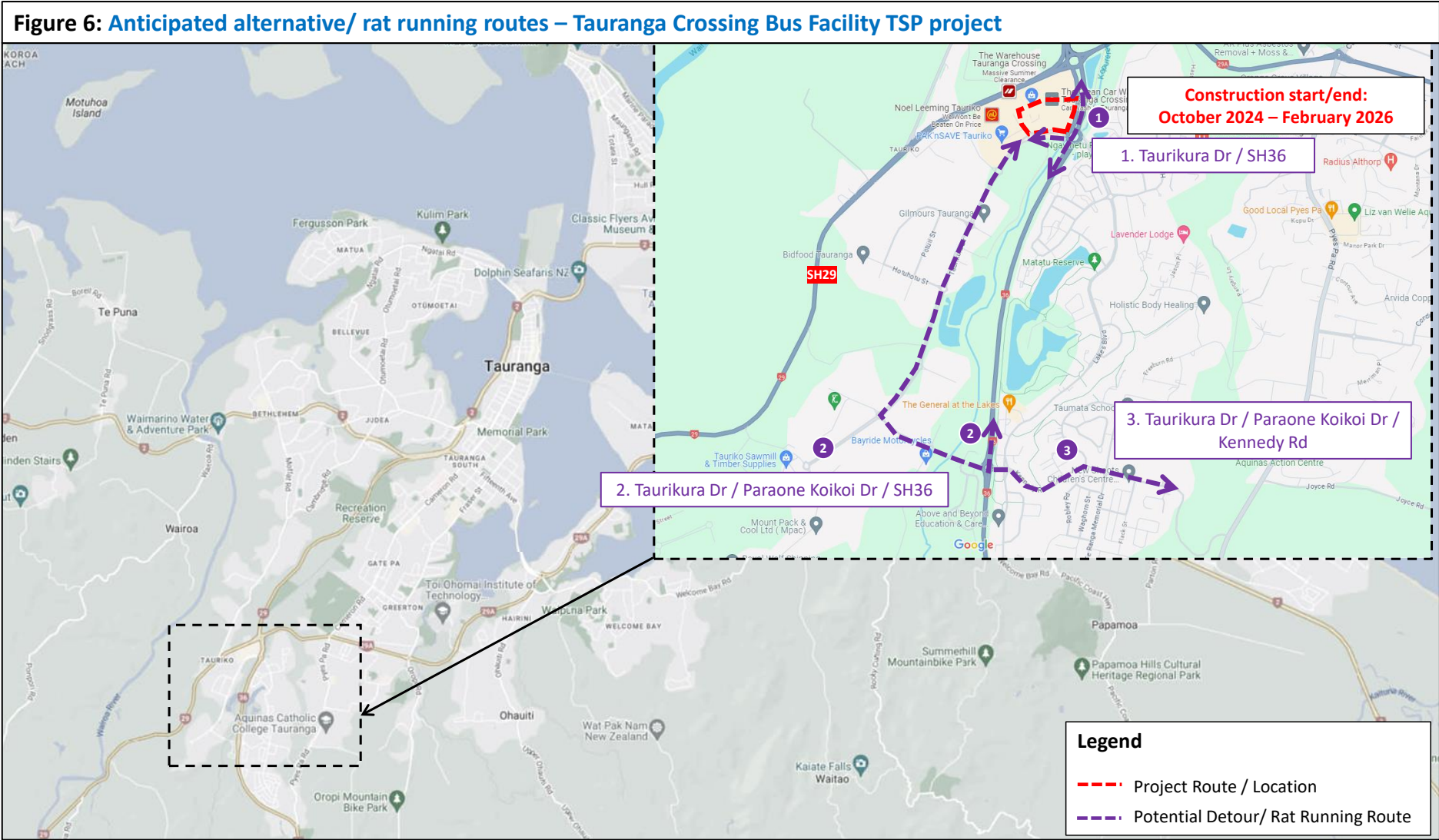
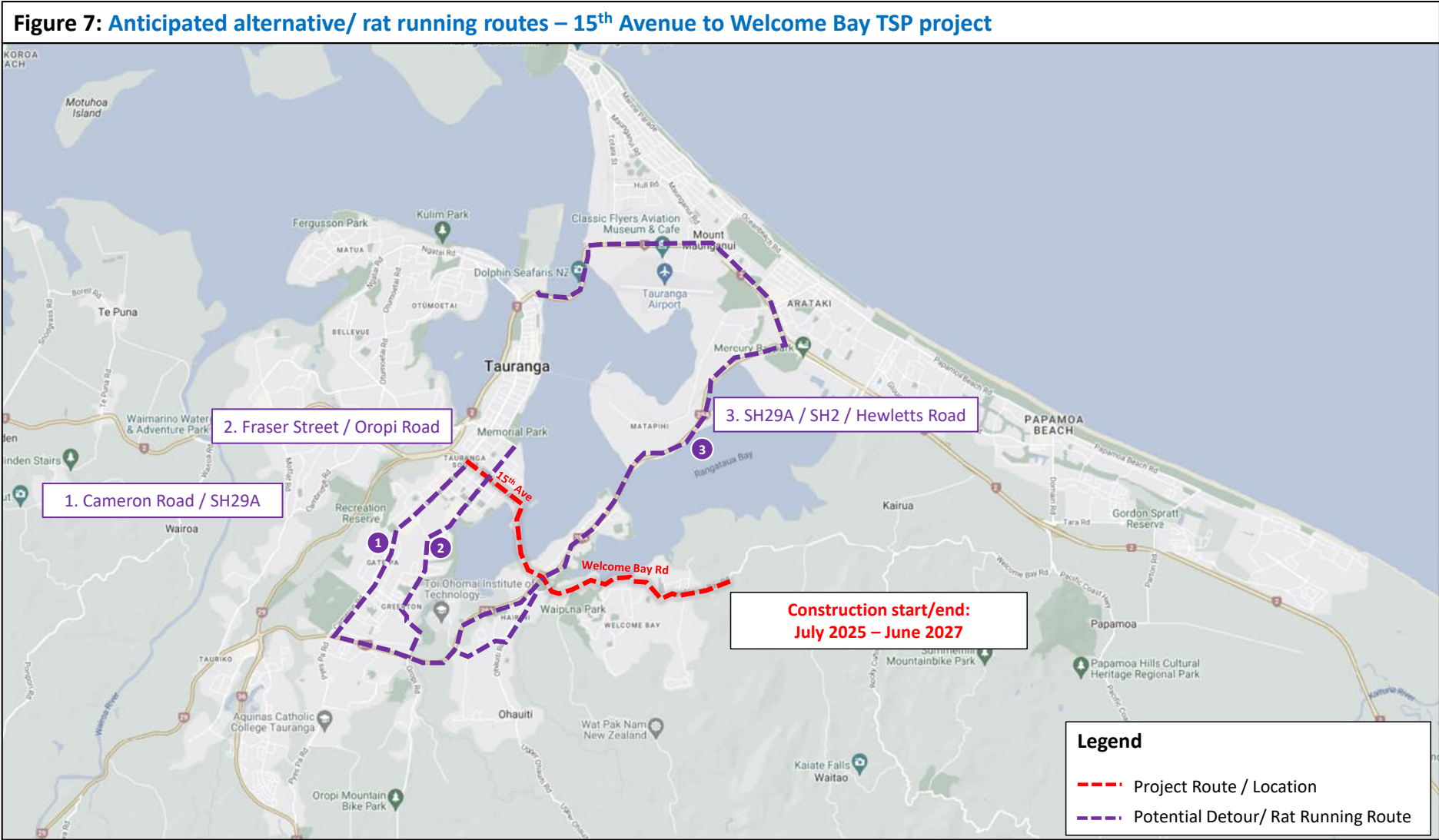


Figure 4: Proposed improvements to ease congestion on existing congested routes









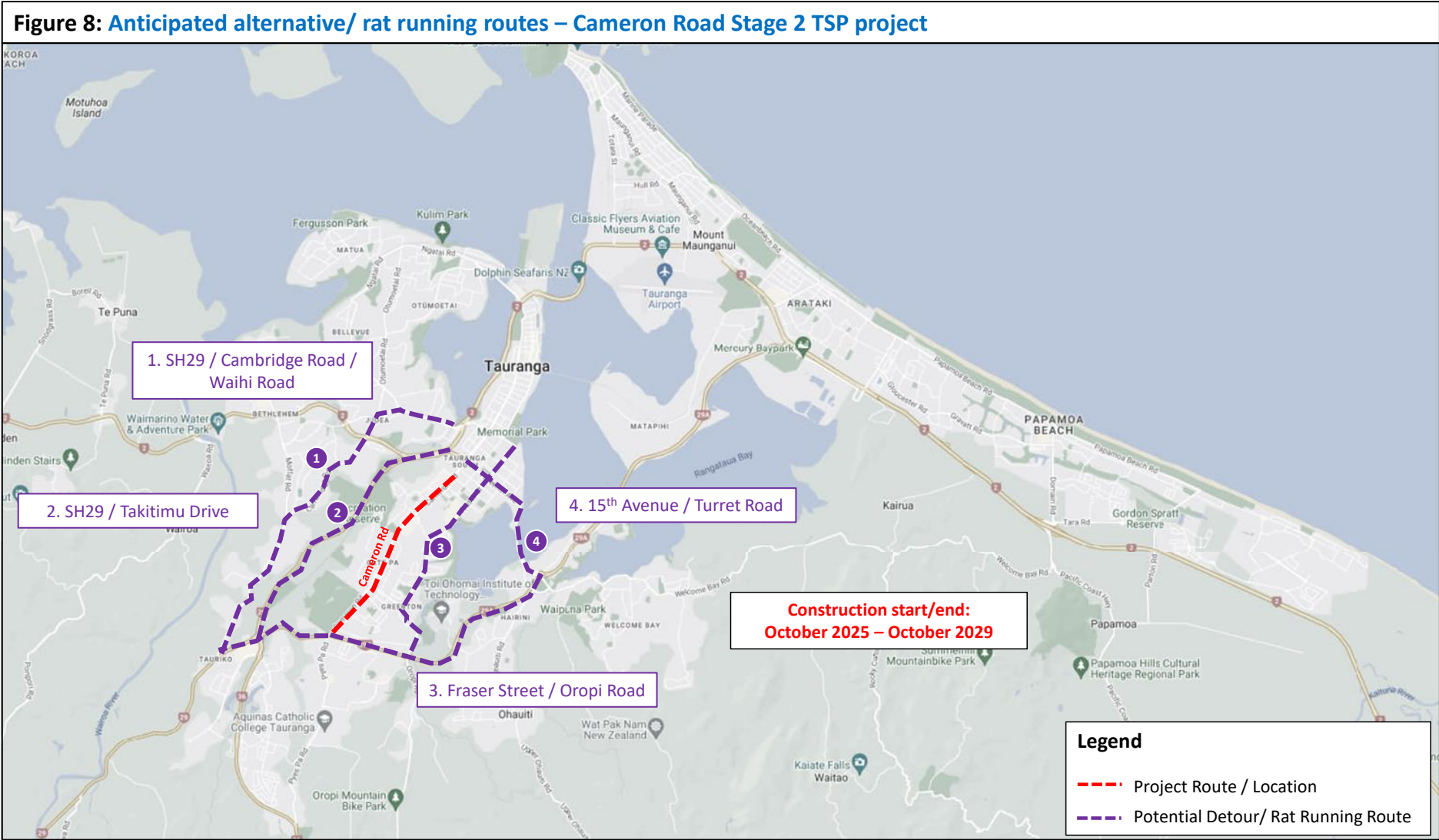


Figure 9: Proposed improvements to ease congestion on alternative routes for the Tauriko Enabling Works & Tauranga Crossing Bus Facility TSP projects

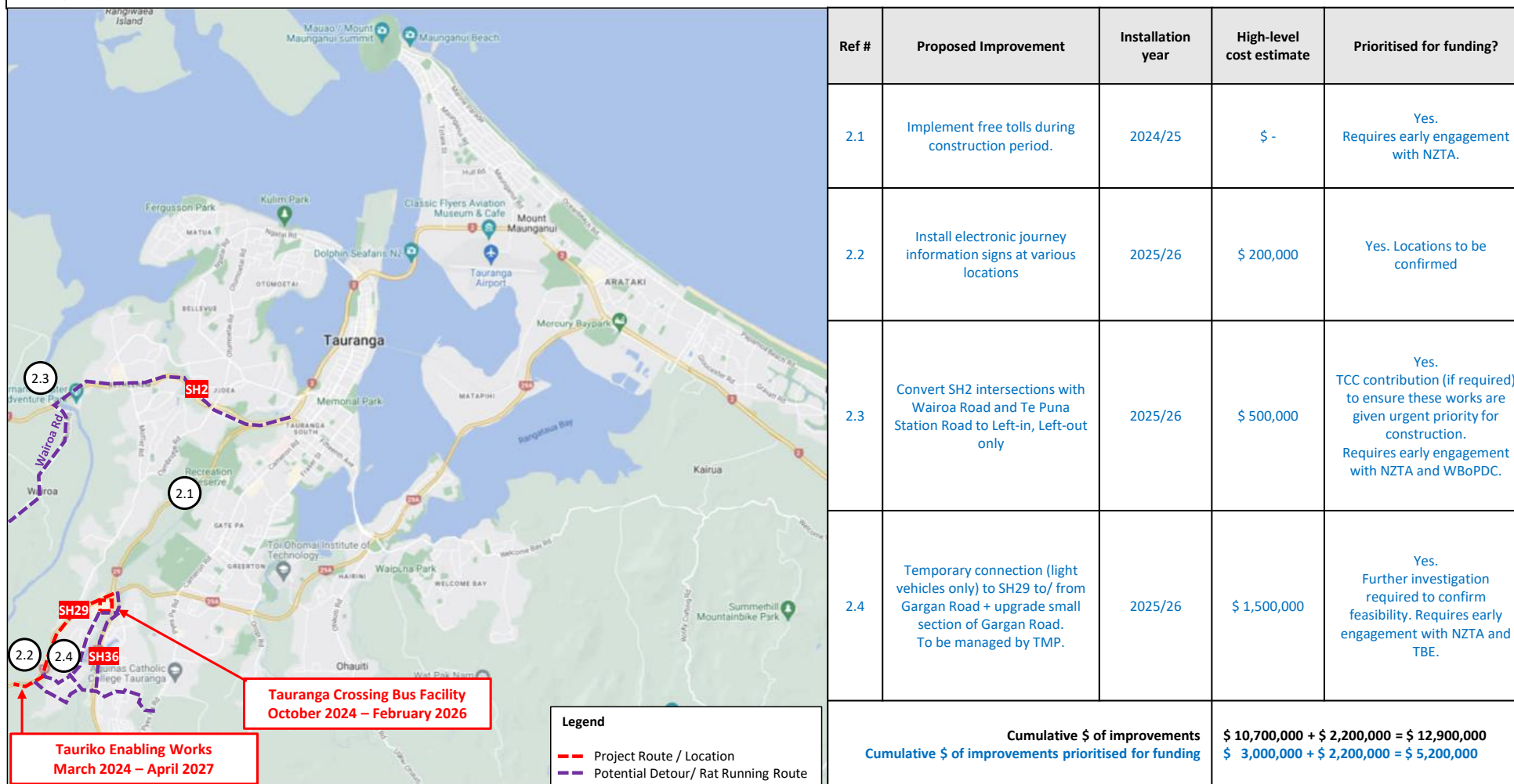
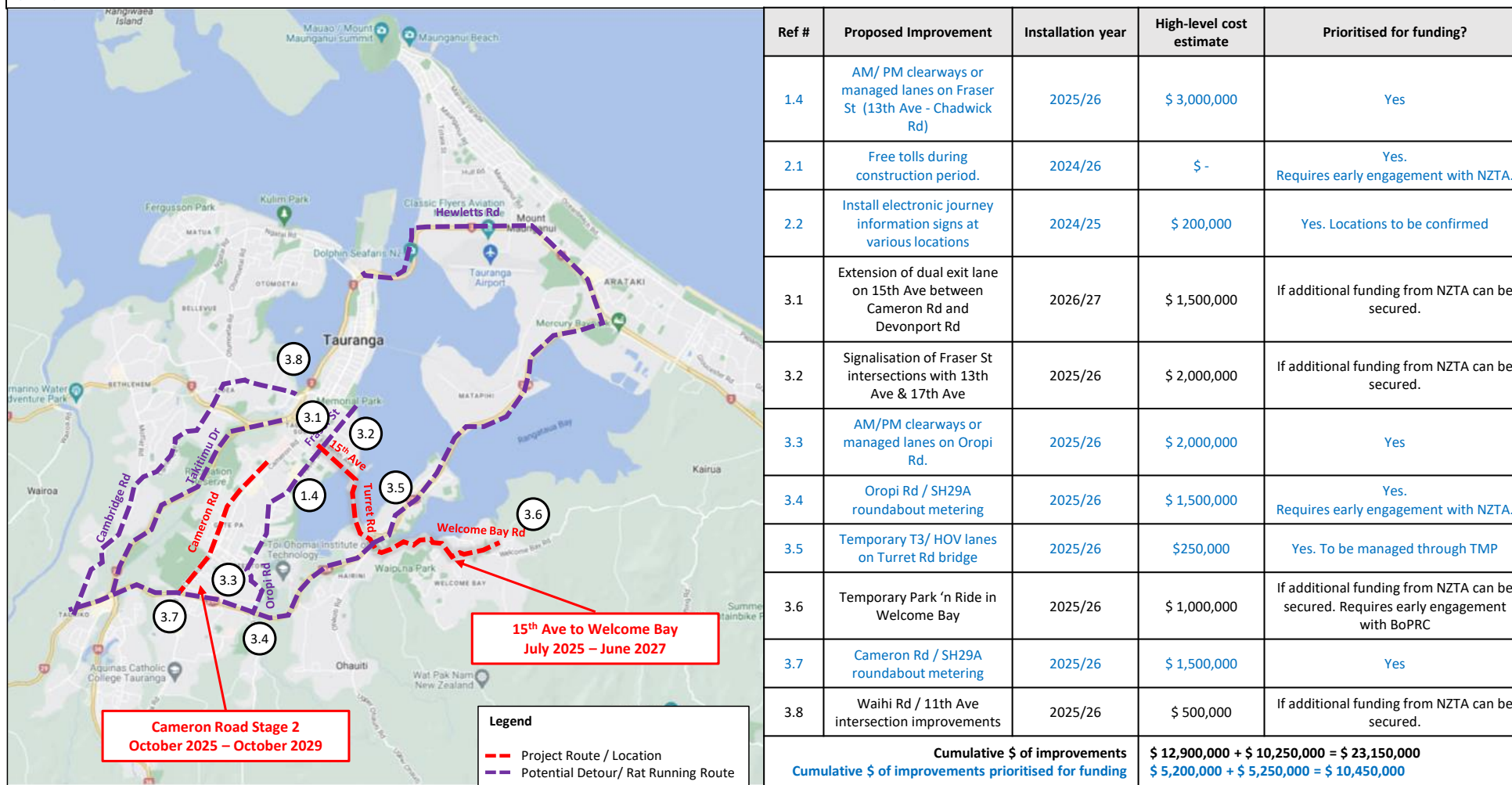


Figure 10: Proposed improvements to ease congestion on alternative routes for the 15th Ave to Welcome Bay & Cameron Road Stage 2 TSP projects



Ref #	Area	Road Corridor	Location	Recommended Improvement				
				Proposed Improvement	Potential detour/ rat running for TSP Project?	Project dependant	Indicative implementation date	Indicative improvement cost
1.4	Tauranga South	Fraser Street	13th Avenue to Chadwick Road	AM / PM Clearways or managed lanes (e.g., T2 or T3). Strategic cycle route - potentially permanently remove on-street parking and provide continuous cycle lanes for commuter cyclists.	Yes. TSP projects: 15th Ave & Turret Road + Cameron Road Stage 2		2025/26	\$ 3,000,000
2.1	Bethlehem	Takitimu Drive	Toll route	Free tolls during construction	Yes. Cameron Road Stage 2 + SH29A Upgrade	Engagement with NZTA	2025/26	\$ -
2.2	Valous	Various	TBC	Install electronic journey information signs at various locations	Yes. Various		2024/25	\$ 200,000
2.3	Te Puna	SH2	Wairoa Road and Te Puna Station Road intersection	Convert intersections to Left-In, Left-Out only	Yes. TSP projects: Tauriko Enabling Works	Engagement with NZTA and WBoPDC	2025/26	\$ 500,000
2.4	Tauriko	Gargan Road	SH29 intersection	Temporary light vehicle connection to/from SH29 from Gargan Road + upgrade to small section of Gargan Road.	Yes. TSP projects: Tauriko Enabling Works	Engagement with NZTA	2025/26	\$ 1,500,000
3.3	Greerton	Oropi Road	Chadwick Road to SH29A	AM / PM Clearways or managed lanes (e.g., T2 or T3). Remove on-street cycle lanes to clear road space, and provide off-road shared path adjacent to road.	Yes. 15th Ave & Turret Road + Cameron Road Stage 2	Project #3 and #10.	2025/26	\$ 2,000,000
3.4	Greerton	Oropi Road	SH29A intersection	Roundsabout metering	Yes. 15th Ave & Turret Road + Cameron Road Stage 2 + SH29A Upgrade	Project #11.	2025/26	\$ 1,500,000
3.5	Tauranga South - Welcome Bay	15th Avenue - Turret Road - Welcome Bay Road	Fraser Street to Waitaha Road	Managed lanes (e.g., T2 or T3) in peak direction during construction	Yes. 15th Ave & Turret Road + Cameron Road Stage 2		2025/26	\$ 250,000
3.7	Greerton	Cameron Road	SH29A intersection	Roundsabout metering	Yes. 15th Ave & Turret Road + Cameron Road Stage 2 + SH29A Upgrade		2025/26	\$ 1,500,000
1.3	Mount Maunganui	SH2	Tauranga Marina Intersection	Optimise traffic signal settings or remove right turn movements	Yes - Connecting Mount Maunganui	Monitoring to confirm whether triggers have been reached	2026/27	\$ 1,000,000
1.6	Tauranga South	Fraser Street	14th Ave and 16th Ave intersection	Convert intersections to Left-In, Left-Out only	Yes. TSP projects: 15th Ave & Turret Road + Cameron Road Stage 2	Could be incorporated as part of project #10.	2025/26	\$ 1,000,000
1.7	Papamoa Beach	Domain Road	Gravatt Road intersection	- Traffic signal setting optimisation - Right turn bays extension - Reduce commercial vehicle crossings near intersection	No	-	2026/27	\$ 500,000
1.8	Judea	Waihi Road	Otumoetai Road / Cambridge Road intersection	Intersection improvements (left-turn slip lanes)	Yes. TSP projects: Cameron Road Stage 2 + Tauriko Enabling Works		2026/27	\$ 1,000,000
3.1	Tauranga South	15th Avenue	Cameron Road to Devonport Road	Extension of eastbound dual exist lanes	Yes. TSP projects: 15th Ave & Turret Road + Cameron Road Stage 2 + Tauriko Enabling Works		2026/27	\$ 1,500,000
3.2	Tauranga South	Fraser Street	13th Avenue and 17th Avenue intersections	Signalisation of existing cross-roads intersections + signal timing optimisation	Yes. TSP projects: 15th Ave & Turret Road + Cameron Road Stage 2	Could be incorporated as part of project #10.	2025/26	\$ 2,000,000
3.6	Welcome Bay	Welcome Bay Road	TBC	Temporary Park 'n Ride service between Welcome Bay and the city centre. Shuttle buses to make use of T3/ bus lanes	Yes. TSP projects: 15th Ave & Turret Road + Cameron Road Stage 2	Project #10, #11, and #13. Discussions and buy-in from Bay of Plenty Regional Council	2025/26	\$ 1,000,000
3.8	Judea	Waihi Road	11th Avenue	Intersection improvements (signalise movements, optimise signal timings)	Yes. TSP projects: Cameron Road Stage 2	Engagement with NZTA	2025/26	\$ 500,000
1.5	Tauranga South	11th Avenue	Devonport Road intersection	Intersection improvements (dual circulating lanes + increase eastbound merge lanes)	Yes. TSP projects: 15th Ave & Turret Road + Cameron Road Stage 2	Safety improvements (safe pedestrian crossings) funded from LCLR programme. Recommend project is brought forward - opportunity to tag on to planned project.	2025/26	\$ 1,500,000
1.1	Mount Maunganui	Oceanbeach Road	Given Road to Moa Street	AM / PM Clearways, with parking restricted during AM and PM peak periods	No	-	2024/25	\$ 200,000
1.2	Mount Maunganui	Te Maire Street	Maru Street to Newton Street	Upgrade and extension of existing road east to Newton Street	Yes - Connecting Mount Maunganui	-	2026/27	\$ 2,500,000
Total								\$ 23,150,000

↑ Prioritised for the \$10M arterial improvement funding

↓ If a further \$10M of funding can be secured from NZTA

12.4 Tauranga Local Water Done Well - Update

File Number: A15740580

Author: Cathy Davidson, Manager: Directorate Services

Authoriser: Wally Potts, Acting General Manager: Infrastructure

PURPOSE OF THE REPORT

1. The purpose of this report is to provide an update to Council on the work that is currently being undertaken by TCC staff to support the Local Water Done Well initiative announced by the Coalition Government as part of their 100-day plan, together with request for an endorsement of next steps.

RECOMMENDATIONS

1. That the Council:
 - (a) Receives the report "Tauranga Local Water Done Well - Update".
 - (b) Endorses that:
 - (i) The range of models are developed, covering TCC's data alongside HCC and WBOPDC.
 - (ii) The Water Services Delivery Plan is developed in accordance with new legislation.
 - (iii) Through the process of Water Services Delivery Plan development, utilise the opportunity to have conversations with other councils about joint arrangements for water services delivery.
 - (c) Due to existing synergies, greater effort on the TCC / WBOPDC model is applied.
 - (d) Endorses that all models considered, are future proofed to enable economies of scale to be achieved.

DISCUSSION

2. Background

On 14 February 2024, the three waters legislation enacted in 2023 was repealed by the Coalition Government. This reverts all local authorities to working under the Local Government Act. Councils are now being enabled to lead their own way in developing local solutions to water services challenges like levels of service, meeting demand due to growth, and affordability for our customers.

During the period where TCC worked to transition water services under previous legislation Water Services Entities Act 2022, \$1.8 million in Government transition funding was received to cover costs of both staff, professional services, and contractors. Of this funding, \$140,000 remains, and can be utilised for the new work ahead of us. No further funding is expected.

3. Local Water Done Well – Building Blocks

To replace the abovementioned legislation, two bills will be introduced this year to progress the policy of Local Water Done Well. The first will be introduced and enacted by mid-2024, and the second introduced in December 2024 and enacted by mid-2025.

These will underpin local decision-making and flexibility for communities and councils to determine how their water services will be delivered and funded in the future. There will be a strong emphasis on meeting rules for water quality and long-term investment in infrastructure.

The first bill, the **Local Government Water Services Transitional Provisions Bill**, will set out guidelines relating to how councils will manage water services and water costs through the transition. It will also make it easier for councils to establish council-controlled organisations (CCOs) under the Local Government Act 2002.

The second bill, the **Local Water Done Well Bill**, will provide guidelines for long-term financial sustainability, a complete economic system for controlling water-related costs, and a new range of structural and financing tools, including a new type of financially independent CCO.

4. **Water Services Delivery Plan**

There will be new requirements for councils to develop Water Services Delivery Plans (the Plan), steps towards future economic regulation, and streamlined processes for setting up water services council-controlled organisations (water services CCOs).

The overarching purpose of the Plan is for councils – individually or jointly – to publicly demonstrate intention and commitment to deliver water services in ways that are financially sustainable, meet regulatory quality standards for water infrastructure and water quality, and unlock housing growth.

Through the development of these Plans, councils will provide an assessment of their water infrastructure, how much they need to invest, and how they plan to finance and deliver it through their preferred service delivery model.

Ringfencing of water services and revenue from other council activities is a key feature of these Plans. Tauranga has had its balance sheet for three water services ring fenced for a number of years.

The Plans will be a way for councils to provide transparency to their communities about the costs and financing of water services. The three key areas of the plans are financial and asset management, investment required, service delivery arrangements.

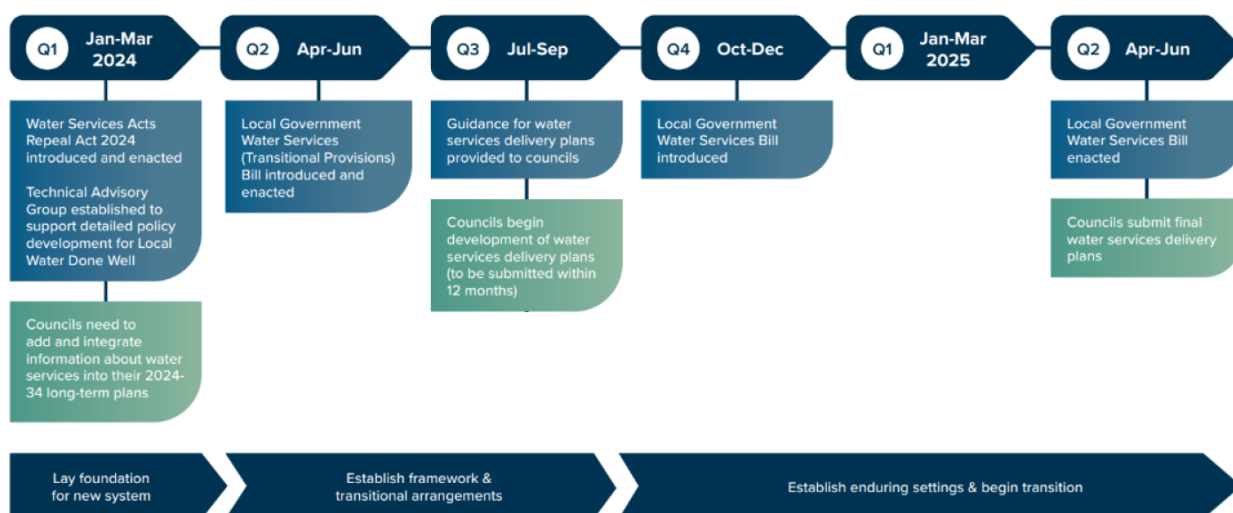
5. **Individual or Joint Plans**

The Plans can also be prepared jointly, and therefore provide an opportunity for councils to have conversations with other councils about joint arrangements for water services delivery.

6. **Timelines for Producing a Plan**

Within 3 months (September 2024) of the Local Government Water Services Transitional Provisions Bill, Councils need to identify whether they will be submitting an individual or joint plan.

Within 12 months (June 2025), Councils are required to submit their final plan to DIA. The figure below is a timeline provided by DIA.



7. Key Information about Water Service Delivery Plan

- Plans are one off, transitional document, to set a pathway.
- They must include three waters, with flexibility to transfer stormwater.
- They will have no regulatory function.
- Can be individual to council, or jointly where groups of councils are planning to jointly establish a water organisation.
- Up to Council to determine how best to engage with community.
- Plan to cover a 10-year timeframe, with full detail for first three years.

8. Streamlined processes for establishing council-controlled organisations

The Local Water Done Well Bill, will enable CCO set-up, but is not expected to be enacted until mid 2025. DIA have advised that they recognise that some councils may want to move quickly towards CCO set up. Provisions that help streamline that process will be provided in the Transitional Bill.

The Bill will contain a bespoke set of consultation and decision-making arrangements that will enable councils to streamline this process, while continuing to provide the opportunity for community input. These streamlined arrangements are voluntary for councils to choose to use, as an alternative to some of the standard requirements in the Local Government Act.

Provisions allow:

- Councils to set up joint committees that can consult on a proposal across multiple districts.
- Set minimum consultation and information requirements – so one round of consultation is required, and information only needs to be provided on the analysis of two options (status quo + preferred option)
- Enable councils to consider the collective benefits/impacts of a proposal (across multiple districts), in addition to the interests of their individual districts – and to factor in the view of other participating councils.

9. Who TCC is having conversations with

TCC has a very close, and healthy, operational relationship with Western Bay of Plenty District Council (WBOPDC). We also work with WBOPDC at a subregional level, which naturally steers us towards having conversations with them about potential future benefits of service delivery for three waters.

WBOPDC have expressed that they too are open to understanding whether there are synergies and benefits with a closer TCC and WBOPDC relationship. This work is in its infancy for now, and we are cognisant that the timing of conversations needs to be aligned.

In addition, TCC has been talking with Hamilton City Council (HCC) who is a similar sized metro council, experiencing the same growth constraints as TCC. They too have expressed that they would like to understand synergies and benefits of a future relationship.

Furthermore, connections and relationships continue with the BOP council group (WBOPDC, Rotorua Lakes DC, Opotiki DC, Whakatane DC, Kawerau DC) formerly known as Entity C. There is a BOP wide assessment that is being led by Vaughan Payne, as an independent contractor. Target date for the first report to the BOP Mayoral forum is 03 May 2024. It is important that TCC stays connected as part of this overall BOP group, while recognising that we will continue with conversations individually with WBOPDC and HCC.

10. Early Focus – Financial Sustainability and Other Known Showstoppers

Benefits need to be balanced with financial outcomes for Tauranga residents. Early work is underway to cover off showstoppers captured as for the previous three water reforms programme. The major concerns were; (1) Financial sustainability such as adequate revenue capture, (2) funding for growth and depreciation (3) aspects such as cross subsidisation, asset condition, and, (4) community 'voice'.

11. Financial Analysis

Now that 2024/34 LTPs figure are available, TCC have the most up to date financial data to work with. First steps are to understand other councils' financial positions, alongside TCC's.

This financial appraisal is being undertaken in house by TCC staff, using financial models that were developed as part of the National Transition Unit (NTU) work. The model is being used utilised extensively across New Zealand.

NEXT STEPS

12. Water Services Delivery Plan Development

Investigate the viability of developing a separate or a joint Water Services Delivery Plan. Councils are required to confirm their positions by September 2024.

13. Model Financial Sustainability and Asset Data

In consideration of the above, TCC will model financial sustainability with Western Bay of Plenty District Council (WBOPDC), and or, with Hamilton City Council – **3 waters**.

Further, TCC will model financial sustainability with Western Bay of Plenty District Council (WBOPDC), and or, with Hamilton City Council – **2 waters**.

Together with the above financial modelling, TCC will also model asset data to ensure current and future asset investment is fully understood.

14. Connectivity with the BOP Water Done Well Group

TCC will continue to stay connected with the work that is being undertaken as part of the Bay of Plenty Council group. That includes an analysis of the 6 BOP councils that will be undertaken by consultant Vaughan Payne.

15. Consideration of CCO options

The Local Water Done Well Transitional Bill, enabling CCO set-up, has provisions that help streamline processes for councils who want to move quickly. TCC will undertake an assessment of the legislation and progress CCO set-up appropriate to the outcomes of financial and other analysis.

ATTACHMENTS

Nil

12.5 Street Use and Public Places Bylaw Resolutions Report

File Number: A15690384

Author: Vicky Grant-Ussher, Policy Analyst
Warren Budd, Team Leader: Transport Safety

Authoriser: Nic Johansson, Head of Transport

PURPOSE OF THE REPORT

1. To obtain a resolution from the Council to various bylaw controls to enable the licensing and charging of street dining as agreed in the 2024-34 Long-term Plan.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Street Use and Public Places Bylaw Resolutions Report".
- (b) Adopts the proposed street use controls as per Attachment One and the associated maps to implement Long-term Plan decisions for zoned street dining as agreed through the Street Use Policy review.
- (c) Specifies a 1.5m pedestrian way width for Maunganui Road, Pacific Avenue, Prince Avenue, Banks Avenue and Salisbury Avenue under the Street Use and Public Places Bylaw to reflect current street use.

EXECUTIVE SUMMARY

2. Through the 2024-2034 Long-term Plan and the Street Use Policy review, the council agreed to zoned street dining charges for areas of the central city and Mount Maunganui.
3. Bylaw controls (as set out in Attachment One) are required to implement the decision above through Council resolutions under the Street Use and Public Places Bylaw 2018.
4. As raised in the Street Use Policy review, street dining in Mount Maunganui has accessibility issues due to narrow pavement widths. If the streets were to conform with a 2.5m pedestrian way set out in the Street Use and Public Places Bylaw the dining area would be highly compromised. The pedestrian way is the thoroughfare along a footpath.
5. Staff recommend using a council resolution to define a 1.5m pedestrian way measure for Maunganui Road, Pacific Avenue, Prince Avenue, Banks Avenue and Salisbury Avenue to reflect the currently used pedestrian way. This measure is the minimum pedestrian way accepted by the New Zealand Transport Agency (NZTA). Formalising the pedestrian way is expected to improve consistency and allow easier enforcement of encroachments.

BACKGROUND

6. On 4 December 2023, the Strategy, Finance and Risk Committee agreed to adopt the Street Use Policy with zoned street dining fee charges to be included in the 2024-34 Long-term Plan to take effect from 1 July 2024 [SFR9/23/13].
7. The proposed zoned dining charges were confirmed and adopted in the Long-Term Plan 2024-2034 on 22 April 2024. As noted in the Long-term Plan user fees and charges report, Council resolutions are required under the Street Use and Public Places Bylaw 2018 to give effect to these new user fees and charges.

8. As part of the review, issues were raised about accessibility and the impact of street dining on the pedestrian way in Mount Maunganui. The current 2.5m pedestrian way specified in the bylaw is not reflective of the current pedestrian way in practice.

STRATEGIC / STATUTORY CONTEXT

9. Council bylaws permit certain bylaw controls to be determined by Council resolution. The Street Use and Public Places bylaw allows the Council to determine, by resolution, areas where food and beverage businesses must have a licence to occupy in order to place tables and chairs on the footpath. The bylaw also allows the Council to specify a different pedestrian way measurement in a particular case.

OPTIONS ANALYSIS

Street dining charging

10. Through the Street Use Policy review, the Strategy, Finance and Risk Committee agreed to move to a zoned approach to charging for street use [SFR5/23/12 and SFR6/23/8]. This change expanded the areas where fees would be charged for street dining from Wharf Street, the Strand and Red Square to include the wider city centre and Mount Maunganui.
11. A zone approach groups streets with similar levels of vibrancy together. This allows for a more simple, transparent fee structure compared to the previous site-by-site valuation approach. The proposed zones were recommended based on available valuation information, footfall data, and the amenity improvements planned for the city. The zones were provided for feedback as part of the policy consultation.
12. Following the policy adoption (including the four zones A, B, C and D) at the 4 December 2023 Strategy, Finance and Risk Committee, the council engaged a valuer to provide an assessment of the commercial value of each zone in early 2024. The council considered this valuation and other information as set out in clause 6.6 of the policy and the recommended fee for each zone and these were included in the Long-Term Plan user fees and charges.
13. Resolutions are required under the Street Use and Public Places Bylaw to require businesses in these zones to hold a licence to occupy and pay fees.
14. Table One: Adopt Street Use and Public Places bylaw controls

Option	Advantages	Disadvantages
Adopt bylaw controls as outlined in Attachment One Recommended	<ul style="list-style-type: none"> Allows Long-term Plan decisions to be implemented as intended on 1 July 2024 	<ul style="list-style-type: none"> None
Do not adopt bylaw controls as outlined in Attachment One	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Long-term Plan decisions would not be implemented as intended on 1 July 2024

Maunganui Road and side streets pedestrian way

15. At present the street dining in Mount Maunganui has issues for the accessibility of pedestrians through the area. Introducing Licences to Occupy should help bring consistency and improve the enforceability of the pedestrian way.
16. An accessibility audit of Maunganui Road and side streets found key concerns were businesses that significantly encroached on the pedestrian way by having inappropriately placed signs and the difficulty navigating different layouts across the street. The audit noted that changes to these aspects would go a long way to addressing the accessibility issues, without having to trade off the vibrancy and culture.
17. The Street Use and Public Places Bylaw sets a 2.5m pedestrian way as standard unless another measurement is specified by Council. At present the existing street size (at roughly

4m width) would struggle to accommodate street dining and a 2.5m pedestrian way. Any pedestrian way adopted would be the minimum requirement, businesses may choose to leave a wider pedestrian way if desired (the area set out for pedestrian way in the licence would not be charged fees).

18. Table Two: Maunganui Road and side streets pedestrian way width

Option	Advantages	Disadvantages
Require the 2.5m pedestrian way as per the Street Use and Public Places Bylaw	<ul style="list-style-type: none"> • Would allow more space for pedestrian movement than current approach • Exceeds the 2.4m recommended by NZTA for activity streets 	<ul style="list-style-type: none"> • Would impact the feasibility of fitting outdoor dining on Maunganui Road • May impact the vibrancy of Maunganui Road
Specify a 1.5m pedestrian way for Maunganui Road, Pacific Ave, Prince Ave, Banks Ave and Salisbury Ave Recommended	<ul style="list-style-type: none"> • Would support the continued feasibility of outdoor dining on Maunganui Road for most businesses • Allows a consistent and enforceable pedestrian way, which may support better movement through the area even if the size is constrained • Is the minimum accepted pedestrian way from NZTA 	<ul style="list-style-type: none"> • As an activity street Maunganui Road should have a wider pedestrian way (2.4m recommended by NZTA) • Best practise accessibility standard is 1.8m
Specify a 1.8m pedestrian way for Maunganui Road, Pacific Ave, Prince Ave, Banks Ave and Salisbury Ave	<ul style="list-style-type: none"> • Best practise accessibility standard is 1.8m • Allows a consistent and enforceable pedestrian way, which may support better movement through the area 	<ul style="list-style-type: none"> • Would impact the feasibility of fitting current outdoor dining within the Licence to Occupy location • May impact the vibrancy of Maunganui Road • As an activity street Maunganui Road should have a wider pedestrian way (2.4m recommended by NZTA)

FINANCIAL CONSIDERATIONS

19. The adoption of the bylaw controls does not have financial implications.

LEGAL IMPLICATIONS / RISKS

20. The proposed bylaw controls are considered consistent with the scope of the authority set out in the Street Use and Public Places Bylaw. Without the appropriate bylaw controls in place, there would be no mechanism for the council to enforce the street dining fees.

SIGNIFICANCE

21. 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.
22. 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 issue.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
23. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the issue is of medium significance as it involves a change to charging which will affect a subgroup of people. However, this decision is of low significance as it as implements previously agreed decisions.

CONSULTATION / ENGAGEMENT

24. The street dining fees have been consulted on already as part of the Street Use Policy review in 2024.
25. The issue of accessibility was raised during the street dining policy review. Several respondents were concerned with businesses encroaching on the pedestrian way. An accessibility audit was also conducted by members of the disability community as part of the Street Use Policy review and its findings are mentioned in paragraph 12.
26. Given the previous consultation no additional consultation is required prior to adopting the bylaw controls.

NEXT STEPS

27. Following decisions, the bylaw attachments will be updated to reflect decisions made on bylaw controls.

ATTACHMENTS

1. **Street Use and Public Places Bylaw Resolutions - A15820050** [!\[\]\(e27c4336460e9e6729a19580c0456728_img.jpg\)](#) 

Attachment One: Resolutions under the Street Use and Public Places Bylaw 2018**Areas where a licence to occupy is required to place tables, chairs and umbrellas on the Footpath (Clause 7.3 of the Bylaw)**

Zone A – Inner City Centre, South of Marsh Street to First Ave (inclusive) as outlined in the City Centre street use zones map

Zone B – South City Centre, Second Ave to Eleventh Ave (inclusive) as outlined in the City Centre street use zones map

Zone C – Mount Mainstreet, Maunganui Road from Grace Road to Salisbury Avenue (inclusive) as outlined in the Mount Maunganui street use zones map

Zone D – Mount Central, North of SH2, Hewletts Road and Golf Road (inclusive) but excluding Maunganui Road from Grace Road to Salisbury Avenue, as outlined in the Mount Maunganui street use zones map





12.6 Mount Maunganui Airshed Health Risk Assessment - Outcomes of Review

File Number: A15790189

Author: Carl Lucca, Team Leader: Urban Communities

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

PURPOSE OF THE REPORT

1. The purpose of this report is to advise on the findings of a council-initiated review of the “Air Pollution: Health Risk Assessment Mount Maunganui” report.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Mount Maunganui Airshed Health Risk Assessment - Outcomes of Review".

EXECUTIVE SUMMARY

2. In July 2023, Toi Te Ora Public Health released the “Air Pollution: Health Risk Assessment Mount Maunganui” report (the ESR report). The report assessed health risks of exposure to identified air pollutants in the Mount Maunganui area.
3. A review of the ESR report has been completed by Environet Ltd at the request of Tauranga City Council and Bay of Plenty Regional Council and is provided in **Attachment A** (the review report).
4. The review report was sought to ensure the councils could rely on the health risk assessment findings for future decision making. The review supports the ESR report findings.
5. The review has found the ESR report contributes to the understanding of health impacts of air quality in the Mount Maunganui area and provides an indication of the scale of impact using premature mortality and hospital admissions.
6. The review report confirms information previously received by Tauranga City Council and Bay of Plenty Regional Council which has resulted in programmes of work being instigated by both councils to improve air quality.
7. The report confirms the ESR report is appropriate to use in decision-making (including future policy considerations). It has already been referred to in recent Environment Court decisions and regional consent decisions.

BACKGROUND

8. A health report commissioned by Toi Te Ora, “Air Pollution: Health Risk Assessment Mount Maunganui” was released on 24 July 2023. The report assessed health risks of exposure to identified air pollutants in the Mount Maunganui area, with the aim of key interested parties collaborating to reduce discharges.
9. The health risk assessment substantiates mana whenua and community views that there is an unacceptable cumulative effect associated with the discharge of contaminants into the air occurring across the wider Mount industrial area.
10. The ESR report found there is a health effect from industrial emissions in the Mount Airshed on the population in Mount Maunganui. The report supports initiatives to reduce emissions within the Mount Maunganui Airshed to reduce health impacts on Whareroa and Mount Maunganui residents.

REVIEW REPORT FINDINGS

11. The review report has found that the health risk assessment in the ESR report contributes to the understanding of health impacts of air quality in the Mount Maunganui area and provides an indication of the scale of impact using premature mortality and hospital admissions.
12. The review report found no issues of substance with the health report and concurs with the findings that air quality in the area will result in premature mortality and hospital admissions. The review report considers the calculations of numbers for these health endpoints likely to be indicative of the scale of impact.
13. The report supports the need to manage and minimise emissions of all contaminants in the Mount Maunganui Airshed but with specific attention to fine particulate matter (PM₁₀, PM_{2.5}), nitrogen dioxide and sulphur dioxide. The main sources of PM₁₀, PM_{2.5} and sulphur dioxide are industrial activities, port activities and shipping. Motor vehicles and shipping are the main sources of nitrogen dioxide. Resource consents and land use planning are tools that can be used to improve air quality from industrial and trade activities and land use planning can assist by minimising exposures.
14. The review report notes that the ESR report was unable to assess the health risk for workers in the Mount Maunganui Airshed and that for non-residents (such as workers and childcare centres) there is a health risk to them also.

STRATEGIC CONSIDERATIONS

15. The Strategy, Finance and Risk Committee resolved at its 4 December 2023 meeting to approve land use policy interventions for consideration through the Tauranga City Plan, to introduce controls to regulate future industrial land use activities adjacent to sensitive land uses. In doing so the Committee agreed the following vision for the Mount Industrial area:
"An economically productive, healthy and connected industrial area that fits with the surrounding environment and communities."
16. The Committee also resolved that it "Acknowledges mana whenua and the community requests to see health and environmental impacts addressed".
17. The management of air quality and air pollution in the Mount Maunganui industrial area sits with Bay of Plenty Regional Council Toi Moana. In November 2019 the Ministry for the Environment declared Mount Maunganui a polluted airshed after Bay of Plenty Regional Council requested more management tools from Central Government to address increasing concerns around dust and poor air quality in the area. As a polluted airshed action is required to reduce emissions, with a focus on PM₁₀ (fine particulate matter).
18. It is acknowledged that the Mount Maunganui industrial area is critically important as the largest industrial area in the Bay of Plenty region, including the significance of the Port of Tauranga as the country's largest export hub.
19. A number of existing actions are being delivered relating to the Mount Industrial area through the programmes of agencies, mana whenua and businesses. This is a complex situation that has been generations in the making and improving air quality in the Mount Industrial area requires a partnered, multi-agency approach.
20. Recent monitoring has shown improvements in PM₁₀ particulate matter with a reduced number of exceedances with the polluted Mount Maunganui Airshed in the past two years.

FINANCIAL CONSIDERATIONS

21. The contract to undertake the review report was \$44,500 (excl. GST). This investment supports the long-term planning for both Tauranga City Council and Bay of Plenty Regional Council.

LEGAL IMPLICATIONS / RISKS

22. The review report will assist future decision-making of Tauranga City Council and Bay of Plenty Regional Council.
23. Bay of Plenty Regional Council Toi Moana is responsible for air quality management under section 30 of the Resource Management Act 1991 (RMA). It has a regulatory role in setting rules for activities and as the consent authority for the control of discharges of contaminants into or onto land, air, or water. Regional Council also undertakes monitoring and reporting on air quality.
24. Tauranga City Council has a role as a local authority under the Health Act 1956 and under the RMA. Under section 31 of the RMA, Council has the function of the control of any actual or potential effects of the use, development, or protection of land. This role is through the framework of the Tauranga City Plan in managing land use and subdivision activities, through zoning and other methods.
25. Under section 23 of the Health Act, Council has a duty to improve, promote and protect public health within its district, and if satisfied that an activity is likely to be injurious to health or offensive must take all proper steps to ensure the activity is abated.


SIGNIFICANCE

26. Having regard to Council's Significance and Engagement Policy, the significance of this report is considered 'low' as it is for information only. It will have public interest for Mount Maunganui and Whareroa communities, as well as those working in the Mount industrial area. The issue of air quality at the Mount is of medium significance.

CONCLUSION

27. The review report supports the relevant authorities taking action to reduce emissions within the Mount Maunganui Airshed. The report has been provided to mana whenua, Toi te Ora Public Health/Te Whatu Ora, Priority One, the Port of Tauranga and industrial businesses.
28. Council has commenced work on Proposed Plan Change 38 (Business Land Framework) to the Tauranga City Plan which includes options to address current land use conflicts between existing industrial activities and neighbouring sensitive land uses, such as residential, urban marae and papakāinga within the Mount Maunganui Airshed.
29. Tauranga City Council can only effect change for future users of the land, through change in land use or new land use. It cannot address existing land uses that have existing use rights under the Resource Management Act 1991.
30. The Mount to Arataki Spatial Plan actions include the consideration of future land use change through the Tauranga City Plan work programme, the current Environment Court directed process in Bay of Plenty Regional Council's Plan Change 13 to address dust from unsealed yards, and the development of an airshed management strategy by Bay of Plenty Regional Council with all stakeholders.
31. The review report supports the decisions made at the Strategy, Finance and Risk Committee meeting on 4 December 2023 in considering the vision, objectives and key recommendations arising from the Mount Industrial Planning Study.

ATTACHMENTS

1. **Attachment A: Environet Ltd Report: Health risks of exposure to air pollution in the Mount Maunganui Airshed – a technical review, April 2024 - A15810610 (Separate Attachments 1)** 

12.7 Te Tumu Urban Growth Area and Wairakei Town Centre Transport Business Case**File Number: A15880098****Author: Sarah Dove, Principal Strategic Transport Planner****Authoriser: Christine Jones, General Manager: Strategy, Growth & Governance****PURPOSE OF THE REPORT**

1. To present to the Council the Te Tumu and Wairakei Internal Transport Infrastructure Single Stage Business Case 'the SSBC' and seek Council endorsement for its submission to New Zealand Transport Agency (NZTA) for their approval and consideration for co-funding.

RECOMMENDATIONS

That the Council:

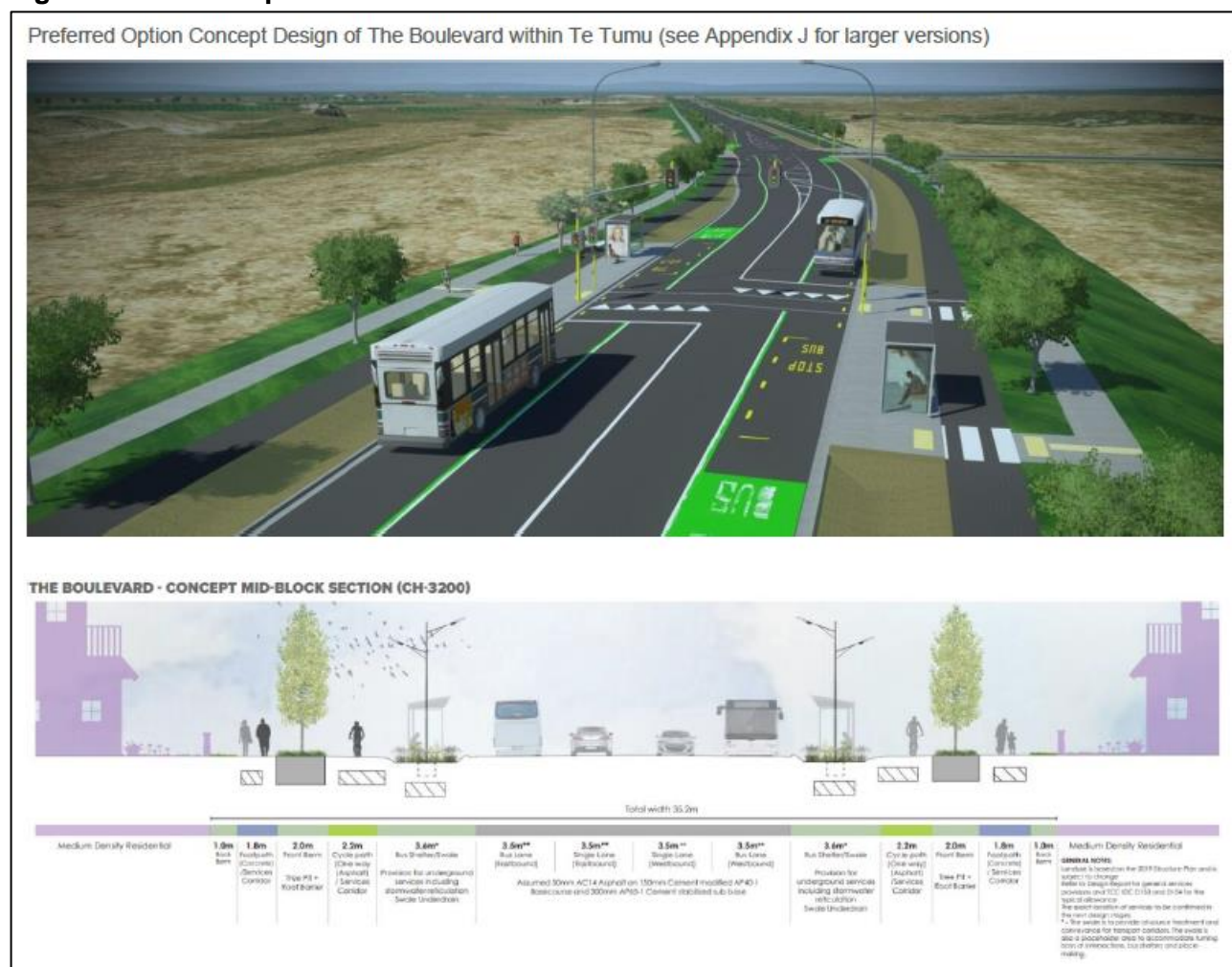
- (a) Receives the report "Te Tumu Urban Growth Area and Wairakei Town Centre Transport Business Case" (the SSBC).
- (a) Approves submission of the SSBC to NZTA for Value, Outcome and Standards Committee (VOS) and Board assessment and, subsequently National Land Transport Fund (NLTF) funding subsidy. Noting that with respect to the Wairakei and Te Tumu 'components' of the SSBC, the recommendation will be that NZTA:
- (b) Approve:
 - (i) The concept designs for the key transport corridors in Wairakei (serving The Sands town centre development) of The Boulevard, The Sands Avenue and Te Okuroa Drive, and the concept design for the bus hub on The Boulevard.
 - (ii) The cost estimates for these corridors and as such the requested funding subsidy.
- (b) Endorse the Te Tumu transport corridors form and function as included in the concept designs for Te Okuroa Drive and The Boulevard.
- (c) Delegates authority to the General Manager: Strategy, Growth and Governance to approve updates to the SSBC on matters associated with corridor through multiple owned maori land, and minor technical and/or editorial changes.
- (d) Continue to advocate for Crown / NZTA funding subsidy on arterial and collector transport corridors particularly in planned growth areas.

EXECUTIVE SUMMARY

2. The SSBC presents the case for investment in two strategic roading corridors within the Te Tumu Urban Growth Area (Te Tumu), and a separate, but related component for investment in the transport corridors and a bus hub within Wairakei, to service the developing town centre.
3. Wairakei is a current growth area, and Te Tumu is a future urban growth area. The Te Tumu Urban Growth Area, when fully developed, are proposed to deliver a new community with an estimated 15,500 new residents by 2063 with associated amenities such as schools, parks, and access to shopping and community facilities.

4. Wairākei is nestled between Papamoa and Te Tumu and includes land zoned for housing, a town centre and employment. Wairākei will be connected to the Papamoa East Interchange (PEI) via Sands Avenue and The Boulevard.
5. In future, Wairākei will connect with the Te Tumu Urban Growth Area via The Boulevard and Te Okuroa Drive.
6. The transport corridors of The Boulevard and Te Okuroa Drive are major transport corridors, and between the two, will provide for the growth of Te Tumu and Wairākei. Wairakei is effectively a first stage of delivery, the business case presents an integrated solution for the combined eastern corridor growth area. All corridors are proposed to be limited access corridors, to reinforce the focus on safety and movement. See Figure 1 for cross-sections below.

Figure 1: Artists impression and cross-section of The Boulevard



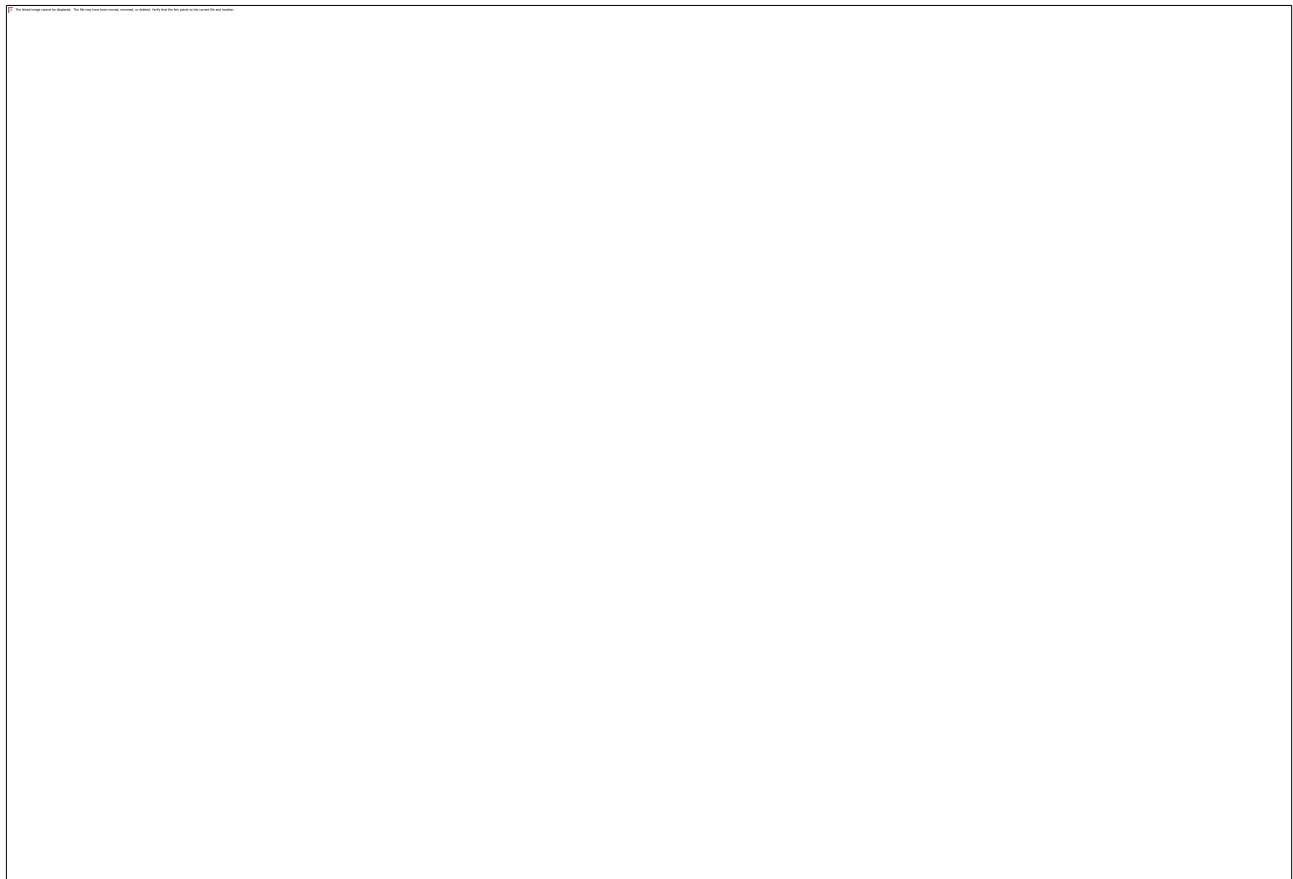
7. Work on scoping the SSBC began in 2020 and was originally expected to present the case to secure funding for the transport corridors of Te Tumu. This was envisaged to be in line with funding sourced for similar roads in Tauranga (for example as part of the Wairākei growth area, Te Okuroa Drive was co-funded by NZTA). However, NZTA has altered its approach to FAR subsidy for local roads, with the Agency now only funding costs above a 'do minimum' scenario.
8. Given the high cost of transport infrastructure in Te Tumu, NZTA's funding approach creates a substantive funding gap to be filled. An agreed SSBC will potentially open up opportunities for other funding sources to support the Te Tumu future growth area infrastructure.

9. The preferred options arrive at transport solutions based on population modelling for the Wairakei and Te Tumu growth area, ensuring a fit for purpose transport network for the growth areas.
10. The expected estimate cost for the two transport corridors in Te Tumu is approximately \$369m (P50 – excluding services and Funding Risk Contingency) and \$442m (P95 – excluding services). Funding for infrastructure in Te Tumu in the limited capacity that NZTA does provide is not being sought at this stage and will be subject to an updated business case in future because it is well in the future beyond the 3-year National Land Transport Programme period. All transport related infrastructure within Te Tumu is currently intended to be delivered by landowners / developers as urban development within the growth area progresses. The sequencing of infrastructure delivery will occur over time and will therefore be subject to affordability, the intentions of each landowner and feasibility at that time.
11. The Te Tumu growth area requires transport / infrastructure corridors to be secured through the Tumu Kaituna 14 whenua, for development within the wider growth area to commence. Discussions regarding this are currently underway to test whether such transactions would meet the requirements for co-funding from NZTA. This will be reported on through an addendum to the SSBC.
12. TCC is working with the developer Bluehaven to progress development of the Wairākei town centre. This is proceeding with urgency to support ongoing development of the surrounding area and completion of the Papamoa East Interchange.
13. As infrastructure within Wairākei will provide a wider public benefit, above the do minimum scenario, a contribution of \$10.4m is sought from NZTA (see Figure 2 below). Of this \$10.4m, \$4.4m is towards the transport infrastructure (design and construction costs) and \$6m is towards land purchase. The remainder of the cost (approximately \$38m) is shared between TCC and Bluehaven as per the existing Development Agreement (DA) (dated, June 2023).
14. The preferred option of the SSBC has Benefit Cost Ratio (BCR) of 1.6. Also, when considering private funding that will reduce the cost to NZTA and TCC, the BCR of investment is considerably higher at 4.6.

BACKGROUND

15. Work on the Te Tumu Structure Plan has identified the need for a transport network that provides for all modes to minimise impact of the wider strategic transport network, including access the key destinations across the City. The SSBC examined a long list of options which considered the form of Te Okuroa Drive and The Boulevard corridors, bus services and the arrangement of access within Wairākei, including the bus hub. The SSBC's recommended option for the Te Okuroa Drive and The Boulevard (within Te Tumu) are multi-modal road corridors.
16. The Wairākei area is adjacent to Te Tumu and includes land zoned for housing, a town centre and employment. Once fully developed, the Wairākei town centre will provide approximately 150,000m² of commercial and civic floorspace, and approximately 80,000m² of mixed industry and business floorspace. TCC is party to a Developer Agreement with Bluehaven to progress development of the town centre.
17. Engagement with stakeholders (predominately TCC, NZTA, BOPRC and landowners within Wairākei and Te Tumu) has influenced the long list and short list optioneering and evaluation. The process has considered the proposed future hybrid bus network developed by BOPRC for the Western Bay of Plenty (WBOP) Public Transport Reference Case. The preferred option was selected following a multi criteria assessment informed by costing and economics and transport modelling. The preferred option has been presented to stakeholders and landowners. Engagement with Te Tumu landowners will be ongoing and continue through the Plan Change process.
18. Bluehaven have agreed to the preferred option for Wairakei, which reflects the wider corridor designs for Te Tumu

19. BOPRC staff have confirmed the approval of the SSBC (14 March 2024), and its recommended options. The Public Transport Services and Infrastructure Business Case will ultimately confirm the service offering and routes for the Wairākei and Te Tumu areas.
20. The preferred option design for all main roading infrastructure in the SSBC is based on the NZTA street design guide and TCC's Street Design Toolkit, and includes the following key components:
 - (a) The Boulevard: Approximately 800m of transport corridor within Wairakei and 6km within Te Tumu. Dedicated bus lanes and separated cycle lanes typically with a general single traffic lane in each direction. This cross section is consistent within Wairākei and Te Tumu.
 - (b) Te Okuroa Drive: Approximately 350m of transport corridor within Wairākei and 4.5km within Te Tumu. A single general traffic lane in each direction, with two general traffic lanes in each direction between Sands Avenue and the Bell Road extension due to modelled traffic volumes. Separated cycleways and a shared path on the southern side adjacent to open space.
 - (c) The Sands Avenue: Approximately 350m of transport corridor within Wairākei. Sands Avenue connects State Highway 2, via PEI, with the Wairākei town centre. Includes a separated cycleway, a shared path, and provision for bus access.
 - (d) All 3 options above include stormwater management and landscaping to provide a quality urban street environment.
21. Wairākei Bus Hub: Bus access facility located on The Boulevard adjacent to the Wairākei town centre and close to key civic attractions. A separate bus layover space is also provided to support bus operations. This will provide high quality amenity and passenger facilities. Local roads and intersections will be located and designed as part of structure planning, outside the business case. The diagram below depicts the transport corridors and integration with the Papamoa East Interchange, Wairakei town centre and bus hub.



STRATEGIC / STATUTORY CONTEXT

22. Te Tumu has been a long-standing growth area identified within the SmartGrowth Strategy. Its implementation is supported through urban growth policies within the operative Regional Policy Statement. The connected centres programme set out within the Urban Form and Transport Initiative (UFTI) programme business case identifies Te Tumu as a part of the solution to addressing Tauranga's housing shortage. The future population of Te Tumu is expected to be 15,500 by 2063.
23. This SSBC sits firmly inside the UFTI Program Business Case endorsed by all the regional partners. UFTI specifically states that planning and delivery of Wairakei / Te Tumu should be advanced. As such, justification for continuing support and investment from NZTA across these growth areas is clear.
24. The recent decision of the Council at its meeting on 4th March 2024 regarding the "Issues and Options – Te Tumu Development Timing Topic", confirmed Council's commitment to accelerating the work necessary to support the rezoning of Te Tumu and working with landowners to seek to identify and secure external funding to enable network infrastructure. Decisions were also made to rephase the planning budget to enable the preparation of consents for the Kaituna Overflow, which is an important component for stormwater management across the growth area and wider Papamoa area.
25. Historically, the Tauranga transport system has primarily prioritised movements by private vehicle transport and developed street designs that did not integrate facilities for other modes. Transport and infrastructure design has resulted in some detrimental outcomes on the community and environment that have become hard and costly to retrofit.
26. The benefits of investing in a transport system that will provide multi-modal movement options for current and future residents, with quality urban design features can help meet the needs of a growing population and economy. Investment in Te Tumu and Wairakei is planned to align with urban growth and will enable much needed housing and employment in a desirable Tauranga location. Development of these areas will complement investment made by TCC and NZTA in the PEI, which is in construction.

OPTIONS ANALYSIS

27. The proposed options are summarised below:

- (a) Progress with approval of the SSBC and its submission to NZTA for their decision making.

The key implications of this option are:

- (i) Request to secure \$10.4m towards key transport infrastructure and property purchase in Wairakei, subject to NZTA approval.
- (ii) Having an approved business case from NZTA for both Wairakei and Te Tumu transport infrastructure provides a mechanism to seek funding through other means.

- (b) Not progress with approval of the SSBC.

The key implications of this option are:

- (i) No NZTA funding to improve Wairakei transport outcomes.
- (ii) No agreed form and function for the Te Tumu transport corridors.
- (iii) Reduces ability to leverage other potential funding sources for Te Tumu transport infrastructure.

FINANCIAL CONSIDERATIONS

28. There are no financial commitments from TCC by approving this business case. Co-funding sought from NZTA of \$10.4m would reduce TCC and developer funding obligations.
29. A Development Agreement has been established between TCC and Bluehaven, dated 23 June 2023. It sets out responsibilities of the parties for provision, standards, timing and funding of transport, three waters, and community facilities infrastructure that are to be developed within The Sands town centre area.
30. TCC and Bluehaven have agreed to a procurement approach for subsequent implementation that aligns with NZTA policy.
31. Figure 2: Summary indicative cost table for Wairakei key transport infrastructure:

	Wairakei transport infrastructure	NZTA 51% FAR Subsidy
Land Cost (Property cost)	\$11,729,100	\$5,981,841
Infrastructure Cost (Difference between Do Min and Preferred for corridors, plus Bus Hub)	\$8,664,405	\$4,418,846
Total		\$10,400,687

32. A key driver for the business case at its outset was to secure NZTA funding for the Te Tumu future growth area transport corridors of Te Okuroa Drive and The Boulevard. Delayed timing of the Te Tumu growth area has pushed this request back, and changes to NZTA funding policies mean any future subsidy is likely to be relatively small and related to any 'Do Minimum' uplift / added value only.
33. This change in potential funding subsidy level has occurred during the business case development process and is now reflected in the SSBC. It is important to note that similar transport corridors in growth areas in Tauranga were subsidised at 51% from NZTA as recently as 2018, including parts of Te Okuroa Drive in Wairakei.
34. At present we estimate that under NZTA's current funding policy it would only fund 5-10% of the cost of Te Okuroa Drive and The Boulevard in Te Tumu subject to funding availability and wider National Land Transport Programme processes. The matter of subsidy on arterial and collector transport corridors, particularly in growth areas, is something which TCC is raising at a Ministerial and senior government officials' level.
35. The SSBC has highlighted the high cost of providing transport infrastructure in the Te Tumu area, with \$369M being the indicative cost and \$442m (P95 – excluding water services). If Te Tumu growth area is to enable approximately 6,000 homes, then this is an estimated \$61,500 per house transport cost for Te Okuroa Dr and The Boulevard alone.
36. All Te Tumu transport infrastructure associated with these corridors will be delivered by landowners / developers working with TCC through typical design and consenting processes. It is noted that a process for securing access through the Tumu Kaituna 14 whenua for these two transport and infrastructure corridors is currently being worked through between TCC and the Trustees of this land block.

LEGAL IMPLICATIONS / RISKS

37. Potential risk that the draft Government Policy Statement on Land Transport (GPS) may result in delays of NZTA decision making, or funding potentially not being fully approved.
38. The above risk has been mitigated as far as possible through a dedicated NZTA investment advisor forming part of the project team and as such being continually involved with the SSBC process. In addition, NZTA's Investment Quality Assurance (IQA) review process of the SSBC has begun.

39. CC has been advised that no investment decisions will be made by NZTA's Board prior to October 2024 in alignment with National Land Transport Funding allocations. TCC will continue to work with NZTA on submitting the SSBC to the NZTA Board for approval as soon as possible.

CONSULTATION / ENGAGEMENT

40. There has been landowner engagement in the development of the SSBC, however no wider community consultation has been undertaken at this time given the imminent rezoning process which will include public participation and the subsequent timing to implement these transport corridors.
41. Bluehaven have agreed to the preferred option for the Wairakei transport corridors, and as such have agreed in principle to the preferred option designs for The Boulevard and Te Okuroa Drive in Te Tumu.
42. Te Tumu landowners have been engaged throughout the SSBC development and involved in the optioneering process. They have provided feedback on the concept options, which has been incorporated into the preferred options. The landowners have also been provided with the cost estimates for discussion purposes. Engagement with Te Tumu landowners will be ongoing as part of the preparation of the proposed Plan Change and affiliated processes.
43. Engagement with iwi and hapu groups with interests in Te Tumu has been ongoing for several years as part of work on the structure planning and rezoning of this land. Discussions with these groups will be ongoing as part of the engagement on the preparation of the proposed Plan Change.

SIGNIFICANCE

44. 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.
45. 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.
46. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of medium significance however the decision being requested through this report is of low significance.



NEXT STEPS

47. Subject to council approval of the SSBC,
48. TCC will seek a funding contribution of \$10.4m towards the cost of Wairakei transport infrastructure from the NLTF via NZTA through the:
- (a) The Value, Outcome and Standards Committee, and following this the
 - (b) NZTA Board (noting October as likely the earliest possible timeframe).
49. TCC will seek endorsement from NZTA for the preferred transport corridor options within Te Tumu.
50. Next steps involve further engagement with NZTA and the Landowners to advance designs at the appropriate time. This will include structure planning / plan change development,

determining funding options and continued engagement with landowners to progress development in Te Tumu when appropriate.

The business case sets out an infrastructure solution and has also identified a number of externalities that could maximise the benefits of investment. In particular, frequent public transport services, appropriate densities in the right places, travel demand management (parking controls etc) and travel behaviour change initiatives to support and promote the desired mode share outcome are recommended. TCC should continue to explore and develop plans to ensure these associated initiatives are delivered so that maximum benefits for future communities are realised.

ATTACHMENTS

1. **Wairakei Te Tumu Transport SSBC March 2024_Appendices - A15819627 (Separate Attachments 1)** 
2. **Wairakei Te Tumu Transport SSBC April 2024 (1) - A15864167 (Separate Attachments 1)** 

12.8 Fast-Track Approvals Bill - Project Applications

File Number: A15812234

Author: Andy Mead, Manager: City Planning & Growth
Manasi Vaidya, Senior Policy Planner

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

PURPOSE OF THE REPORT

1. To seek a Council approval to make applications to include the Kaituna Stormwater Overflow, Papamoa East Interchange surplus land project and Turret Road/15th Ave Upgrades as a Schedule 2A listed project within the Fast-track Approvals Bill.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Fast-Track Approvals Bill - Project Applications".
- (b) Retrospectively endorses the TCC submission made on the Fast-Track Approvals Bill.
- (c) Approves the Kaituna Stormwater Overflow, Papamoa East Interchange surplus land project and Turret Road/15th Ave Upgrades being submitted as an application for inclusion as Schedule 2A listed projects within the Fast-track Approvals legislation.
- (d) Notes that the Poteriwhi (Parau Farms) project is addressed in a separate report, including the recommendation to also make an application for this project to be listed in Schedule 2A.
- (e) Delegates to the Chief Executive the authority to approve and lodge applications to have the projects listed as per resolution (c) above.

EXECUTIVE SUMMARY

2. The government has introduced a Bill to provide a fast-track approach for resource consents and other approvals. The purpose of the legislation is to provide a fast-track decision-making process that facilitates the delivery of infrastructure and development projects with significant regional or national benefits.
3. TCC has made a submission to the Bill (Attachment A). The submission is generally supportive of the Bill while making some suggestions for improvements.
4. Our submission covers the failings of the present RMA system and the need for new processes (such as that provided in the Bill) to provide infrastructure, housing and urban growth within faster and more certain timeframes while safe guarding environmental considerations and wider input, particularly from Tangata Whenua.
5. Separate to the submission process, the government has opened an application process for prospective projects with the aim of having these listed in the legislation when it is enacted. Some projects will be pre-approved to go straight to the independent hearing stage following lodgement of an application, others will be approved as being nationally or regionally significant but would require further Ministerial consideration before being eligible for consideration.
6. Staff have considered TCC projects that could benefit from a fast-track process and are sufficiently advanced for an application to be prepared seeking that they are listed in the

legislation when enacted. We recommend that TCC makes applications in respect of the following projects:

- (a) Kaituna Stormwater Overflow
- (b) Papamoa East Interchange surplus land project
- (c) Turret Road/15th Ave Upgrades
- (d) Pōteriwahi (Parau farms) project.

7. Applications are due on 3 May.

BACKGROUND

- 8. The Fast Track Approvals Bill (Bill) was introduced on 14 March 2024. The purpose of the Bill is to provide a fast-track decision-making process that facilitates the delivery of infrastructure and development projects with significant regional or national benefits.
- 9. The Bill will provide an alternative process for approvals under the following legislation:
 - Resource Management Act 1991
 - Conservation Act 1987
 - Reserves Act 1977
 - Heritage New Zealand Pouhere Taonga Act 2014.
 - Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012
 - Wildlife Act 1953
 - Crown Minerals Act 1991
 - Fisheries Act 1996
 - Freshwater Fisheries Regulations 1983
- 10. The Bill also proposes a change to Environment Court processes under the Public Works Act 1981.
- 11. The submission for Bill closed on 19 April 2024. A submission has been made on behalf of Tauranga City Council and discussed in further detail in this report.
- 12. Any regionally or nationally significant project may be eligible for the fast-track process. There are two ways a project can access the fast-track process:
 - listed in Schedule 2 of the Bill and will be automatically fast-tracked when the Bill is passed into law; or
 - apply later to be considered by an expert panel and the Joint Ministers, being the ministers for infrastructure, regional development and transport.
- 13. On 3 April 2024, the application to include projects in Schedule 2 of the Bill was opened. The application closes on 3 May 2024.
- 14. It is proposed that Council applies to list the following projects in Schedule 2 of the Bill:
 - (i) Kaituna Stormwater Overflow
 - (ii) Papamoa east Interchange surplus land project
 - (iii) Turret Road/15th Ave Upgrades
 - (iv) Pōteriwahi (Parau Farms) project.

SUBMISSION ON THE BILL

15. A submission on the Bill has been made on behalf of Tauranga City Council on 19 April 2024. The full submission is attached as Attachment 1 - Tauranga City Council Submission to The Fast-Track Approvals Bill 2024, with the key submission points outlined below.
16. The TCC submission supports the general intent of the Bill to provide a fast-track decision-making process that facilitates the delivery of infrastructure and development projects with significant regional or national benefit. The key matters addressed in the submission are as follows:
 - (a) Provide further clarity on the scale of housing required to meet the eligibility criteria for the fast-track consenting process.
 - (b) Ensuring that development contributions under the LGA can be required for consents granted under this legislation in accordance with council development contribution policies as if the consents had been granted under the RMA.
 - (c) Provide large greenfield or infrastructure projects with a consent lapse time of five years, instead of the proposed two years.
 - (d) Introduce an expediated rezoning process for approvals granted and implemented under this legislation (e.g., for housing development consented on rural land)
 - (e) Addressing cross boundary jurisdictional issues.
 - (f) Resourcing for Iwi/Māori to provide feedback on fast-track proposals will be an issue given the tight timeframes and limited resourcing.
 - (g) Introducing a requirement for a pre-application meeting with relevant Local Authorities for all proposed fast-track consents.
 - (h) The meaning of 'Joint Ministers' in the Bill does not include the Minister for the Environment. The submission considers that the Minister for the Environment could be included in the final decision making for fast-track consents which relate to projects like wind generation, hydropower or mining projects.
 - (i) Introduce a standardised process for councils to recover costs and clarify what happens if an applicant does not agree with estimated costs.
17. The aim of the Bill is to create a single process for all consents and approvals required for a project. The submission identifies two potential oversights regarding:
 - (a) **road stopping** processes which does not seem to be provided for in the Bill and in our experience are often required in greenfield urban development projects.
 - (b) **boundary change** processes between councils where growth and development occur on the edge of a city but in the adjacent council jurisdiction.

PROJECT APPLICATION

18. There are two pathways of accessing the fast-track approvals process. Either option A or B below:
Option A
19. The project owner applies to the Joint Ministers. The project would then be referred to an expert panel to assess the project and make a recommendation to the joint Ministers, who would then determine whether the approvals should be granted or declined. Option A would occur after the legislation was enacted.
Option B
20. An application is made to include a project in Schedule 2 of the Bill when it is enacted. This application is due by 3 May.

Option B – Further information

21. The Fast-track Approvals Bill will include two Schedules of listed projects:
- Schedule 2 Part A - Projects will be referred directly to an Expert Panel (when the applicant makes an application after the legislation is enacted) and will not go through the Ministerial referral process included in the legislation.
 - Schedule 2 Part B - Projects will still need to be referred by the Minister to the Expert Panel but have demonstrated that they are regionally or nationally significant.
22. Any project must meet the eligibility criteria for a fast-track approval identified in the Bill, i.e., the project must have significant regional or national benefits. The Bill does not specifically define these terms, and no guidance is provided on the interpretation of 'significant regional or national benefits'.
23. In addition, the application to include a project in Schedule 2 of the Bill must provide:
- (i) **Timelines** - Staging of the project and high-level timeline outlining key milestones, such as detailed design, funding and site works commencement.
 - (ii) **Consultation** - Details of any consultation undertaken, including but not limited to, relevant local authorities, iwi authorities, customary marine title groups, applicants under the Marine and Coastal (Takutai Moana) Act 2011 and any person with a registered interest in land that may need to be acquired under the Public Works Act 1981.
 - (iii) **Adverse effects** – description of anticipated and known adverse effects on the environment.
 - (iv) **Higher order documents** – General assessment in relation to national planning standards, national environmental standards and regional or territorial strategic documents.
 - (v) **Climate change and natural hazards** – Explanation of how the project will be affected by climate change and natural hazards.
24. Four projects have been identified to meet the eligibility criteria identified in the Bill to be included in Schedule 2 Part B.
- (i) **Kaituna Stormwater Overflow** – The Kaituna Stormwater Overflow comprises a high level overflow weir and associated swale for a stormwater discharge from the Wairakei Stream to the Kaituna River located within the Te Tumu area. The discharge of stormwater to the Kaituna River was approved as part of the Papamoa Comprehensive Stormwater Discharge Consent (CSC No. 63636). Construction of the overflow was not approved under the CSC and requires separate resource consents. The project is required to manage flood hazard across the existing urban area within the Papamoa catchment and is also required prior to commencement of development as a result of urban rezoning within Te Tumu.
 - (ii) **Papamoa East Interchange surplus land project** – TCC owns surplus land around the Papamoa East Interchange with significant urban development potential. The quantum of industrial land and/or housing is considered to have regional significance given housing and business land shortages and affordability challenges in the City. Housing is a non-complying activity given the zoning of the land. Analysis has shown that developing some of the land for housing has merit from both an outcome and a financial view. (A report will be presented to Council at the 20 May meeting seeking direction on divestment objectives and divestment strategy.)
 - (iii) **Turret Road/15th Ave Upgrades** – Fifteenth Avenue to Welcome Bay is one of the key projects in the Western Bay of Plenty Transport System Plan (TSP). It will address existing congestion and capacity issues on the corridor and provide improved multimodal transport options.

- (iv) **Pōteriwahi Project (Parau Farms)** – TCC owns land in Bethlehem that it has identified for housing and sports field development. The quantum of housing is considered to have regional significance given the criticality of housing shortfall and affordability issues for the city and sub-region. The Council report, Pōteriwahi - approval for Fast-track Approvals Bill application, provides further information on this project.
25. It is recommended that Council apply for these projects to be included within the Bill. The projects are regionally significant, necessary to the growth of the City and approvals are required for these projects under a number of different Acts which could be consolidated through a fast-track process. Including the projects in Schedule 2 of the Bill would have the following benefits:
- (a) Decreased consenting/approvals timeframes, as all approvals will be considered in one application.
 - (b) The benefits of the projects will be considered in its entirety, rather than being broken up for each specific approval required under various pieces of legislation.
26. Importantly, the process does not over-ride the need for engagement with mana whenua, partners and other key stakeholders, which Council remains committed to undertaking through any process to deliver appropriate outcomes for the identified projects.

ENGAGEMENT, INCLUDING TANGATA WHENUA

27. Engagement with Tangata Whenua has and will continue to occur on these projects regardless of the consenting / approvals pathway.
28. **Kaituna Stormwater Overflow** - Engagement with Tangata Whenua is being re-established for the Te Tumu project which includes the Kaituna Overflow. No specific engagement has occurred with Tangata Whenua in respect of this report. However, we have advised the TK14 Trust of our intentions regarding a fast-track application and no issues have been raised.
29. **Papamoa East Interchange surplus land project** - Engagement with Tangata Whenua has been undertaken with respect to TK14 Trust as it relates to securing access through their land in Te Tumu. No specific engagement has occurred with Tangata Whenua (Ngati Whakaue, Tapuika and Waitaha-a-hei) in respect of this report. Engagement would occur in future.
30. **Pōteriwahi project (Parau Farms):**
- (a) **Community and stakeholder engagement:** Council consulted on a potential change of purpose for the Pōteriwahi site in November-December 2021 in accordance with the Local Government Act and Council decisions were made to proceed with housing development on part of the site. Over 150 submissions were received and planning for the site is taking the outcomes of this process into account. Engagement with adjoining landowners will also be undertaken through the due diligence process as the concept plan is tested and refined.
 - (b) **Tangata whenua engagement:** Pōteriwahi is part of the traditional estate of Ngāti Kahu, Ngati Rangi and Ngati Tamahapai. A Memorandum of Understanding was signed 8 November 2022 between Council and Ngāti Kahu to explore future land use opportunities in partnership for the site. Through 2022 and 2023 hui were held with Ngāti Kahu to discuss history and principles and input into a draft concept plan. The aspirations of Ngāti Kahu to deliver housing outcomes for the hapu are acknowledged and ways to deliver this outcome are being considered through project planning. Ngati Kahu have been advised of the proposed fast track application. At the time of writing no feedback had been received.
31. There are other known developments planned around the Bethlehem town centre and adjacent to the site that are being considered by the project team. Working together with the other landowners/developers assists in understanding future impacts on infrastructure such as three waters and transportation networks.

32. Engagement with adjoining landowners will be undertaken through the due diligence process as the concept plan is tested and refined.
33. **Turret Road/15th Ave Upgrades:**
- (a) **Community and stakeholder engagement:** Initial engagement has been undertaken for a wide range of stakeholders, including, Bay of Plenty Regional Council, NZ Transport Agency Waka Kotahi, emergency service providers, relevant government agencies, transport advocacy groups, community groups, local schools, businesses, and residents interested in the project. Engagement has also been undertaken with The Property Group to directly engage with owners and occupiers of properties likely to be impacted by four-laning of Turret Road and the Hairini Bridge and causeway. Targeted engagement took place during August and September 2023, prior to wider public consultation.
 - (b) **Tangata whenua engagement:** Additionally, early engagement has been undertaken with tangata whenua, specifically the three iwi associated to the whenua in Tauranga Moana – Ngāti Pūkenga, Ngāi Te Rangi and Ngāti Ranginui. Within these iwi are the following hapū:
 - Ngāi Tamarāwaho.
 - Ngāi Te Ahi.
 - Ngāti He.
 - Ngāti Tāpu.
 - Ngāti Ruahine.

LEGAL IMPLICATIONS

34. No legal implications or risks have been identified. The Bill is however subject to changes before it is enacted which may increase or decrease the benefits of the proposed fast-track approach.

SIGNIFICANCE

35. 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.
36. 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.
37. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of medium significance as it seeks TCC's ability to utilise a fast-tracking approach for consents and approvals for certain projects. It does not compel TCC to utilise that project and it would still require TCC to make substantive applications for consents and approvals that address all relevant matters and include further engagement with tangata whenua.

ENGAGEMENT

38. 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. The proposed projects have progressed through decision making processes and are aligned with the objectives of the Council's Long-Term Plan, the Western Bay of Plenty Transport System Plan and the Smartgrowth Strategy.

NEXT STEPS

39. If the proposed resolutions were passed the next steps would be for applications to be finalised, approved and submitted by the 3 May deadline. Beyond that would depend on whether TCC is successful with these applications.

ATTACHMENTS

1. **Tauranga City Council Submission to The Fast-Track Approvals Bill 2024 - FINAL - A15796141** [↓](#) 



Submission to the Environment Committee

Fast-Track Approvals Bill

April 2024

[1](#)

Objective ID: A15778833

Introduction

1. Tauranga City Council (TCC) welcomes the opportunity to submit on the Fast-Track Approvals Bill (Bill).
2. If there is an opportunity, TCC would like to be heard by the Committee.
3. We are available to discuss our submission further with you or provide additional information and evidence that would be of assistance. Enquires should be directed to:

Andrew Mead, Manager: City Planning & Growth
027 763 5762
andrew.mead@tauranga.govt.nz

TCC supports the general aims of the Bill

4. TCC supports the general intent of the Bill to provide a fast-track decision-making process that facilitates the delivery of infrastructure and development projects with significant regional or national benefit. TCC welcomes legislation that could be used to provide greater certainty for projects needed to meet significant urban growth pressures and existing housing shortfalls. It goes without saying that this should be done in a way that achieves good environmental outcomes and provides appropriate levels of input from other parties, especially Tangata Whenua.
5. As with other high-growth councils around New Zealand, TCC has experienced challenges associated with effectively responding to growth pressures under the current planning system which have contributed to Tauranga's acute housing shortfall and our infrastructure deficit. TCC welcomes change to approval processes that assist in quickly meeting urban growth demands, developing land for residential and business purposes, and providing much needed infrastructure to service our city and its development in the interests of promoting ongoing economic and social well-being. Specifically, TCC supports the following aspects of the Bill:
 - The inclusion of non-complying activities in the fast-track consenting process.
 - The identification of projects in Schedule 2 of the Bill which provides certainty for those projects. TCC is currently considering projects it may wish to progress through a fast-track approvals process.
 - The provision for approvals under the following legislation:
 - Reserves Act 1977
 - Public Works Act 1981
 - Heritage New Zealand Pouhere Taonga 2014.
6. For the most part the drafting of the Bill seems to be sound and fit for purpose. However, to ensure the best possible outcomes, TCC seeks some amendments. The key matters we wish to address are:
 - Tauranga has a significant shortfall of housing and is working on a number of projects to enable additional housing. We seek that the Bill provides further clarity in *clause 17*, on the scale of housing required to meet the eligibility criteria for the fast-track consenting process.

- Ensuring that development contributions under the LGA can be required for consents granted under this legislation in accordance with council development contribution policies as if the consents had been granted under the RMA.
 - Introducing a new subclause under *clause 39* to provide large greenfield or infrastructure projects with a consent lapse time of five years.
 - Introducing a an expediated rezoning process for approvals granted and implemented under this legislation (e.g. for housing development consented on rural land)
 - Addressing cross boundary jurisdictional issues.
 - Resourcing for Iwi/Māori to provide feedback on fast-track proposals will be an issue given the tight timeframes and limited resourcing.
 - Introducing a requirement for a pre-application meeting with relevant Local Authorities for all proposed fast-track consents.
 - *Clause 4* identifies the meaning of ‘Joint Ministers’ in this Bill which does not include the Minister for the Environment. TCC considers that the Minister for the Environment could be included in the final decision making for fast-track consents which relate to wind, hydropower or mining projects.
 - Introduce a standardised process for councils to recover costs and clarify what happens if an applicant does not agree with estimated costs.
7. TCC also notes that the aim of the Bill is to create a single process for all consents and approvals required for a project. We endorse this approach and raise the issue whether all relevant approvals have been identified and incorporated into the legislation. We have identified two potential oversight regarding:
- **road stopping** processes which does not seem to be provided for in the Bill and in our experience are often required in greenfield urban development projects.
 - **boundary change** processes between councils where growth and development occurs on the edge of a city but in the adjacent council jurisdiction.

Context and background

Tauranga City Council is a high-growth Council and Faces Challenges with Growth Management

9. Tauranga is New Zealand’s fourth smallest territorial authority by land area. It has experienced exceptional growth driven by a range of factors, with this growth expected to continue in the future. According to Statistics NZ Estimated Resident Population (ERP) as of 30 June 2022, Tauranga had an estimated population of around 157,900 people¹. Over the next thirty years, this is expected to increase by 54,800 to a population of 212,700. This requires a further 30,000 homes to be delivered on top of an existing housing shortage of around 5,000 homes.
10. TCC is a high-growth Council, facing numerous challenges and competing priorities that require careful consideration and balance through the planning process. These include:
- a) Substantial urban development pressures;
 - b) Dependence on landowners to release land for development;
 - c) A housing shortage and high housing costs;

¹ The latest available Stats NZ ERP for Tauranga City is 161,800 people as of 30 June 2023.

- d) Limited housing diversity;
 - e) Lengthy *Resource Management Act 1991 (RMA)* timeframes for re-zoning potential development areas;
 - f) Significant landscape, ecological and natural hazard constraints; and
 - g) Substantial transport issues, including dependence on the planning, funding and delivery of NZTA State Highway projects to enable urban development in some locations.
11. TCC is working to resolve growth pressures through a range of initiatives. At a strategic level TCC and the wider western Bay of Plenty SmartGrowth Partnership undertook joint spatial planning with government agencies through the Urban Form & Transport Initiative (UFTI) project to develop a 50 to 100-year vision and masterplan for urban development and transport infrastructure to meet community needs. This is currently being updated through the SmartGrowth Strategy review (which incorporates our 30-year Future Development Strategy) which is expected to be formally approved by the SmartGrowth Partnership Governance Group in April 2024 and by the partner Councils in May 2024.
 12. TCC has a strong interest in accelerated pathways to bring forward development in areas identified for development, such as opportunities that this Bill may provide.

Effectiveness of the Bill to effectively enhance urban growth and economic recovery

13. This section outlines issues we think exist with the drafting of the Bill and options for consideration to address these issues.

Clause 17 Eligibility criteria for projects that may be referred to panel

14. As noted above, Tauranga has a significant shortfall of housing and is working on a number of projects to enable additional housing.
15. Developers, other housing providers and TCC itself may seek to utilise the fast-track approvals process for projects directly related to providing housing and urban development. However, it is unclear in *clause 17 - Eligibility criteria for projects that may be referred to panel*, the threshold for housing and urban development projects to meet the eligibility criteria for the fast-track consenting process.
16. We seek that *clause 17* of the Bill is amended to clarify the scale of housing required to meet the eligibility criteria for the fast-track consenting process. It is noted that the meaning of 'regionally significant' will differ based on the context of each region, for example the size of a housing project in the context of a Tier 1 high growth Council is likely to look different than a housing project in a Tier 2 or 3 Council with low or no growth. Further, in locations with housing shortfalls (like Tauranga) smaller scale housing developments may create greater benefits and be more significant than in locations with sufficient development capacity.
17. It is unclear if and how the Bill recognises supply of business land. Tauranga has a shortfall of business land, and we seek to ensure the legislation enables regionally and nationally significant business land proposals to be eligible.
18. One option to clarify the eligibility criteria for both housing and business, is to introduce a new subsection, under *clause 17*, which states that a project is considered to have significant regional benefits for the purpose of *subsection (2)(d)* if it addresses a housing or business land need or shortfall identified in the Housing and Business Development Capacity Assessment and/or the Future Development Strategy completed in accordance with the National Policy Statement – Urban Development (NPS-UD).

19. It is also unclear to us whether the eligibility criteria are sufficiently broad to apply to some activities which bring significant regional benefits. For instance, whether consenting or new consents for municipal water takes or wastewater discharges would be eligible for consideration. These consents are the backbone of councils 'licence to operate' reticulated water networks for existing and future residents but they relate to existing infrastructure rather than new infrastructure. Our experience is that these consenting process can be difficult and contentious and take numerous years to complete.
20. Additionally, we suggest that careful thought is given to whether it is appropriate for activities classified as prohibited activities in a District Plan to be eligible for the fast-track process. The inclusion of a prohibited activity in a district plans generally requires councils to step through a rigorous process and is used as an extreme measure. The inclusion of prohibited activities in the Bill has the risk of undermining that process. For example, it may be a prohibited activity to build beyond a building restriction line in an erosion zone, to ensure that risk to human life and property is reduced.

Issue	Submission	Outcome Sought
It is unclear what scale of housing will be considered regionally significant.	Amend	<ul style="list-style-type: none"> Clarify the scale of housing that is required for a project to be considered regionally significant e.g. it would help address a shortfall identified in an Housing and Business Assessment or a Future Development Strategy. Introduce a new subsection, under <i>clause 17</i>, which states that a project is considered to have significant regional benefits for the purpose of <i>subsection (2)(d)</i> if it addresses a housing or business land need or shortfall identified in the Housing and Business Development Capacity Assessment and/or the Future Development Strategy completed in accordance with the NPS-UD.
It is unclear whether business land projects are eligible for consideration	Amend	Ensure criteria provides for business land projects of regional or national significance to be eligible for consideration, e.g., projects that address shortages identified in a Housing and Business Assessment or projects identified in a Future Development Strategy completed in accordance with the NPS-UD .
It is unclear whether consenting or new consents for water takes and wastewater discharges are eligible	Amend	Ensure the eligibility criteria are sufficiently broad to cater for these activities which relate to existing infrastructure.
Inclusion of prohibited activities under the RMA	Consider	The inclusion of prohibited activities in district plans is difficult to implement, used sparingly and generally included as an extreme measure. Reconsider if prohibited activities under the RMA should be eligible for the fast-track process. Potentially this could be addressed by introducing a stronger 'gateway' process for prohibited activities as part of the application process including assessment of why the activity is prohibited and what the case is for this to be overridden.

The wording for clause 17(5) could be improved.	Consider	If prohibited activities are retained, consider rewording the clause 17(5) to remove the double negative. For example, the clause could be written as follows: <u>(5) A project that includes a prohibited activity under the Resource Management Act 1991 is eligible.</u>
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Development Contributions

21. Development contributions fall under the Local Government Act 2002 (LGA), and this includes provisions to enable development contributions to be required on resource consents. Development contributions are an important funding stream for many councils, and they ensure that councils can recover the cost of delivering the necessary infrastructure to support housing and business development.
22. It is important that councils have a mechanism to require development contributions on consents granted under this legislation as if they were granted under the RMA. Given the way the Bill has been drafted, there is no direct reference to development contributions. As a result, we think this issue may have been overlooked. We note that this matter was effectively addressed in the drafting of the Housing Accords and Special Housing Areas Act (HAASHA), which has now been repealed, by providing that subpart 5 of Part 8 of the Local Government Act 2002 applies, with all necessary modifications, in relation to a resource consent granted under that Act. TCC seeks that the same approach is used in this Bill.
23. It is noted that in the case of HAASHA, consents were granted by councils and under this Bill they will not. As such additional provisions would also be required to:
 - a. Ensure early engagement between councils and applicants in respect of development contributions that would be required; and
 - b. Ensuring consent issue is aligned with issuing of Development Contribution Notices and invoices.

Issue	Submission	Outcome Sought
<i>Development Contributions</i>	Amend	Provide for the consideration of development contributions in the same manner as this issue was resolved in the drafting of the Housing Accords and Special Housing Areas Act (HAASHA). Note the requirement for additional provisions will also be required to: <ol style="list-style-type: none"> a. Ensure early engagement between councils and applicants in respect of development contributions that would be required; and b. Ensuring consent issue is aligned with issuing of Development Contribution Notices and invoices.

24. Notwithstanding this recommendation, if unplanned or out of sequence development is approved through the proposed fast-track process it is likely to result in a substantial under-collection in the cost of growth with costs being cross-subsidised by ratepayers.

25. As the infrastructure investment to service these areas would not been planned for, it will not be included in the council's development contributions policy. Following a successful FTA application, the council can make plans for the necessary infrastructure investment and amend its development contributions policy accordingly. However, a council can only charge the contributions from the development contributions policy that were operative at the time the consent application was lodged. As a result, consents lodged as part of an FTA application will not be liable for contributions under the new policy. The share of the costs of the required infrastructure that the developer would otherwise pay would have to be met by ratepayers. This would be inconsistent with the principle that growth should pay for growth.
26. Development contributions, our main growth funding tool, are based on cost recovery and therefore require a full infrastructure planning response to recover the share of the costs of cumulative infrastructure. Implementing a Development Contributions Policy that responds to the urbanisation of an area or adequately includes infrastructure required to service the growth of an existing urban area requires significant technical work, public consultation, and Council approval.
27. Developments that proceed ahead of an updated Development Contributions Policy will not be paying their fair share towards growth infrastructure creating a funding gap.
28. Auckland Council have addressed this matter in some detail in their submission. We support Auckland Council's submission in this regard and the potential options suggested to address this matter so that the growth pays for growth principle can be upheld.

Issue	Submission	Outcome Sought
<i>Development Contributions</i>	Consider	Consider and respond to the issues identified in the Auckland Council submission and implement solutions that will ensure the growth pays for growth principle is upheld for unplanned and out of sequence development that progress through a fast-track process.

Consent lapse period

29. Revise *clause 39(9)* to provide large greenfield or infrastructure projects with a consent lapse time of five years. An approved resource consent for large infrastructure projects provides certainty, which is needed to then secure financing and funding to enable the project to proceed, which in our experience often requires more than two years' time. 5 years is also the default period in the RMA.
30. Additionally, for Greenfields, other matters such as external infrastructure delivery can sit outside the control of the applicant and in our experience can take longer than two years to resolve.

Issue	Submission	Outcome Sought
Large projects typically take longer to implement than 2 years	Introduce	Introduce new clause or section that provides large greenfield or infrastructure projects with a consent lapse time of five years. Consider the ability for the lapse period to be reviewed to avoid consents and approvals lapsing and projects having to be reconsented.

Aligning District Plans with development that occurs through this process

31. There are likely to be projects accepted and approved through the fast-track process that are misaligned with current zoning in a District Plan e.g., a consent for housing on rural zoned land.
32. To resolve this misalignment would require a Plan Change under the RMA to the District Plan. As we all know, the standard Schedule 1 Plan Change process is lengthy, cumbersome, and costly and would not seem appropriate where consents have been granted and implemented. An alternative pathway to rezoning land is recommended if a plan change is identified as necessary.
33. It would be beneficial to provide Local Authorities with the ability to amend their District Plan through a similarly fast-tracked approach. One option is the Streamlined Planning Process (SPP) as an alternative to the standard Schedule 1 process to provide flexibility in the plan change process and certainty of timeframes.

Issue	Submission	Outcome Sought
<i>Approved fast-track consents that require a plan change</i>	Introduce	Provide a pathway for projects that are approved through the fast-track consent and need a subsequent plan change to have automatic approval to use the SPP (or other appropriate fast-tracked rezoning approach).

Cross Boundary Matters

34. The SmartGrowth partnership addresses growth at a strategic sub-regional level. While the jurisdictional boundaries of TCC and Western Bay of Plenty District Council (WBOPDC) determine which territorial authority has the legal obligations and responsibilities in their respective areas, the overall approach to growth is approached in a joined-up manner.
35. There are a number of arrangements which the Councils have previously, and likely in future will, put in place in terms of:
 - residential and business land in WBOPDC connecting into and utilising TCC owned infrastructure (including water and wastewater).
 - boundary changes occurring as rural land just outside Tauranga City's boundary is identified and rezoned for residential or business purposes.
 - funding arrangements associated with infrastructure capacity provision across territorial authority boundaries.
36. The Fast-Track Approval Bill should contemplate and provide for these situations.

Issue	Submission	Outcome Sought
Fast-track applications may be located outside of the TCC jurisdictional control, yet require infrastructure servicing and possibly appropriate to transfer via a territorial boundary adjustment	Amend	<ul style="list-style-type: none"> • Initial screening for eligibility to include strengthened criteria addressing infrastructure capacity and integration. Sections 14 & 17 strengthened to ensure any project approved has fully addressed infrastructure capacity, expansion and integration issues (including funding). • Provide for the joint Ministers or Expert Panel to, where appropriate, give approval for any necessary underlying territorial boundary adjustment.

		<ul style="list-style-type: none"> Provide for an expediated boundary change process between local authorities to enable integrated servicing and revenue collection (including development contributions and rates)
Development Contributions for developments outside a Council's boundary	Amend	<p>Provide for development contributions to be charged where developments are approved within one Council's jurisdictional area which will utilise infrastructure in another Council's area.</p> <p>This will enable recovery where there are cross boundary arrangements between Councils for the provision and utilisation of shared infrastructure.</p>

Resourcing for Iwi/Māori

37. TCC notes that under *clause 21 General provisions relating to invitations given under clause 20(2) (clause 21)*, written comments must be received by the expert panel within 10 working days after the date on which the invitation is given under clause 20.
38. TCC supports the requirement for the panel to invite comment from relevant Iwi authorities, however, the Bill should consider the level of resourcing required for Iwi authorities to be able to work through the complicated projects and provide comment within the tight timeframe.
39. In our experience tangata whenua are involved in several projects in parallel. We agree with the assessment undertaken in the supplementary analysis report for this Bill that tangata whenua will have to either forgo being able to comment on their interests or to forgo the other matters they had resourced to prioritise responding to the fast-track consent. We consider that the tight timeframe, as proposed, could hinder meaningful engagement with tangata whenua.

Issue	Submission	Outcome Sought
Tight timeframe for Iwi/Māori to provide comment will likely prevent meaningful engagement.	Amend	Consider increasing the timeframe for Iwi/Māori to provide comment to 20 working days.

Pre-application meetings

40. Consider introducing a recognised and established pre-application meeting requirement between the applicant and the relevant councils. A pre-application meeting would provide:
- the applicant and councils to consider the needs of the project, in terms of infrastructure provision, capacity of existing strategic services, upgrades required for transport, stormwater, water and wastewater systems, and the amount of development contributions that would be required.
 - opportunity to discuss how the proposed project aligns with relevant standards/codes for infrastructure published by relevant local authorities and infrastructure companies.
 - councils with the opportunity to see and understand an application before it is lodged, allowing councils to plan for the resourcing of the application, which would be beneficial given the tight response timeframes for fast-track applications.

- d. the applicant guidance on collating all relevant information prior to lodging the fast-track consent, thus ensuring a more efficient process.

Issue	Submission	Outcome Sought
Risk of limited or no communication between councils and applicant.	Introduce	Introduce pre-application meeting requirements for all fast-track consents.

Consider amending the definition of 'Joint Ministers' to include the Minister for the Environment (Clause 4, Interpretation, Joint Ministers)

41. As proposed, the term Joint Ministers 'means the Minister for Infrastructure, Minister of Transport, and Minister for Regional Development, acting jointly'.
42. Additionally, the Bill recognises that the Ministers responsible for the Wildlife Act 1953 and the Crown Minerals Act 1991 are included in the Joint Ministers in relation to an approval under those acts.
43. It is unclear in the Bill if and when the Minister for the Environment will be involved in the final decision of a fast-track consent. Given some projects may have significant environmental effects consideration should be given to the involvement of the Minister for the Environment, in relation to projects such as mining, wind farms or hydro power.

Issue	Submission	Outcome Sought
Ministerial decision-making	Consider	Include the Minister for the Environment in the Joint Ministers for projects likely to have significant environmental effects such as mining, wind farms or hydro power.

Cost-recovery

44. Consider introducing a standardised process to make it simpler and clearer for Councils to recover costs via the expert panel rather than directly. This would help Councils recover their costs, but also simplifies the process for applicants.

Issue	Submission	Outcome Sought
It is unclear how councils will recover costs.	Introduce	Introduce a standardised process for councils to recover costs and clarify what happens if an applicant does not agree with estimated costs.

Clarification sought

45. This section identifies queries which TCC seeks clarification on.

Scope of input required from local government

46. The Bill does not define the type or scope of input required from Local Government. It would be efficient in terms of timeframes and costs, to have standardised and defined input being sought from councils. Under the current fast track legislation, if the Panel does not have specific questions, general comment is requested. Defining and refining the scope and nature of this input

would allow for much more effective and useful comment from councils and alleviate resourcing issues for councils.

Seeking further information

47. If the Panel has the ability to seek further information, can those providing comment also seek further information from the applicant via the Panel?

Resourcing

48. Clarification is sought on how the Bill will be resourced. Delivering larger volume of complex projects within compressed timeframes will require significant resourcing and it is currently unclear how the process will be resourced.

Summary

49. We thank you again for the opportunity to make comments on this Bill and we trust our comments and suggestions will assist in creating a robust and useful final product.
50. We would like to reiterate our support to this Bill and its importance in addressing a costly and inefficient RMA system that is holding Tauranga and the nation back.
51. We would also like to reiterate the importance of achieving the right balance so that the environment is protected and input from other parties, especially Tangata Whenua, is appropriately incorporated into projects that proceed through a fast-track approvals process.

12.9 Pōteriwahi - Approval for Fast-track Approvals Bill application, Development and Divestment

File Number: A15780430

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

Please note that this report contains confidential attachments.

Public Excluded Attachment	Reason why Public Excluded
Item 12.9 - Pōteriwahi - Approval for Fast-track Approvals Bill application, Development and Divestment - Attachment 1 - 2024 04 12 - Memo - Pōteriwahi Costings	s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities.

PURPOSE OF THE REPORT

1. The purpose of this report is to:
 - (a) Update progress in planning for the achievement of cultural recognition, recreation and housing outcomes on the Pōteriwahi site.
 - (b) Seek Council approval to make an application to include the Pōteriwahi Project as a Schedule 2A listed project within the Fast-track Approvals Bill.
 - (c) Seek Council direction regarding divestment of the housing land area.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Pōteriwahi - Approval for Fast-track Approvals Bill application, Development and Divestment".
- (b) Approves Council submitting an application to include the Pōteriwahi Project (Parau Farms) as a Schedule 2A listed project within the Fast-track Approvals Bill.
- (c) Delegates to the Chief Executive the:
 - (i) approval and lodgement of an application to have the project listed in Schedule 2A of the Bill; and
 - (ii) preparation and lodgement of an application for approvals under the Fast Track Approval if the project becomes listed in that legislation.
- (d) Endorses staff continuing further due diligence and refinement of the concept plan based on the attached concept plan (including protection of the pa site, active and passive recreation / open space and housing) and development outcomes reported to date.
- (e) Approves the strategic divestment objectives/outcomes with respect to the potential disposal of the residential component of Pōteriwahi of:
 - (i) Enabling housing development at the earliest opportunity.

-
- (ii) Delivering medium density residential development with a mix of housing typologies, and a mix of affordable and market housing.
 - (iii) Providing a range of housing tenure and ownership arrangements.
 - (iv) Maximising the financial return from the market housing to enable reinvestment into affordable housing outcomes and/or contributing to the infrastructure costs which will be incurred to deliver the recreation and open space outcomes on the Pōteriwahi site.
 - (f) Agrees that the potential divestment of the residential component of the Pōteriwahi land will likely be classified as *Strategic Disposal* under the Property Acquisitions and Disposal Policy, noting that the appropriate classification can only be confirmed upon completion of Mana Whenua engagement.
 - (g) Approves Council progressing a divestment strategy for the residential land including seeking market expressions of interest subject to:
 - (i) Pōteriwahi being included in Schedule 2 of the Fast Track Approvals Act; and
 - (ii) The land being classified as a Strategic Disposal,
 with recommendations on selection of preferred purchaser to be reported to Council for decision making.
 - (h) Notes that TCC will continue to seek engagement with tangata whenua on processes and workstreams associated with the project.
 - (i) Notes Ngati Kahu hapū have signalled a desire to achieve some housing outcome for their hapū and that TCC will continue to work with them on ways that could be achieved alongside wider cultural considerations over the site.
 - (d) **Attachment 1** can be transferred into the open after divestment process has been undertaken
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EXECUTIVE SUMMARY

2. Council has approved future mixed use of the Pōteriwahi (Parau Farms) site including protection of the pa site, sports fields, passive reserves and residential land use. This process included community consultation in line with the Local Government Act 2002 (LGA).
3. This report provides an update on the Pōteriwahi project (including further concept plan development) and seeks Council approval to make an application to include the Pōteriwahi Project within the Fast-track Approvals Bill. The application is due on 3 May 2024.
4. The Fast-track Approvals Bill provides an alternate tool for Council to consider moving forward the agreed future use of the Pōteriwahi site, in line with Council resolutions to date. In particular, it would have the following benefits:
 - (a) Potential to decrease consenting timeframes to enable housing to occur earlier over the site by integrating processes and moving straight to a resource consent and other approvals (as an alternate to a more drawn-out plan change processes ahead of consenting)
 - (b) Enable Council to move towards divestment earlier and speed up the process of providing housing, recreation space and associated infrastructure, making a significant contribution to housing needs in the next three to ten years.
5. Importantly, the process does not over-ride the need for engagement with mana whenua, partners and other key stakeholders, which Council remains committed to undertaking through any process to deliver appropriate outcomes over the site.

6. Further analysis of the site has been undertaken internally to better understand potential opportunities and constraints. In particular, it is noted that natural hazards are a significant constraint over the site (particularly the risk of slope failure). It is anticipated that a feasible development providing upwards of 215 dwellings (based on 30 dwellings / hectare of net developable land) and active recreation and play, and passive reserves is achievable over the site. Further due diligence and refinement is required to confirm the findings, appropriately undertaken as part of the preparation of any Fast-track Approvals application or plan change process.
7. It is also acknowledged that a divestment strategy (including an approach to seek expressions of interest from developers to partner on the residential components of Fast-track Approvals consent process) would be required to be progressed and reported back to Council for decision making. This shall include engagement with mana whenua, noting that Ngati Kahu hapū have signalled a desire to achieve some housing outcome for their hapū. It is also envisaged that any future land use will include an affordable housing component, subject to market feasibility.

BACKGROUND

8. Council consulted on a potential change of purpose for council-owned land known as Pōteriwahi (Parau Farms) in November-December 2021, recognising a need to increase housing in Tauranga. Currently the land is zoned Active Open Space; however, as above, Council has approved future mixed use of the site including recreation and residential land use.
9. Council considered feedback on the proposal on 8 February 2022. The decision was deferred allowing further time to engage with hapū before making a final decision. This engagement has occurred.
10. The need for increased housing supply remains critical. Staff used feedback gathered through public consultation to recommend a revised plan for Pōteriwahi that would result in a mixed-use model, incorporating housing alongside recreational and cultural uses.
11. The outcomes of the consultation and draft concept plan were reported to Council on 19 June 2023¹. The outcomes included the following resolutions:
 - (a) *Receives the report "Pōteriwahi (Parau Farms) further Report to Consultation Outcomes" and notes the 8 February 2022 report "Pōteriwahi (Parau Farms) further Report to Consultation Outcomes".*
 - (b) *Approves Pōteriwahi land use change to include retention of land for sports fields, passive reserves, stormwater and river access, with the remainder of land being disposed for housing purposes.*
 - (c) *Endorses in principle the updated concept plan for Pōteriwahi (Figure 1) that reflects this proposed land use and notes that the concept plan will be further developed and reported back to Council for approval.*
 - (d) *Approves proceeding with the development of a plan change to zone land at Pōteriwahi to enable housing.*
 - (e) *Note hapū desire to achieve some housing outcome for their hapū and that TCC will continue to work with them on ways that could be achieved.*
 - (f) *Request Ngati Kahu hapū nominate 2 representatives to work with council as planning progresses.*
12. The project team have been continuing work on the project in light of the above resolutions, including further development of the concept plan.

STRATEGIC / STATUTORY CONTEXT

¹ https://infocouncil.tauranga.govt.nz/Open/2023/06/CO_20230619_AGN_2507_AT_WEB.htm

13. The land was purchased by Council for sports fields and therefore meets the definition of a park under the LGA, being land acquired principally for recreational purposes. Section 138 of the LGA requires that Council consult on the proposal to sell or dispose of the park before it can do so. As described above, this process was undertaken in November-December 2021 with input received from the community.
14. There is a national priority for housing, which led to central government implementing the NPS-UD. Council is legally obliged to meet the development capacity requirements of the NPS-UD. Council is currently unable to meet the requirements of the NPS-UD and there is a shortfall of housing supply in Tauranga.
15. The project forms part of the overall Future Development Strategy residential growth allocations within the SmartGrowth Strategy 2023 and support the sub-region's connected centres programme. The site is adjacent to the Bethlehem Town Centre which has a commercial offering to support further residential development.
16. Pōteriwahi is an opportunity to partner or divest to deliver a range of housing options under this mandate. For Council to ensure balance is achieved across the need for good investment returns and to support delivery that addresses affordable housing disparities in market, setting strategic outcomes for the divestment and development of Pōteriwahi is important, and will have a major bearing on the direction of the project.
17. It is proposed that the strategic objectives and outcomes for Pōteriwahi should be:
 - (a) Enabling housing development at the earliest opportunity.
 - (b) Delivering medium density residential development with a mix of housing typologies, and a mix of affordable and market housing.
 - (c) Providing a range of housing tenure and ownership arrangements.
 - (d) Maximising the financial return from the market housing to enable reinvestment into the affordable housing outcomes and/or contributing to the infrastructure costs which will be incurred to deliver the recreation and open space outcomes on the Pōteriwahi site.

PROJECT UPDATE / PROGRESS

18. Following on from the initial development of the concept plan reported on 19 June 2023, the internal project team have been undertaking further analysis of site opportunities and constraints, to assist in informing feasibility and scope for further detailed due diligence. This has included consideration of three waters, natural hazards, transportation, city planning and spaces and places. Key findings to date include:
 - (a) Natural hazards will impact on the development of the site and how the impacts can be mitigated through delivery needs to be carefully considered. In particular, overland flow paths, stormwater attenuation and slope hazards have been identified to have an impact on the overall residential developable area. Further detailed technical analysis is required to confirm the potential constraints.
 - (b) As well as providing for wider city recreational needs, the site presents an opportunity to have a recreation hub alongside the delivery of housing to create a development with good amenity close to a town centre that has a good range of commercial offerings to support the development. Key recreational elements proposed include sports fields, hard court, changing rooms/toilets/storage, skate facility and/or pump track; major neighbourhood play space, 3x3 basketball, and a range of passive recreation spaces (including historic/heritage reserve, ecological enhancement reserve, landscape and amenity enhancement areas, pathways). These activities generally fit within the original concept plan areas identified.
 - (c) An updated archaeological report has been prepared to inform the project team and consider the archaeological values of the site. The purpose of the update was to better understand the location and historical values of the Pōteriwahi Pā site. In consideration of this report a "buffer" has been applied around the potential pā location, indicating an

area to avoid through development, until further investigations are undertaken to better understand the location of the pā. The establishment of the buffer has impacted on the potential location of recreation facilities, the feasibility of which needs to be further explored.

- (d) Access to the site will be through a future Parau extension that connects through to the roundabout that intersects with the current State Highway 2. The team are working with the Tauranga Northern Link team to understand the future function of this roading network and how movement will look into the future.
 - (e) The low lying area in the bottom southern area of the site creates an opportunity to enhance ecological values through planting, ecological restoration, and re-creation of natural wetlands, and the creation of links for walking and cycling along the Wairoa River. The property that was located in between the kiwifruit orchard at the top and the bottom ecological area has been acquired to assist in delivery of these outcomes.
19. Based on the above opportunities and constraints, the developable area for residential land use is expected to be approximately 7.1 hectares, providing for upwards of 215 dwellings, and potentially up to circa 300 dwellings depending on density and typology. This area has decreased from the original estimate of 11.4 hectares based on the initial high level concept plan, mainly due to the impacts of managing natural hazards present on-site.
20. The above outcomes (including analysis diagrams) are presented in the Refined Pōteriwahi Concept Plan, dated 17 April 2024 – refer **Attachment B**.
21. More detailed due diligence of the constraints and opportunities will be required to confirm the developable area and overall feasibility in relation to infrastructure and development costs. This due diligence will include geotechnical investigations, archaeological invasive investigations (if required), stormwater catchment plan, earthworks considerations, ecological assessment, landscape assessment, feasibility assessment and recreational facilities considerations. This due diligence will inform the preparation of a final structure plan for the site and future planning processes including application of approvals and/or plan change processes.
22. There are also other known developments planned around the Bethlehem town centre and adjacent to the subject site that will need to be taken into account and considered as part of the overall project. Working together with the other developers will assist in understanding future impacts on infrastructure such as three waters and transportation networks.
23. Ongoing development of the concept plan towards a structure plan, preparation of the divestment plan and any application for approvals and/or plan change process will include engagement with mana whenua and other key stakeholders as appropriate.

FAST-TRACK APPROVALS BILL

24. Central government is currently working through the process to introduce the Fast-track Approvals Bill. The purpose of this Bill is to provide a fast-track decision-making process that facilitates the delivery of infrastructure and development projects with significant regional or national benefits. The Bill would establish a separate process for several approvals under different legislation including (but not limited to) resource consents and archaeological authorities. Further details are provided in the Fast-track Approval Bill – Project Applications report on the Council agenda.

Application for Pōteriwahi to be included in Schedule 2 of the Bill

25. On 3 April 2024, the application to include projects in Schedule 2 of the Bill was opened. The application closes on 3 May 2024. The Fast-track Approvals Bill will include two Schedules of listed projects:
- (a) Schedule 2 Part A - Projects will be referred directly to an Expert Panel (when the applicant makes an application after the legislation is enacted), and will not go through the Ministerial referral process included in the legislation.

- (b) Schedule 2 Part B - Projects will still need to be referred by the Minister to the Expert Panel but have demonstrated that they are regionally or nationally significant.
26. It is recommended that Council apply for the Pōteriwahi project be included within Schedule 2A of the Bill. The Fast-track Approvals Bill would provide an alternate tool for Council to consider moving forward the agreed future use of the Pōteriwahi site, in line with resolutions to date. In particular, it would have the following benefits:
- (a) Potential to significantly decrease consenting timeframes to enable housing to occur earlier over the site by integrating processes and moving straight to a resource consent and other approvals (as opposed to more drawn-out plan change prior to consenting). It is estimated that it could bring a housing outcome forward by up to 18 to 24 months.
 - (b) Enable Council to move towards divestment earlier and speed up the process of providing housing, recreation space and associated infrastructure, making a significant contribution to housing needs in the next three to ten years.
27. Relevant eligibility criteria of the Fast-track Approvals Bill application process include the following matters, which Council meet:

Relevant eligibility criteria	Council Response
Will the project deliver regionally or nationally significant infrastructure?	The quantum of housing is considered to have regional significance given the criticality of housing shortfall and affordability for the city and sub-region.
Will access to the fast-track process enable the project to be processed in a more timely and cost-efficient way than under normal processes?	Yes, the process has the potential to decrease consenting timeframes to enable housing to occur earlier over the site by integrating processes and moving straight to a resource consent, as opposed to needing to undertake an initial plan change.
Will the project increase the supply of housing, address housing needs and contribute to a well-functioning urban environment	Yes, the project will provide for between 200 and 300 dwellings, making a much needed to the overall estimated housing needs in the next ten years. The location is well placed within context to Bethlehem town centre and potential to connect with existing walking, cycling and bus links. The proposal includes citywide, local and neighbourhood recreation outcomes.
Will the project deliver significant economic benefits?	It is anticipated that the project could deliver more than 70 construction related jobs (based on developments of a similar size), as well as wider employment related to design and delivery.
Is the project consistent with local or regional planning documents, including spatial strategies?	The project forms part of the overall Future Development Strategy residential growth allocations within the SmartGrowth Strategy 2023 and support the sub-region's connected centres programme. The site has been identified through Council resolutions as providing for housing to respond to citywide needs.

28. Importantly, the process does not over-ride the need for engagement with mana whenua, partners and other key stakeholders, which Council remains committed to undertaking through any process to deliver appropriate outcomes over the site.
29. It is noted that approval to make an application to be included in either Schedule 2 of the Bill does not preclude Council from choosing to use a Plan Change process if this is deemed more appropriate following further due diligence on the project.
30. Should the project become listed, and Council makes a detailed application for approvals after the Bill is enacted, it will be referred to an expert consenting panel with powers to draft

conditions and provide recommendations and, thereafter, a decision to approve or decline is made by Joint Ministers.

ENGAGEMENT, INCLUDING TANGATA WHENUA

31. Communication with Ngāti Kahu hapu has been ongoing to continue to keep mana whenua up to date with project progress. Following on from the 19 June 2023 Council resolution and subsequent communications, Council requested Ngāti Kahu provide two nominated hapu representatives to be involved in the project team; to date no response nominating representatives has been received.
32. Ngāti Kahu were involved in hui in 2022 and 2023 where history and principles were discussed, and inputs into the initial concept plan development were received.
33. Staff have kept Ngāti Kahu informed of progress with updates of planning work completed and upcoming. With specific regard to the proposed Fast-track Approvals Bill application and updated concept plan attached to this report, a letter was sent to Ngāti Kahu on 19 April 2024 inviting their feedback and opportunity to meet on any aspect of the process.
34. The aspirations of Ngāti Kahu to deliver housing outcomes for the hapu are acknowledged and ways to deliver this outcome are being considered through project planning.
35. There are other known developments planned around the Bethlehem town centre and adjacent to the site that are being considered by the project team and future feasibility. Working together with the other developers assists in understanding future impacts on infrastructure such as three waters and transportation networks.
36. Engagement with adjoining landowners will be undertaken through the due diligence process as the concept plan is tested and refined.

APPLICATION OF COUNCIL'S PROPERTY ACQUISITIONS AND DISPOSAL POLICY

Classification Steps

37. Should Pōteriwahi be sold, Council will need follow the Property Acquisitions and Disposals Policy (Policy), which requires the property to be classified for the purposes of disposal and sets out three steps for assessing and classifying land for disposal. These are below but discussed in latter sections.

Step 1: Assess

Step 2: Engagement with Mana Whenua on cultural matters

Step 3: Confirm Classification

Step 1

38. In accordance with **Step 1**, the following considerations apply.
 - (a) Statutory obligations under Section 40 of the Public Works Act 1981 (*Offer Back*) do not apply. The relevant area of Pōteriwahi was purchased from Parau Farms Limited (**PFL**). In the further terms of this Agreement, PFL (now removed from the Companies Register) waived its right, and the right of any successor, to the offer-back provisions in section 40 of the Public Works Act.
 - (b) Council is yet to resolve if there are any strategic objectives which could be achieved by the divestment of the Pōteriwahi. The considerations for Council are:
 - (i) Whether or not there is a preference to mandate specific strategic outcomes to be achieved on the site by a purchaser or joint venture.
 - (ii) Whether Pōteriwahi is suitable for disposal via an open market process "*if strategic objectives cannot be met through disposal*".

Steps 2 and 3

39. *Step 2: Engagement with Mana Whenua on cultural matters* is yet to be completed. Therefore, Council is unable to confirm classification in accordance with *Step 3: Confirm Classification* currently.
40. Notwithstanding, this report seeks a preliminary view from Council on classification, to inform future engagement and process. Staff will return to Council with a further report once engagement has been progressed.

Classification Options

41. The classification types under the Policy include Atypical, Strategic Disposal or Surplus Property. The definitions are non-prescriptive and to a degree allow a case-by-case assessment to be made.
42. It is considered that the objectives of the potential divestment would be closely aligned with a Strategic Disposal classification, due to the alignment with Council's strategic objectives including delivery of increased housing density, range and supply of housing type and choice. There are further objectives that could be considered, including maximising the financial return from the market housing to enable reinvestment into affordable housing and other outcomes. For this reason, the divestment is not considered appropriate to be classified as Surplus Property.
43. Council may however reach an alternative position if it considers that the divestment objectives are not sufficient to differentiate between Strategic Disposal and Surplus Property classifications.
44. The classification options which are assessed as being available to Council are contained as follows in Table 1.

Table 1: Pōteriwhi - Classification Options

<i>Option 1</i>	<i>Option 1: Classify the potential disposal of Pōteriwhi as a Strategic Disposal, based on strategic objective of providing housing and seeking a range of housing outcomes (including density, affordability, tenure and ownership outcomes).</i>
<i>Option 2</i>	<i>Option 2: Classify the disposal of Pōteriwhi as Surplus Property, on the basis that the sole objective is for realisation of financial return and removal of the asset from the property portfolio</i>

45. The application of the policy to the divestment is only to the land shown as housing on the concept plan at Attachment B. The residual land is to remain in Tauranga City Council ownership.

POTENTIAL DIVESTMENT STRATEGY

46. Council approved and undertook a divestment strategy for Smiths Farm which was similar to Pōteriwhi in that it was land no longer required for recreation purposes which could deliver on strategic housing outcomes. The Smiths Farm divestment process was an effective way to attract proposals which delivered on Council's strategic outcomes and secured competitive market pricing.
47. Subject to the residential land at Pōteriwhi being classified as strategic and also being included in Schedule 2 of the Fast Track Approvals Act, it is recommended that a similar divestment strategy be followed.

FINANCIAL IMPLICATIONS

48. The internal team has provided high level estimates based on knowledge to date on the subject site (refer confidential attachment A). Through the due diligence process the costing of the infrastructure will be refined and phasing of the project confirmed.

49. The current 2024-34 Long Term Plan contains funding for various components for the project. Revenue from the proceeds of divestment will also assist to fund project outcomes. Notwithstanding, there is a portion of the infrastructure required that will remain unfunded.
50. A future report will be presented to Council with the actual costs after the due diligence is complete. Once actual costs are known the current budgets and any excluded budgets will be considered.

LEGAL IMPLICATIONS

51. Local Government Act consultation has been undertaken for the land use change from recreation (open space) to residential housing on a portion of the site.
52. As outlined above, the Fast-track Approvals Bill has potential to decrease timeframes to enable housing over the site by integrating processes and moving straight to a resource consent and other approvals. Legal consideration of any applications will be in accordance with the Fast-track Approvals legislation once enacted.

SIGNIFICANCE

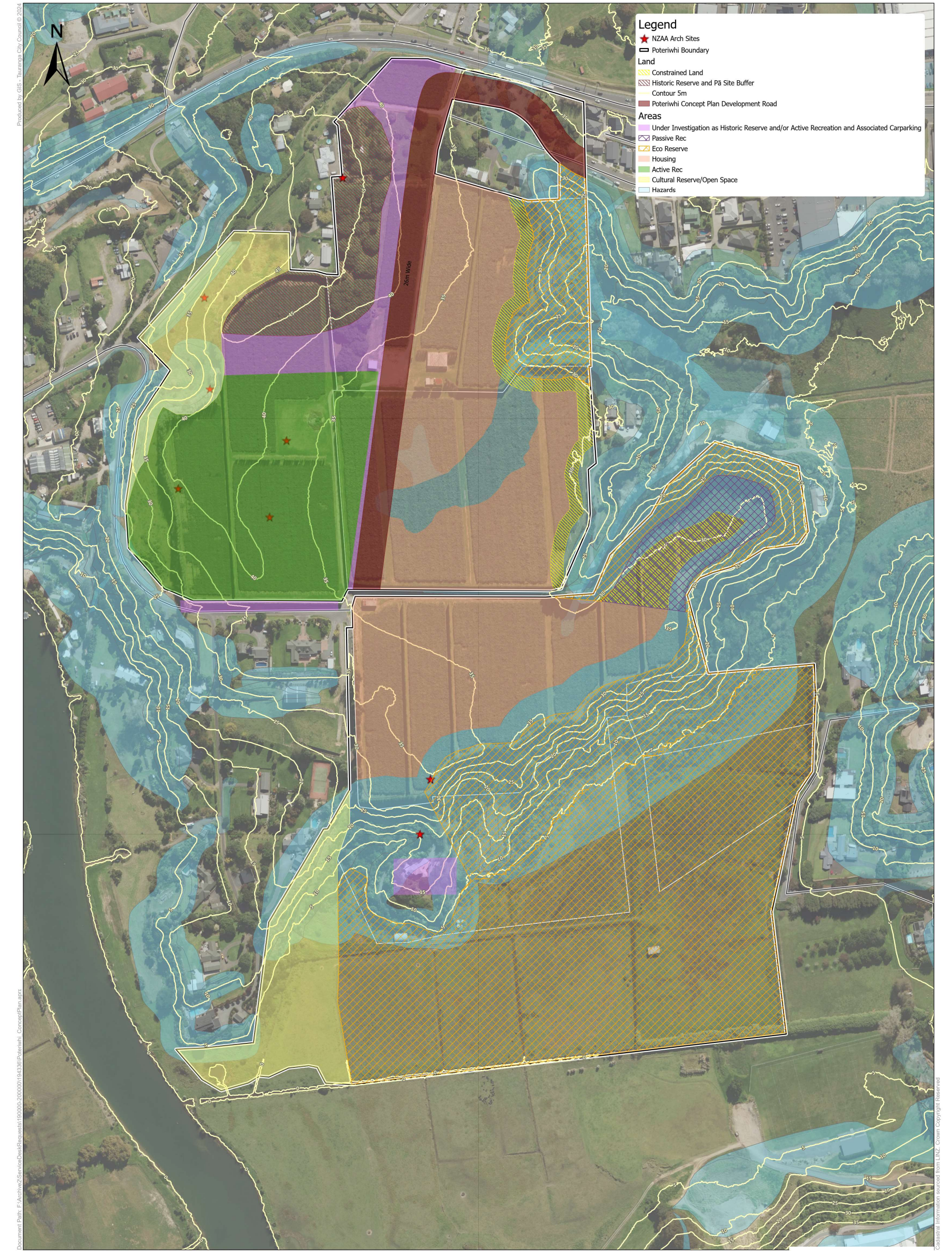
53. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
54. 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.
55. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of medium significance. However, the decision proposed in this report is of low significance as it is a project update to consider next steps and potential parallel pathways to development. There will be further Council decision points, subject to conditions being met as outlined in this report, on whether the land is a strategic disposal and the entity which will be the preferred purchaser of the development land.

NEXT STEPS

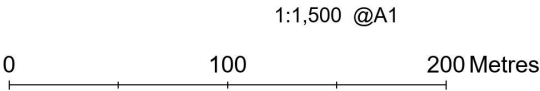
56. Submit an application to include the Pōteriwahi Project (Parau Farms) as a Schedule 2A listed project within the Fast-track Approvals Bill.
57. Undertake further due diligence and refinement of the concept plan based on the attached concept plan and development outcomes reported to date.
58. Assess and classify the land under the Property Acquisitions and Disposals Policy. Including completing the three-step process, assess, engage with mana whenua on cultural matters and confirm the classification.
59. Develop a divestment strategy (including an approach to seek expressions of interest from developers to partner on the residential components of Fast-track Approvals consent process). Undertake divestment action if land classified as a Strategic Disposal and Fast Track Consenting pathway able to be utilised. Recommendations on preferred purchaser for the development to be reported back to Council for decision making.
60. Continuing engagement with mana whenua on project.

ATTACHMENTS

1. **2024 04 12 - Memo - Poteriwhi Costings - A15814502 - Public Excluded**
2. **2024 04 17 - Poteriwhi Concept Plan A3 - A15837537** [!\[\]\(2824aab9645d9fab95bae27ff6828dab_img.jpg\)](#) 



**Poteriwhi Concept Plan
Development**
17/04/2024



Information shown on this plan is indicative only. The Council accepts no liability for its accuracy and it is your responsibility to ensure that the data contained herein is appropriate and applicable to the end use intended.



12.10 Executive Report

File Number: A15779452

Author: Nic Johansson, Head of Transport
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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 "Executive Report".

INFRASTRUCTURE

Sustainability & Waste

2. We have been working with the Finance department on an application for climate action loans and are delighted to confirm that our application has been greenlit by the New Zealand Local Government Funding Agency (NZLGFA). This means Council will receive a 2 basis points discount on debt issued from 1 July 2023, potentially saving us \$500,000 by year ten of our long-term plan. This not only benefits us, but also helps NZLGFA diversify into sustainable markets. In parallel, we're actively exploring alternative funding avenues with the New Zealand Green Infrastructure Fund and the Ministry for the Environment. The aim is to leverage third-party funders for project delivery and identify external revenue sources. We are prioritising taking advantage of these opportunities to continue driving our sustainability initiatives.
3. In February 2023, we hosted Te Toka Whakaea, a youth climate forum, where young people recommended prioritising funds for developing leadership skills and knowledge on climate change. We have partnered with Inspiring Stories to launch an Impact Challenge in the western Bay of Plenty sub-region, supported by Bay of Plenty Regional Council and Western Bay of Plenty District Council. This six-month programme aims to foster community resilience and climate action and will empower youth through skill-building, project design, funding opportunities and building communication channels with councils. The project will run from April to September 2024 and if successful, may be repeated in 2025.
4. In April, we worked to get eight local construction companies to join a trial project with Mutu. Mutu is an app that efficiently manages construction resources, identifying reuse opportunities within organisations to cut procurement costs and reduce landfill waste. Leftover materials from projects are listed on the app for other teams to use, aligning with our Climate Action Plan and Waste Management & Minimisation Plan to reduce CO2 emissions. The project aims to revolutionise waste management in the construction industry, fostering a

circular economy in Tauranga. Our team provided some funding for the for the first year of the trial through the Sustainability Innovation Fund. Besides environmental benefits, it optimises resource use and reduces expenses for participating companies. Future plans include community sharing and donating excess materials to groups like Habitat for Humanity. This pilot programme is vital for evaluating Mutu's effectiveness, paving the way for broader implementation.

Transport

5. The Minister of Police and Emergency Management visited the Tauranga Transport Operations Centre (TTOC), along with the District Commander and Commission Chair Anne Tolley. He recognised the great work done by our City Safety & Engagement Advisor and the support that TTOC provides him and the wider community.
6. Links Avenue was temporarily closed from Monday 15 April to Sunday 28 April, between Golf Road and Spur Avenue, as we made changes to create a more welcoming and safer environment for the community. All public bus services were diverted down Oceanbeach Road during this time and Links Avenue residents had to catch their bus from either Concord Avenue or Golf Road. School buses were unaffected. The work was carried out in 250-metre sections and included rebuilding the road surface with concrete and asphalt, upgrading sections of the footpath and installing kerb blocks to protect the cycle lane. Further landscaping is planned. Links Avenue is planned to reopen from 29 April, weather dependent, with a stop/go operation until all work is completed, likely to be early-May.
7. In the last 18 months, we have installed 89 bus shelters, with an additional 26 to be installed by August. Six shelters will be installed as part of the Links Ave project and three for Maunganui Road - a total of 124. We have a further 17 shelters currently on hold due to proposed Bay of Plenty Regional Council network changes.
8. We are currently engaging with the community on the Speed Management Plan, with three drop-in sessions having been undertaken. The engagement phase ends on Friday 3 May, with a report to be presented at the 20 May Council meeting. The Speed Management Plan consists of speed reductions in front of schools, within the city centre, and on a few roads outer city roads where the speed limit has not previously been updated to reflect growth.
9. The 2024 helmet competition attracted more than 1000 entries from 22 schools across the Tauranga and western Bay of Plenty region. Winners will be announced in the first week of term 2. Winning competition entrants will have a helmet painted in their design by local artist Anthony Brodie. This competition is then part of a media campaign to highlight the importance of wearing helmets. A video has been made on the new Marine Parade Coastal Path to highlight messages of 'Share with Care' along with the wearing a helmet. This video will be released during the week of 29 April, after the winners have been presented with their helmets at their school assemblies. The winning helmets will feature at the end of the video, which will be shared with the wider community across social media platforms.

Major Projects

10. 15th Ave/Turret Road – Construction is due to start in July 2025, if NZTA funding is approved. Infrastructure Funding & Financing paper was agreed on 12 February and the direct appointment of Aurecon for the Harini Bridge detailed design was agreed on 26 February.
11. Cameron Road Stage 2 is due to start construction by July 2025, if NZTA funding is approved. More detailed analysis is underway to ensure the design services commissioned with GHD provide the correct level of detail to meet the project milestones. Physical works in the form of ground and services investigation have commenced at the Barkes Corner end of the corridor.
12. Papamoa East Interchange - Main construction works for the new interchange are underway with our delivery contractor HEB Construction. Works are currently progressing on the

northern side (accessed from Te Okuroa Drive), with southern embankment works scheduled to commence from May (accessed from the Tauranga Eastern Link, SH2).

13. Tauriko West - Following a sod-turning with the Minister of Transport Simeon Brown and Commission Chair Anne Tolley on 13 March, construction is underway on this project, which will provide transport infrastructure to enable initial development of up to 2,400 homes in the Tauriko West area. Early stages of works are at the new Redwood Lane/Kaweroa Drive roundabout.
14. Connecting Mount Maunganui – Endorsement of the Indicative Business Case is being sought at today's meeting. The indicative business case is also being submitted to the NZTA Board for approval. If approved, the next stages of development include undertaking the Detailed Business Case process, which is expected to kick-off in late-2024, subject to confirmation of the 2024-27 National Land Transport Plan.

Waters

15. Water Treatment Plants – Telarc Audit (ISO 9001). The annual Telarc report commenced on 10 April. The focus of this audit is updating management plans: business changes due to changes water reforms; the inclusion of the Waiari WTP; fluoridation impacts and approach; and understanding the the Waiari supply taste and odour issues.
16. Fluoridation timing - Fluoridation of the city's water supply will officially commence from 1 October (as directed by the Ministry of Health). There will be a commissioning period starting about 9 September, meaning there will be fluoride present in the water prior to the official start-date. The Water Supply team is working with the Community Relations team to develop an engagement strategy for fluoridation. Information is available via our website (<https://www.tauranga.govt.nz/council/water-services/water-supply/common-water-questions-or-issues>).
17. Water Take consent – Consents are held to extract water from the Waiorohi and Tautau streams for water treatment at the Oropi and Joyce Road water plants. It is expected that the consented extraction limit for the Joyce Road plant (Tautau stream) will be reduced when the stream has low flows. This is not a cause for alarm, as we do not extract anywhere near the full consented limit at present, but will need careful management through the consent process.

COMMUNITY SERVICES

The items below listed under the most relevant community outcome, but many also contribute to the other outcomes.

Tauranga Matarauui – An inclusive city

18. All six artists have been selected for the Tauranga Tiahuia Murals project and we are working through the contract process. This project will bring six vibrant new murals to the city centre, the Mount and Pāpāmoa. Our Community Arts Advisor is leading the project and working alongside the Event Development team.
19. Friends of Tauranga Museum - The museum team has launched the Friends of Tauranga Museum programme. This is a free membership programme, designed to build a diverse community of museum supporters in advance of the museum opening in 2028 <https://letstalk.tauranga.govt.nz/projects/tauranga-museum>. Members of the Friends will initially receive regular newsletters with information about the project, as well as invitations to behind-the-scenes tours and special events. As the new museum takes shape, new benefits will be rolled out, such as Friends discounts for museum retail operations.
20. The Community Development team has been involved in a number of recent events to support ethnic, pacific and migrant communities. This has included facilitating the Tauranga Migrant Settlement Network; a full-day governance training in partnership with Socialink to support migrant community organisations' capacity building; and a Multi-Ethnic Forum.

21. In collaboration with Good Neighbour, Tauranga Foodbank, Age Concern Tauranga, and Here2HelpU, Council is supporting the community-led Super Support initiative. This project aims to address the needs of our older communities. With food prices up 12.5%, including a 22% hike in fruit and vegetable prices, and increased rental costs, many seniors struggle to afford nutritious meals. The pilot programme has already delivered 362 precooked meals and basic pantry supplies to 161 households and aims to transition to a permanent service with additional wrap around support.
22. The Community Development team is hosting a diversity, equity and inclusion speaker series for staff during April, which will explore accessibility and gender inclusivity in the workplace.
23. We have partnered with the New Zealand Disability Employers' Network to conduct three disability awareness training sessions for internal staff, CCO colleagues and community groups. These sessions will cover inclusive customer service, accessible communications, and promoting the delivery of accessible events.
24. Our '[Youth Development Framework](#)' has been finalised and published. This document supersedes the 2016 Youth Engagement Plan and 2019-2021 Youth Action Plan and aligns to the 'Tauranga Matarauui – Inclusive City Strategy' and the Ministry for Youth Development's 'Youth Plan'.
25. The Community Development team's [Outcomes Report](#) 2023 has recently been published and highlights the collaborative partnerships with local community organisations and dedicated volunteers who contribute to an inclusive and welcoming city.
26. Children's Day in our City Centre on 3 March was a huge success, with over a thousand attending, despite the rain. The event was well-received by businesses and the community, with e-survey results finding 94% of respondents were satisfied or very satisfied. The event was a collaborative effort, bringing together multiple teams from across the organisation, with Community Development, Transport, Waters, Emergency Management, Sustainability and Waste, City Development and Partnerships, Arts and Culture, Library and Baycourt all helping to create this experience for tamariki and their whānau. The Event Delivery team is excited to build on this year's success, with an even bigger and better event planned in 2025.
27. Efforts are underway to coordinate ANZAC Day commemorations across the city, in close collaboration with local RSAs and community groups. All planning is on-track for another year of well-delivered services.
28. The opening weekend of Baycourt's 2024 events season kicked off with a bang, with more than 2,300 people visiting the centre between 1 and 4 March. Three sold out shows (The Michael Jackson History Show and two Royal New Zealand Ballet performances) and a fourth show reaching 91% capacity (The Harmonic Resonators) meant Baycourt was well and truly alive with the arts. That same weekend, Baycourt also played host to the Kita Mean Drag Bingo event at The Cargo Shed, which also sold-out, with over 200 attendees.
29. In celebration of Pride Week, Baycourt created a passive evening coloured light installation. The installation was designed to complement and extend the Wharf Street light programme, which was lit up as a rainbow for Pride Week. A 30-second video recording of the installation can be viewed [here](#).



30. The Jazz Village event, part of The Port of Tauranga 61st New Zealand Jazz Festival, was a hit on Good Friday, 29 March 2024, attracting 3,544 jazz lovers. This marks the end of a full summer programme of seven community festivals at The Historic Village, starting with Diwali Fest in October, and also including Rise Dance Fest, Trans Pride Fest, Waitangi Day, Asian Food Fest, Fringe Fest, and Multicultural Fest. This was the first time since 2019 that The Historic Village has had such a full event schedule.



31. In February, Te Ao Mārama - Tauranga City Libraries, invited the community to hit the Waitangi History Hīkoi trail. Eight billboards were placed in locations around Tauranga Moana, each posing a question specific to the historic location of the billboard. Visiting any three of them and answering the questions gave the participant entry to a prize draw. The very happy winner was 5-year-old Leon Clarke, a frequent library visitor who went out of his way to answer six of the questions, instead of the minimum three.
32. Te Ao Mārama - Tauranga City Libraries has partnered with library collection management software service, collectionHQ, to enhance its Diversity, Equity and Inclusion (DEI) module. This module allows libraries around the world to assess and grow their range of materials fitting defined DEI criteria, in order to broaden their collections and better represent their respective communities. This partnership formalises work that library staff have already done over the past few years to assist collectionHQ to implement the diversity and Inclusion collections module and make it relevant for Australasian libraries.
33. *Just Want to Have Fun* was launched at Te Ao Mārama - Greerton Library. Open to all, this programme is patronised by members of our disabled community and their carers, providing a weekly social gathering with an added, skill-based activity. It provides an ideal environment for different parts of our community to mix and mingle and get to know more about each other. Libraries were present at the Multi-Cultural Tauranga festival, Pasifika Navigators of Tomorrow and the Tauranga Moana Pride Picnic in March, offering activities and sharing information about the library service. They also celebrated International Women's Day with a Women and Words Poetry Day and supported The Chinese Friendship Society's Chinese New Year events by hosting a paper cutting celebration event.



34. Destination Skatepark – Work has progressed well on the Destination Skatepark, with construction nearing completion. Work in March has included the completion of the concrete pours for the skatepark, installation of a new toilet block, commencement of work on the rail crossing upgrade, and installation of shade, BBQs and water fountains. Transportation has

commenced the Maunganui Road upgrade, which sees the installation of a shared path and an upgraded intersection at Tweed Street.



35. The Pacific View beach access was recently upgraded after staff heard about wheelchair and pram access issues experienced by some nearby residents. The accessway received a trim back of dune vegetation, trees and flaxes; and renewed fencing sand ladders, and handrails. Teams from Spaces & Places and City Operations worked together to design and deliver the upgrade – a great example of whanaungatanga and collaboration between our teams, resulting in a positive outcome for the community.



Pacific View beach access.

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

36. The recent, small-scale refresh of Baycourt's backstage area involved the planned removal of asbestos-backed vinyl in the dressing rooms and orchestra pit. This is part of a longer-term project to remove all asbestos, one of Council's 'critical risks'. Successful removal in 2021 and 2024 has resulted in five of the nine areas identified in 2018 now being clear of asbestos.
37. Te Ao Mārama - Tauranga Library has launched a new offering of Book Club Kits. Each kit contains 10 copies of the same title, along with prompt questions to facilitate conversation. The new service was developed in response to a request from staff at Bay of Plenty Regional Council who were seeking to start a book club based on sustainable principles.

38. The team is currently undertaking large-scale refurbishment of the eight pou at Gate Pa, along with the Whareroa (entrance way), the upper deck, repairs to the flagpole and fencing. This work is almost complete and will be ready for unveiling on 29 April, which is the anniversary of the Battle of Gate Pa. This project involved extensive hapu and the community engagement and all involved are happy with the result.
39. In March, we installed three sculptures on Mauao using a Black Hawk helicopter. Each sculpture represents different themes and weighs around two tonnes. This is part of the wider work over the past 18 months where many cultural touchpoints have been added to the maunga, including wayfinding and interpretation signage which shares the ecological significance and cultural narrative of Mauao. The project also included new seating which provides an opportunity for our community to reflect and connect with the Mount. We also completed renewal work that included widening multiple sets of steps, installing drainage, edging along the whole track, handrail/barriers on the steep stairs, and applying a new aggregate surface.
40. The City Operations Natural Environment team has recently purchased 5,000 native plants and is preparing wetland sites Tauranga-wide to increase plant infill. This reduces the amount of weeding and maintenance work required, as well as enhancing natural vegetation areas across the city.

Tauranga - Tātai Whenua – A well planned city

41. Our Community Arts Advisor has begun the recruitment process for the Public Art Panel, the next step in the implementation of the Public Art Framework. Applications closed mid-April.
42. In May, we will be seeking re-accreditation from the Ministry of Business, Innovation and Employment as an *Established Welcoming Community*. Accreditation assesses a Council's and community's efforts to include and welcome newcomers, recent migrants, former refugees and international students, as well as our progress against our Welcoming Plan (2018 – 2023).
43. The Accessible City and Positive Ageing special interest groups have resumed for 2024. The Accessible City group champions the voice of the disabled community, while the Positive Ageing group focuses on ensuring the needs of older communities are considered in Council projects.
44. Nominations have opened for the Tauranga Youth Space Strategic Working Group, which will drive a community-led approach to improving awareness, accessibility and the quality of youth spaces and services across Tauranga Moana. The rūpū will guide and partner with Council to progress actions in the 2023 Youth Hub Feasibility Study and those identified in three Youth Space Partnership Workshops. [Nominations](#) closed on 14 April.
45. The Emergency Management team recently visited our colleagues from Whakatane District Council to share knowledge and experiences within our sector. The morning started with a beautiful mihi whakatau, followed by a tour of their premises and an opportunity for our key staff, including our iwi liaisons, to discuss their approach to community engagement and planning. The day rounded-out with a visit to the Regional Council Flood Room, which plays an important role for Tauranga City in forecasting weather systems and how they might impact the region.
46. The Minister for Emergency Management and Recovery, Mark Mitchell, and Sam Uffindell MP visited on Friday 5 March and the Emergency Management team was able to showcase our virtual reality simulation and talk about the challenges the city and region face in relation to tsunami impacts and planning.
47. After a busy and successful summer, the Event Facilitation team is well underway with scheduling annual events across the city for 2024/25, with over 300 events already confirmed for Council's public open spaces.
48. A new library website was launched at the end of March at <https://library.tauranga.govt.nz/>. The new site offers a simplified structure and better highlights the various services and

programmes on offer at our libraries. This has been a collaborative project over the past 18 months between Library Community Hubs and the Digital Services Web team.

49. The war memorial features at Memorial Park have recently received a deep clean and seal by specialist contractor Elevate Sealing Solutions, which is certified to deliver specialist cleaning and sealing treatments to masonry components, notably Hinuera stone. The process involves using specialised chemicals and cleaning methods to remove embedded foreign particles and mould that have built-up over decades, and is vastly superior to water blasting. These items are now sealed, meaning undesirable particles and organic growth will be easy to remove, cutting-down on future maintenance costs.



50. The Elizabeth Street Streetscape upgrade project was opened to the public with a blessing prior to Easter weekend. This sees the conclusion of the construction phase of this project. The response from the public and business owners since the opening has been extremely positive and it is good to see both Elizabeth Street and the laneway being well-used by the public.



Elizabeth Street in 2018 prior to upgrade.



New Elizabeth Street Streetscape 2024.



Mauri Stone Blessing.

51. Waterford Park Papamoa – As part of our ongoing programme of improvements across the neighbourhood reserve network, an upgrade was undertaken on the footpaths in Waterford Park. The upgrade will improve accessibility and access to the playground, toilets and other facilities in the park.



52. The Partnerships and Facilitation team is conducting a review of our Signage Sponsorship policy, with the aim of streamlining processes to enable clubs and community groups to access sponsorship revenue more readily.
53. The City Operations Horticulture team recently took over the maintenance of the new Cameron Road Stage 1 gardens. We now have staff looking after all of the new plants, weeding, and picking up litter along the way. We are also adding further plants to gardens, as planned. While working onsite, staff were able to utilise their first aid training by being first responders at two accidents.

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

54. Skillet – Access Map: While progress has been made in accessibility, certain areas of our city remain challenging for the disabled community. Partnering with Skillet, we aim to make city navigation seamless for all, through the Access Map. It provides detailed accessibility reports for each location, featuring essential information and photos of key features like mobility parking, accessible toilets and picnic tables.

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

55. The 'Colossal Squid: Freaky Features! Te Ngū Tipua: Ngā Wāhanga Weriweri!' exhibition opened at He Puna Manawa - Tauranga Library on 4 April. The exhibition is a collaboration between Tauranga Museum, Tauranga Library and Te Papa.



56. The museum team offered a break-out session during the recent DayBreak Summit. The 'Museums of the Future' session introduced participants to the museum collection and provided an opportunity to learn about the latest thinking and innovations in museum design and visitor experiences.
57. The Hands on Tauranga service has been very busy, with 1,382 students experiencing an outreach session with our educator during term one. Popular topics included Voyaging and the Waka Hourua, and Te Tiriti o Waitangi ki Tauranga | The Treaty of Waitangi in Tauranga.

"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. What a fantastic resource we have in Tauranga Moana!"

"I want to say you must have done an amazing job at engaging Otumoetai Intermediate year 8 classes today. Our 12-year-old boy came home and gave us a very animated rundown on New Zealand history. It was amazing to hear the passion and engagement he brought to the table. Thanks for the effort you must have made to create this space for them." – Otumoetai Intermediate

58. A record 275 Hands on Tauranga objects went out to schools this term (115 objects loaned to teachers for their classrooms and 148 objects going into schools as part of the outreach programme). Professional development sessions were held for teachers, including a talk about the Battle of Gate Pā and Tauranga history to a group of 50 teachers from the Tauranga Peninsula Kāhui Ako, and a session for the new volunteer educators at The Elms. Two professional development sessions for teachers are already booked for next term at Tauranga Special School and Merivale School.
59. 15 new teachers have signed-up to the Hands on Tauranga service this term. We now have 285 active teachers registered with the service.
60. Our educator has connected with a few Early Childhood Education educators. They are very keen to be able to access this service, which we are discussing as a team. Currently, Hands on Tauranga is only available for primary and secondary students.

Teachers are very grateful that they can access this resource for free and help their students connect with Tauranga's heritage. Students and teachers alike are very excited about the museum project as well.

61. The Community Development team supported Priority One with its inaugural Young Innovator Awards (yia!) internship workshops recently. The yia! Awards programme is entering its 15th year and provides an opportunity for rangatahi to cultivate critical skills through the design thinking framework.



62. Priority One's 2024 Instep Young Leaders programme was launched with a noho at Hungahungatoroa Marae on 13 and 14 March. Throughout 2024, students will engage in seven business breakfasts. We will host the June breakfast.



63. The Venues and Events teams brought together 70 people from the local event industry and partners for networking and learning at a new city centre venue called St Amand, based on The Strand. The speaker was Rae Baker, Festival Director for Tourism Bay of Plenty's New Zealand Events Association award-winning Flavours of Plenty Festival, who shared some of the keys to the event's success.
64. The refurbishment of Building 52 at the Historic Village is now complete, with Tipu Skills for Life as the new tenants. Tipu's vision is to empower young people with skills for life, enabling them to imagine and grow a positive future. The project included exterior upgrades, a new accessible kitchen and bathroom, an accessible car park with ramps, and interior renovations. Building 52 is now primed to serve as a hub for education and community development.



65. Libraries accepted the donation of the archive of local author Sheryl Jordon. The archive includes first editions of Ms Jordon's work, folios of illustrations, and other assorted papers and it was donated at her request to ensure it will be available for future writers and storytellers. A media announcement will follow once the documents have been accessioned into the library's climate-controlled archive and are available for viewing by the public.

66. Te Ao Mārama - Tauranga City Libraries took part in the city centre Children's Day celebrations with Darren the dinosaur man and his amazing collection of dinosaur fossils, replicas and animatronics thrilling budding palaeontologists. 1,425 children and their families come through in the six hours it was open.



67. Libraries have been a part of the inaugural Fungi Fest, offering a display space and hosting a series of talks. In addition to these talks, we have offered law talks, dyslexia information sessions, and talks with renowned Doctor Wai Tze about menopause and women's health. Evening digital sessions have been offered covering popular topics such as child safety online, social marketing for small businesses and non-profits, smart phones, and spotting scams. Pre-school outreach sessions have restarted, with the first big push since COVID stopped visits in 2020. Forty-eight centres are now booked in for visits from libraries. Fiero code, a self-paced learn to code platform, was launched by the Library, with an accompanying coding club for children. These sessions are supported by an industry coding professional volunteering her expertise to further learners' knowledge.
68. The City Operations Natural Vegetation team will be collaborating with the Tauranga Girls College 'Trees for Survival' programme. We will assist the college to initiate a natural restoration of their school grounds and provide some of our team to help and provide expertise. In return, students will learn about the planning preparation and scale of a restoration project and help with the planting. These students will also come to our next planting day, to help us with our restoration project at Kopurererua Valley.

CHIEF FINANCIAL OFFICE

Tauranga Airport

Airport Operations

69. There were 2,616 flights operated by Air New Zealand during January, February and March, carrying 138,860 passengers compared to 125,873 passengers in the same months of 2023, a 10% increase.
70. 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 its jet fleet being out-of-service, four at a time, for urgent non-scheduled maintenance.

Airport Development

71. The replacement of the runway lighting, cabling and navigation aids, which are now owned by the Airport, is now scheduled to be completed in June. The delay has been caused by cable supply issues.
72. 100 new car parks were opened in 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.
73. The interior of the Fire Station is complete, but cannot be put online until BOPRC consents are granted.

Strategic Property

Asset Realisation Reserve

74. There is a relatively large programme of sales scheduled over the next 24 months.
75. In order for the potential sales to be dealt with as efficiently as possible, we will be seeking to have the relevant properties classified as either atypical, strategic or surplus under the Property Acquisitions and Disposals Policy.
76. We intend to report to Council in May to seek a decision on the classification of each property.

Finance

Revaluation

77. The Office of the Valuer General has certified the revaluation 2023 values for use in the 2024/2025 rating year, and for the 2025/2026 and 2026/2027 rating years. The revaluation told us that the residential market generally decreased in value since the last revaluation in 2021, while the commercial and industrial markets increased in value. Residential properties in the lower and higher ends of the market, and newer commercial and industrial properties, generally held their value better. This has the effect of moving some of the allocation of rates liability from the residential sector to the commercial and industrial sectors. The new valuation notices were sent by email or post to all property owners on Wednesday 3 April. After the first two weeks, council has received 363 valuation objections. Objections close on 17 May. The next revaluation will be in 2026.

STRATEGY GROWTH AND GOVERNANCE

Election – 20 July 2024

78. Nominations open for the Tauranga City Council election on Friday, 26 April 2024 and close at 12 noon on Friday, 24 May 2024. An advertising campaign to encourage candidates to stand for council started in April 2024, involving strategically placed billboards around the city and advertising on bus backs (see examples below).



79. A candidate information session with Warwick Lampp, our Electoral Officer, will be held on Tuesday, 30 April, from 6pm at Baycourt X Space. This will cover key dates, the nomination process, candidate qualifications, candidate profile statements, election campaigning and rules, election signs, results and coming into office. The session will be livestreamed and available on our YouTube channel and election website.

80. The Commissioners invited potential candidates to book into one of their regular clinics for a 20-minute discussion about standing in the upcoming council election, with clinic dates being held on 20 March, 24 April and 29 May.
81. Following on from the Candidate Information Evening on 19 February, videos of Dr Jim Mather's presentation on 'What is great governance?' and Andrew Turner (ex-Deputy Mayor of Christchurch City Council) talking about why he stood for office, are available on our YouTube channel and election website. Videos of elected members from other councils talking about why they stood for office, what candidates can expect and giving their top tips, are also appearing on the election website over the next month.
82. The Electoral Commission has a [dedicated website page](#) for the Tauranga City Council election that also links back to the Council's election website. The Electoral Commission notified people on the electoral roll, who have identified as being of Māori descent, that there will be an exclusion period for changing rolls from 20 April – 20 July 2024. Māori will not be able to change roll types (from general to Māori roll or Māori to general roll) during this three-month period. Letters were sent to Māori electors from 19-25 March and the Electoral Commission has been undertaking public communication to coincide with the mailout and attending community events, both to spread this message and encourage enrolment.

Māori Wards

83. The Minister of Local Government Simeon Brown announced on 4 April that councils which brought in Māori wards without polling residents will need to hold a poll at the 2025 local body elections, to take effect from 2028, or they could choose to scrap the wards they have set-up to take effect at the 2025 local body elections.
84. The Minister advised that as the Tauranga City Council was not running to the same timeframe as other affected councils, this did not apply to the 2024 election. The incoming elected Tauranga City Council will have a choice of either:
 - (a) Reversing the decision on Māori wards; or
 - (b) Holding a binding poll before the 2028 elections.
85. Both options would mean any changes to TCC's representation arrangements would take effect for the term starting in 2028. A representation review prior to the 2028 elections would be required to implement the results of the poll.
86. The Minister said the government would introduce legislation in the coming months, to be passed by the end of July 2024, to reintroduce the ability of the public to call for a local referendum on Māori wards, which was abolished in 2022.

Make it 16

87. The Justice Committee report on the Electoral (Lowering Voting Age for Local Elections and Polls) Legislation Bill was released on 8 March and the Bill has been formally discharged at the Minister of Local Government's request. The Bill would have seen 16-year-olds voting in local elections, but not general elections, where the minimum age remained 18. The Minister for Local Government said that the sector was facing many pressing and challenging issues and the Bill was not a local government priority. [The Committee's report is available here.](#)

Takawaenga

Cultural competency across Council

88. Over the last few years, there has been increased support in the form of training and resources to assist staff. There are a few areas that we need to focus on to reflect our commitments to tangata whenua that seem to have faded lately:
 - (a) We promoted an organisation-wide standard of saying Kia Ora and Tauranga correctly. However, we have seen that commitment wane with the pace of turnover and workload for staff, so support, particularly from leaders and senior managers, is sought to

demonstrate and promote correct pronunciation as a minimum standard. Teams can seek pronunciation support by signing up to Te Kete Kōrero on Insider or making use of Te Ara Whānui app.

- (b) The other area of focus that reflects our commitment to tangata whenua is engaging correctly, in line with the protocols we hold with iwi and hapū. These are clearly set out in Te Kete Mahi Pai training, which have been well-utilised, with ongoing spaces available for bookings. More importantly though, we are seeing ongoing evidence that the guidelines are not being applied consistently. Takawaenga will be focusing on realigning any processes that have departed from our commitments and seeking staff alignment with our tangata whenua protocols.

89. Te Rangapū Mana Whenua o Tauranga Moana strategic review – Rangapū has been working with an independent facilitator to review its strategic planning document and the priorities have been confirmed as follows:

- (a) Representation at decision-making tables with Tauranga City Council, as referred to in section 4 of the Local Government Act.
- (b) Protection of the Taiao (Environment) through meaningful feedback into Council processes (e.g. consents).
- (c) The promotion and active enablement of Papakāinga housing solutions.
- (d) Infrastructure for Māori land to enable development and utilisation, as the owners see fit.

CORPORATE SERVICES

Digital Services

Treating a tree as an asset

- 90. Through a successful collaboration between Digital Services and the Urban Foresters, the teams have successfully delivered a new tree solution to support in-field maintenance and inspections of our tree assets.
- 91. The solution provides significant value in the form of improved communication between the Urban Foresters and our service providers, the ability to investigate historical data while in the field, and dashboards for data analysis of our tree assets.
- 92. Digital Services and Sustainability & Waste are in the process of establishing a 12-month trial to test the effectiveness of smart bin technology and the feasibility of permanently installing smart bins across Tauranga Moana, aligning to council's community outcome of a valued, protected, and enhanced environment.
- 93. The aims of this trial are to:
 - Demonstrate labour savings
 - Increase customer satisfaction by improving cleanliness
 - Divert recyclables from landfill
 - Optimise litter bin monitoring
 - Showcase the opportunity to reduce waste collection vehicle emissions.
- 94. Scheduled to begin at the end of May, the trial will be run in Pilot Bay and involves the removal of 24 bins currently in place along Pilot Bay (from Salisbury Ave to Mauao) and the installation of 10 Big Belly units. In addition, we will establish two recycling hubs featuring capacity sensors within single-stream recycling bins. These sensors will provide waste volumes in real-time. The hubs not only offer a recycling option for the community, but they will help us assess whether single stream recycling bins can reduce recyclables sent to landfill due to contamination, informing our litter bin strategy.

Performance, Monitoring & Assurance

95. New aerial photography and video has been delivered for the city and is being released to council viewers over the next month. This includes external facing viewers for the public.



96. A cemetery editor application has been successfully rolled-out. This captures all plot information and is used by the Cemeteries team to monitor and maintain the Pyes Pa site.
97. A new Sales and Valuation app has gone live to support the new revaluation 2023 rollout.
98. A review of all Power BI reports has been undertaken to ensure they are relevant and supported. Of the 340 reports that have been developed, 122 (36%) have been deemed unnecessary. All remaining reports have key meta data for managing and will continue to be supported.

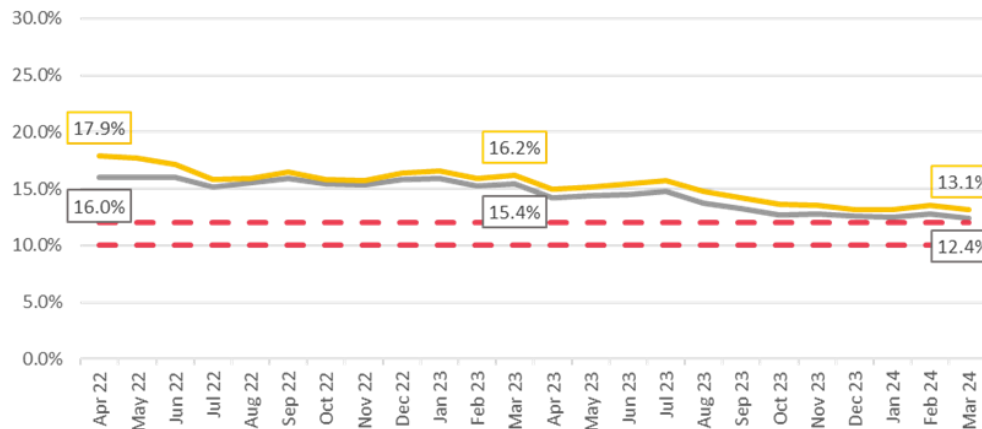
People, Performance & Culture, Health & Safety

99. Several of our 2024 learning and development programmes have commenced, including two cohorts of Communicate Powerfully, the first cohort of Te Kura Whanake and a bespoke programme for Regulatory and Compliance leaders. In addition, we have commenced facilitation of our Management Workshops, which continue to be popular. Six new young people have started with Council as we bring-on a new intake of cadets – this will see them grow their skills and confidence, helping them to establish a great future for themselves.
100. Phase 3 of our SuccessFactors journey has kicked off. This will see the Recruitment and Learning & Development modules being rolled-out with an estimated go-live date at the end of September.
101. We have 47 positions being recruited for currently, 14 of these being in the final stages with background checks or offers out.

Recruitment Stage	Community Services	Corporate Services	Infrastructure	Regulatory & Compliance	Strategy, Growth & Governance	Transport Major Projects	Total
Advertising	4	1	2		1	1	9
Shortlisting	3		2	4	1		10
Interviewing	6	1	5	1		1	14
Offered	2	1			2		5
Onboarding		1	2				3
Hired	1		1				2
On hold		2		1	1		4
Total	16	6	12	6	5	2	47

102. The 90 Devonport Road Transition team continues to meet regularly with stakeholders across the business. These conversations are looking to address our current ways of working and how these may need to change prior to the shift to new premises. This includes the need to spread office occupancy more evenly throughout the week.

Turnover



Community Relations

103. A number of the team have been focused on creating collateral for the election campaign. We decided to do this internally, to reduce costs and because we think it will lead to a better product. Initially, advertising has focused on the candidate nomination period, before moving into general election promotion and encouraging the community to vote.



104. February was the best month in terms of Media Impact Score (MIS) since we adopted the MIS methodology in January 2020, and also marks the highest report volume in the past year - a significant rise to 264 reports with an average MIS of 3.2.
105. Both recreation and transport-focused reporting were very high in volume and nearly always positive, and in both cases, the strongest contribution was from our proactive communications. The proactive advisory asking people to avoid travel at peak times when possible, when we became aware that both major routes into Mt Maunganui were severely impacted, was widely picked-up regionally, and in fact nationally, resulting in people heeding advice and appreciating the communication.

Legal, Risk & Procurement

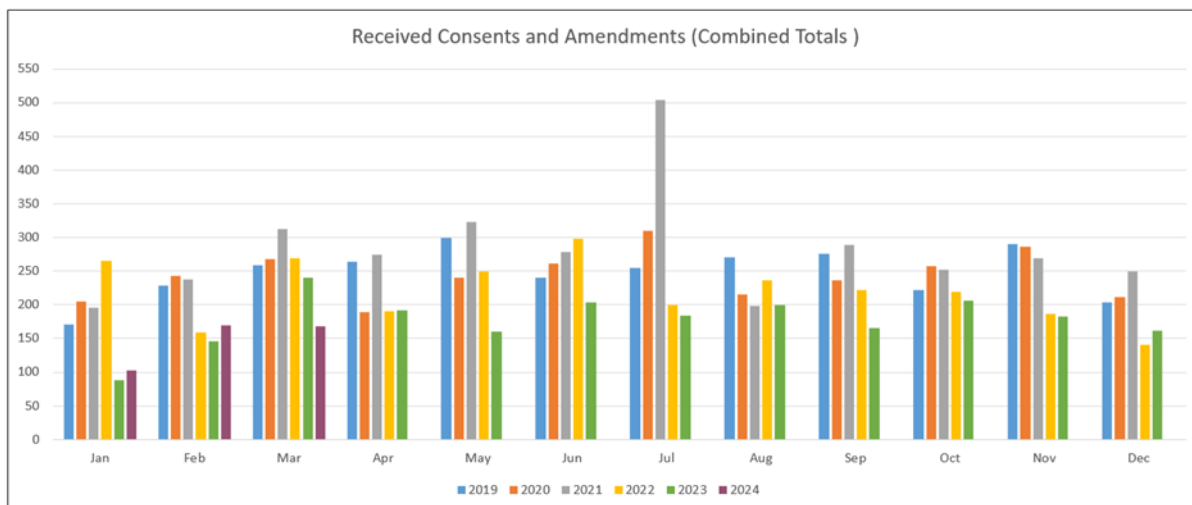
106. The Procurement team has been working with NZTA to obtain permission for our Transport team to be able to use the All of Government (AoG) Construction Consultancy panel. NZTA has confirmed that we will be able to use the panel for direct procurements up to a value of \$500k per exemption. This is a huge step forward for our Transport team, who will join the rest of our procurers in gaining efficiencies using the AoG Construction Consultancy Panel.

REGULATORY AND COMPLIANCE

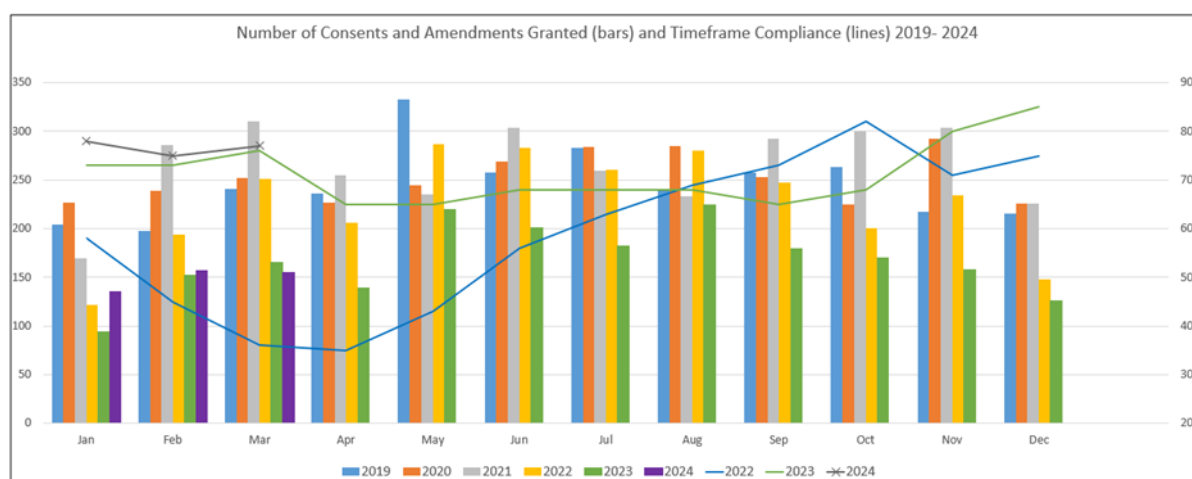
Building Consents

107. Building Services received 170 Building Consent and Amendment applications in February and 168 in March, for a total of 1539 applications year-to-date (YTD). While the YTD number

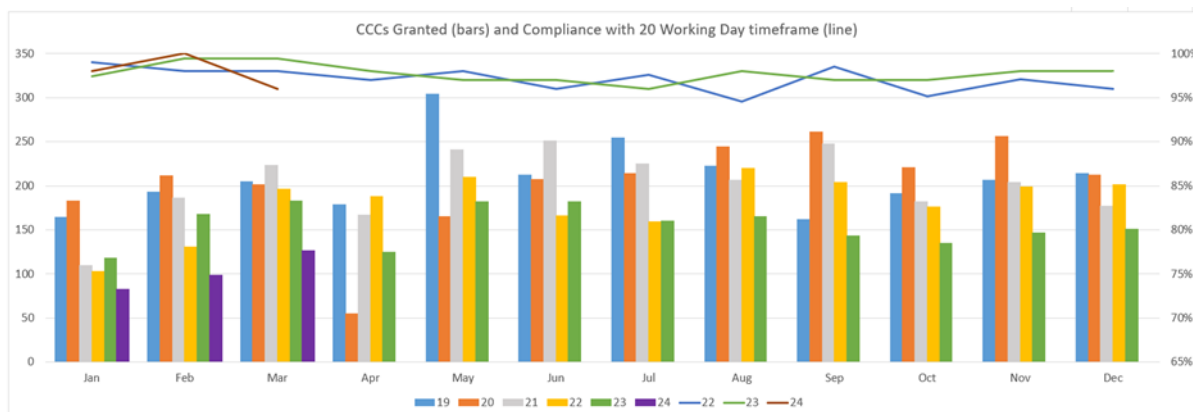
is only slightly down from the same period last year, it remains significantly lower than the volumes received in 2019-2022. March has historically been a reasonably strong month for consent applications, but is roughly 100 applications down compared with the average for March.



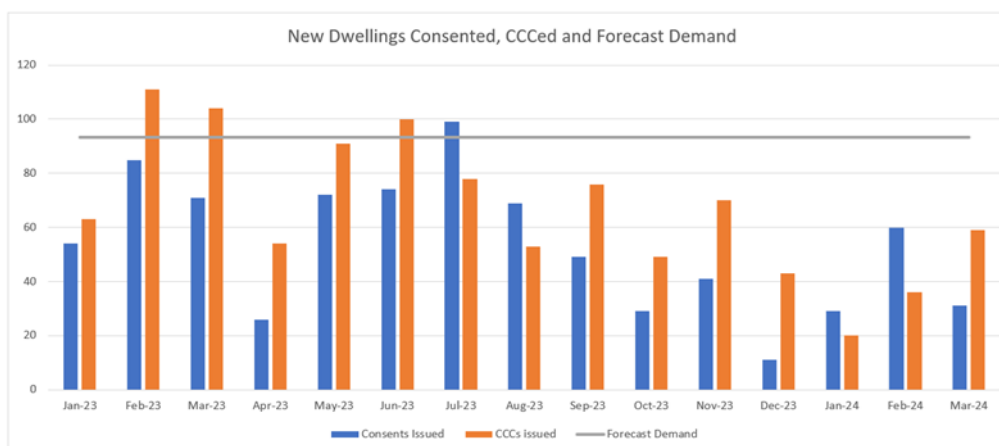
108. We granted 157 consents and amendments in February and 155 in March, for a total of 1486 YTD. The volume of consents granted is clearly also down compared with previous years, reflecting the reduced number of applications received. We refused eight applications in February and five in March, for a total of 66 applications refused YTD.
109. The proportion of consents granted within statutory timeframes dropped to 75% of consents and amendments being issued within 20 working days in February and rose slightly to 77% in March. However, if you look at the consents granted in February that were received in the three months prior to granting, 91% of these were granted within statutory timeframes. This increased to 95% in March.
110. Every consent that exceeds timeframes 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 complex 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 engineer and development engineers). The issue with Objective Build effectively delayed the receipt of RFI responses from customers in December and January and understandably caused some frustration for our staff and customers. However, we are satisfied that this issue has now been fixed and we haven't seen any recurrence since February.



111. 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 3 or 4 days throughout February and March. 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 remote and weekend inspections.
112. We issued 99 code compliance certificates (CCCs) in February and 126 in March, for a total of 1209 YTD. The CCCs issued related to the construction of 36 new residential units in February and 59 in March. Our compliance with statutory timeframes has remained consistently high, with 100% being issued within 20 working days in February and 96% in March.



113. The number of new dwellings consented and granted in January was significantly below the forecast demand, with 60 units consented and 36 receiving CCCs in February and 31 units consented and 59 receiving CCCs in March. This compares with a forecast demand of 93 per month. The rolling 12-month total, covering the period April 2023 to March 2024, is 590 units consented and 729 units receiving CCCs which is 53% and 65% of the forecast demand respectively.



114. The number of building compliance investigations that we have commenced remains slightly higher than usual. We received 41 complaints in February and another 41 in March, for a total of 294 year to date. This compares with 231 for the same period last year. As noted previously, this is often a trend observed during periods where the building industry is struggling and individuals attempt to cut corners more frequently. As such, prompt and effective responses to these complaints is particularly important.
115. Our Pool Safety barriers programme continues on-track to maintain our three-yearly cycle of inspections. We completed 106 inspections in February and 115 in March. Of those inspected, 97 were compliant on initial inspection in February, and 105 in March. Most of those that were non-compliant were able to be remedied within a few weeks of inspection.

116. In February, 121 Building Warrants of Fitness were due. Of these, 108 were received on time and demonstrated compliance, and nine were approved through the B-Rad system, which effectively allows for a modified BWOFF to be issued if there is only very minor non-compliance. A further 152 BWOFFs were due in March - 130 of these were received on-time and demonstrated compliance and 10 were approved through the B-Rad system. In addition to the BWOFF process, 44 onsite audits were completed in February and a further 53 in March. We are seeing roughly a third of these fail the audit (14 in February and 17 in March), which highlights the importance of this check. We have noticed that there have been instances of logbooks seemingly being filled out retrospectively and have started to take specific steps to prevent and track this. However, it may be that more formal enforcement action will prove necessary in the future.
117. We have recently taken on a new cohort of three trainee Building Consent Officers (BCOs), one inspector and two processors. Coupled with some successful recruitment of experienced BCOs, this has left us with only a few vacant positions. We have also seen a number of our existing staff achieve an increased level of competency in the past few months. While application volumes are low currently, we are working hard to secure the necessary internal resource. This allows us to continue to reduce our reliance on external contractors in the short-term and be in the best position to respond when the market turns and volumes increase.

Environmental Regulation

Alcohol Licensing

118. During February and March, 224 various alcohol licensing applications have been forwarded 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	YTD
OFF Licence (New)	1	4
OFF Licence (Renewal)	5	31
ON Licence (New)	4	23
ON Licence (Renewal)	20	71
Club Licence (New)		
Club Licence (Renewal)		9
Temporary Authorities (ON & OFF)	6	33
Manager (New)	40	268
Manager (Renewal)	71	234
Special Licence	77	358
Total:	224	1031

119. 38 inspections have also been undertaken within this period, ensuring that licensed premises are being operated and managed as required under legislation. So far this year, 154 licensed premises have been inspected. These inspections are both scheduled and unscheduled.
120. There have been no infringement notices handed out to a licensee for the period.

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

District Licensing Committee Hearings

121. During February and March, six applications were referred to hearings for determination by the District Licensing Committee (DLC). These applications were for one OFF licence renewal relating to Greerton Food Market, four Manager Certificate renewals and one new Managers Certificate. These matters are yet to be heard.
122. One hearing was held in March relating to a second Temporary Authority for 'La Mexica' where the Inspector opposed the application based on the unsuitability of the applicant and their mismanagement of the premises during the first three months of their first Temporary Authority.
123. As a result of the hearing, the District Licensing Committee agreed with the Inspector and the second Temporary Authority for La Mexica was declined. The premises has been closed since this hearing and will remain closed until the applicant's substantive ON Licence application has been determined by the District Licensing Committee.

District Licensing Committee Hearings Held		
	Number	YTD
On Licence		7
Off Licence		4
Club Licence		
Manager		7
Temporary Authority	1	4
Special Licence		
Total	1	22

124. Plans are well underway for several bespoke industry forums to be held with holders of on-, off-, and club licences. This will give alcohol licensing staff an opportunity to share information, network with licencees, and answer questions particular to those types of licences. These forums will be commented on in future reports.

Environmental Health

125. Variations, registrations and service requests are identified below:

	Feb and Mar 2024	YTD	
Verifications of Food businesses	63	434	
<p>Of the 434 verifications conducted in the year to date, 13 received an 'unacceptable outcome'.</p> <p>An unacceptable outcome means that the business had a number of non-conformances (or a non-compliance) with requirements that need to be resolved, and the business's verification frequency will increase until improved compliance is achieved.</p> <p>When a food business receives an unacceptable outcome, it must gain two acceptable outcomes before its verification frequency can be decreased.</p>			
Registrations	Feb and Mar 2024	YTD	
Food Registrations - New	28	171	
Food Registrations - Renew	90	500	
Health Registrations – New	4	11	
Health Registrations - Renew	5	156	These generally renewed August, September, October
Service Requests (complaints, queries etc)	Feb and Mar 2024	YTD	

Food safety and suitability enquiries, complaints, investigation and enforcement	9	51	15 total enquiries or investigations resulting in 16 enforcement interventions
Customer queries	11	57	
New Premises	2	7	
Hairdressers	0	5	
Housing	3	5	
Health miscellaneous	5	22	
Food registrations	56	166	Just started adding the vetting of applications to this type
Compliments (on service)	1	5	4
Complaints (on service) justified	0	0	0
TOTAL:		318	

Matters of interest

126. Most of the Environmental Health Officers attended a two-day virtual training and professional development conference facilitated by the NZ Institute of Environmental Health. This was training provided to Environmental Health Officers nationally and encompassed various aspects of food safety and public health.

Animal Services

127. Actions taken in relation to Animal Services complaints received for February, March and YTD:

	Warnings / Notices	Abatement Notices	Dangerous Menacing Classifications	Infringements Issued	Prosecutions Commenced
Feb 2024	Barking - 50 Roaming - 15 Aggression - 3	0	Dangerous - 0 Menacing - 3 Section 62 Muzzle - 0	20	0
Mar 2024	Barking - 45		Dangerous - 1		
	Roaming - 13	1	Menacing - 5	29	0
	Aggression - 2		Section 62 Muzzle - 1		
YTD	Barking 263 Roaming 117 Aggression 37	16	Dangerous - 2 Menacing - 26 Section 62 Muzzle - 16	678	3

Dog Registrations

128. The number of registered dogs has increased by 483 compared to 31 January 2023. We are projected to exceed 16,000 'known dogs' for the city by 30 June 2024.

Year To Date	March 2023	March 2024
% Of All Dogs Registered	93.8%	95.9%
% Compliance Rate	97.2%	98.9%

129. As officers visit known unregistered dogs, they have found that up to 35% of these dogs 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.

General

130. During March, we received multiple reports of a sow and eight piglets roaming through Johnson Reserve, Welcome Bay, and some nearby residential properties. They had also apparently helped themselves to a picnic, scaring a mother and her children by rummaging through bags looking for food. Pigs are extremely strong, agile animals and difficult to capture unless they can be lured with food and contained in a small area. Fortunately, after a number of days on the loose and with the assistance of some locals, the pigs were rehomed.
131. On 21 March 2024, Animal Services Officers, assisted by Police, executed four search warrants at two properties in Judea and two in Bethlehem. A total of 15 unregistered dogs were impounded. Some of the dogs were also in the possession of people who had been disqualified from owning dogs because of past offending. A person can be disqualified if they have been convicted of an offence or have received three or more infringements in a two-year period. Most infringements are issued to owners who fail to control their dog, allowing it to roam or be aggressive, or for not registering their dog. The dogs will be released once registered and microchipped and where a new owner has been identified by those who have been disqualified.
132. In February, we ran the second Bark in the Park event at Memorial Park. This year, we had 20 vendors, which were a mixture of charitable organisations and businesses promoting animal-related products and services. We enjoyed a beautiful day, with over 500 dog owners attending, and we received a lot of very positive feedback. We anticipate this event will continue to grow as we attract more vendors and dog owners/lovers.



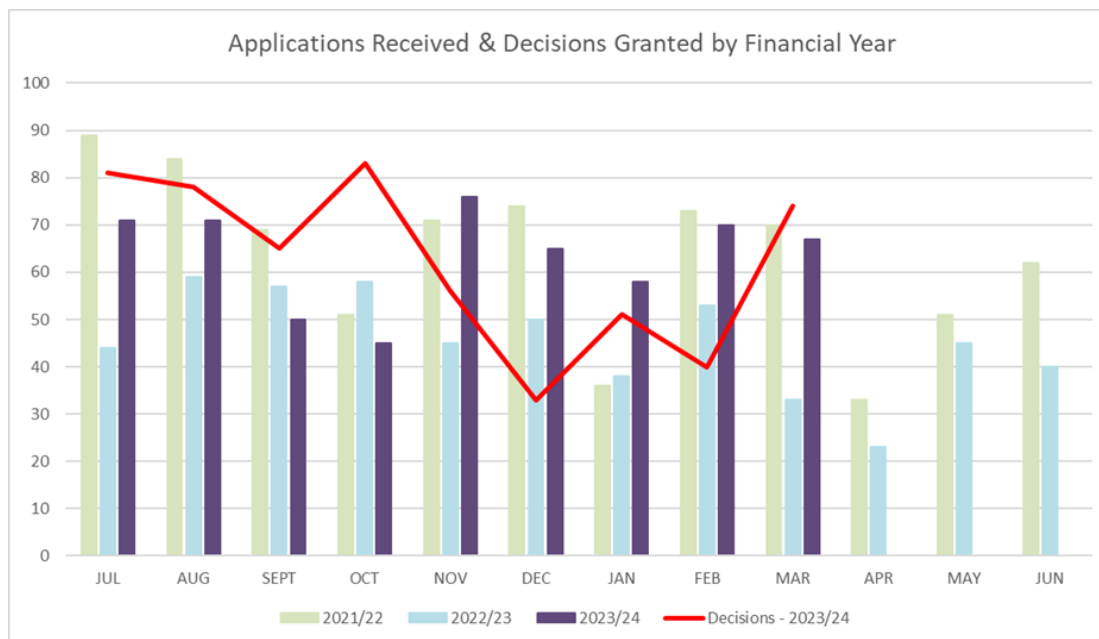
Parking and Bylaws

133. For the months of February and March, we received 478 parking complaints, compared to 519 this time last year, and 208 Bylaws complaints, compared to 228 this time last year. Despite a decrease in complaints during this period, so far this year we have received 2909 complaints in comparison with 2813 at the same time last year.
134. Despite implementing the additional MBIE responsible freedom camping funded initiatives, there has been an increase in infringements issued in comparison with February and March 2023 (456 compared with 130 infringements last year). This is in conjunction with an increase in infringement notice fines from \$200 to \$400.
135. Our Bylaws team continues to deal with long-term occupants in our reserves and if these individuals do not meet the exemption test in the Freedom Camping Act, infringements are being issued. Since February, 272 infringements have been issued to individuals in these circumstances. This explains some of the increase in infringement numbers during this period.
136. Infringements to date are:

	Feb-Mar 2024	YTD
Bus Lanes	957	8194
Parking	10384	43019
Freedom Camping	456	959

Environmental Planning

137. 643 applications for resource consents and other associated approvals have been received so far in the 2023/24 financial year to 31 January 2024. The majority of applications (63%) relate to resource consents for land use or subdivision.



138. To date, in the 2023/24 financial year, Council has issued decisions relating to 561 applications, 337 of which were for resource consents. Timeframe compliance for new applications (i.e., applications received since 1 July 2023) is currently 86%.
139. A new Development Engineering webpage is now live and can be viewed [here](#). This page details what each of our three development engineering teams do within Council and how to contact them. The intention of the page is to ensure questions reach the right team, empowering customers with information they need.
140. Recent Urban Design panel uptake remains lower than expected, with the team looking at ways to promote its service to the sector. One panel session was held in March in relation to the Durham Street bus interchange, and two are scheduled for April relating to a residential development on Maunganui Road and a Health Centre on Gloucester Road.
141. The Development Contribution Advisors have assessed 1065 building consents with a development contribution assessment value of \$14.6m from July 2023 to March 2024. In addition to this, 290 resource consents have been processed in the same period, with an assessment amount of \$6.3m.
142. As noted in previous reports, 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 \$7m (note that deferred payments are subject to the LGFA interest rate).

Environmental Monitoring

143. Staff have responded to 265 RMA incidents in the financial YTD, and a total of 4473 noise complaints have been received.
144. Council is continuing the development of a significant upgrade to the platform used to manage environmental monitoring and enforcement, which will see the function transition into SAP. It is expected that the new system will be live and operational by 1 July.

145. This upgrade will significantly improve the management of council's functions under the RMA by ensuring they are integrated with the consent process and allowing greater insights into trends and observations from compliance monitoring.

Matters of Interest

146. Submissions have recently closed in relation to 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, with 91 submissions received. The application has been scheduled for a hearing on 31 July and 1 August at the Mount Maunganui Club.
147. 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. Council provided comments to the EPA on 20 March.
148. Staff are currently processing an application from Higgins Group Holdings Ltd in relation to a significant increase to the stack height at its Mount Maunganui facility. This upgrade and resource consent application was required by conditions in the Regional Council consent which was issued on 9 January.
149. A proposal for the 115 unit "Karaka Pines" retirement village in Pāpāmoa was recently notified on a limited basis, with Ngā Potiki the only affected party notified. A pre-hearing meeting has been held and Council is working to provide advice to the commissioner in relation to whether or not a hearing is necessary.
150. Council is currently processing an application from Kainga Ora for earthworks in relation to the future Tauriko West development. The application is being processed by an independent consultant, jointly with the Regional Council consents.
151. An appeal in relation to a consent granted for a basketball facility in Judea (Ocean Dynamics Limited v Tauranga City Council) is working towards resolution, with documents before the Court to be signed. The focus of mediation was a "no complaints" covenant and user agreement, which are instruments between the appellant and applicant.
152. Staff are continuing to support the hearing process for the Allied Asphalt facility in Mount Maunganui, which was referred directly to the Environment Court for processing, with expert caucusing taking place in April.

Regulatory Services

LIM and Property Files

153. Training and upskilling of new staff is a current priority in the LIM and Property File team. Most staff are either fully- or almost fully-trained and this will support improvements in our timeliness.
154. We achieved 75% and 87% compliance with statutory timeframes for February and March respectively, with an overall 77% timeliness for the 2582 LIMs that have been issued so far this year. Where the statutory timeframe of 10 days cannot be achieved, customers are contacted by staff to discuss documentation urgency, such as an upcoming auction, so that urgent applications can be prioritised. A LIM that does not meet the statutory 10-day timeframe is often provided by day 11 or 12.
155. An internal review of the standard information provided in our LIMs is nearing completion. Recommendations of the review include enhancing the information provided on our website, ensuring information is provided in plain English (where it isn't a technical report) and no longer providing some information that is either not required or is available elsewhere. We will be engaging with local real estate agencies and law firms to explain the changes before they are made. We expect that once the outcomes of the review are implemented, both in the short- and long-term, benefits will include LIMs that are more readily understood and a reduction in compilation time, which will reduce future costs for customers.

Key Account Management

156. 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.
157. 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, 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.

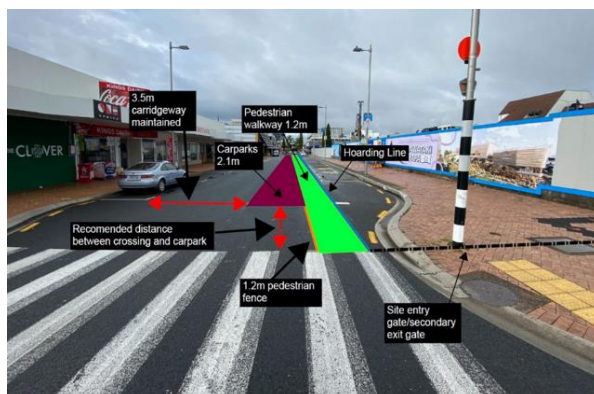
CITY DEVELOPMENT & PARTNERSHIPS**City Partnerships**

158. One-page updates on projects of interest have gone out to the gaming trusts following a recent meeting with them. Staff will continue to work with the Spaces and Places team on submitting funding applications for projects at the relevant times.
159. We have applied for \$31,183.50 of funding to NZCT on behalf of Bay Venues for their Water Skills for Life School Programme. A decision is due at the end of May.
160. Conversations are progressing with TECT regarding potential community projects that might be included in a funding application to the Facilities of Regional Significance Fund.
161. We continue to recognise the generous contributions from our funders through various channels, such as invitations to open days, project web pages, media releases, and building progress updates (via reports and in person visits to the build sites). This has included the recent [media release](#) on the Destination Skatepark project, with an acknowledgement of the funding received for Zones 3 and 4 from The Lion Foundation, NZCT and Grassroots Trust.
162. Recommendations for appointments to the Tauranga Art Gallery Trust Board and Bay Venues Board will be presented to the 29 April Council meeting.
163. Final Statements of Intent for five of our seven CCOs are due by 30 April and will be presented to the 20 May Council meeting.
164. Mainstreet organisations presented to the Strategy, Finance and Risk Committee and copies of their six-monthly written reports are available on the Council [website](#).
165. Staff facilitated a city centre walking tour for Mount Maunganui College tourism students. This will be followed up with a workshop to get student input on how we could improve the current visitor experience in the city centre, as part of shaping a future city ambassadors programme.
166. The City Partnership Specialist continues to work with the University of Waikato, with a renewed focus on growth of the Tauranga campus.
167. In collaboration with the Priority One 'In Step' team, we're developing an innovation programme with schools to link in with city centre transformation work.
168. The team is working with property owners, Creative Bay of Plenty and the Community Arts Advisor to identify spaces for murals, to add vibrancy to the city centre.
169. We're coordinating further speaking engagements in partnership with the Arts, Culture and Heritage team, to continue telling the story about the new Museum in the city centre.
170. The Minister of Corrections, Police and Emergency Management and Recovery, Mark Mitchell, was in Tauranga for a visit in early-April, joining our City Safety and Engagement Advisor, Commission Chair, General Manager: City Development and Partnerships, and staff

from NZ Police to talk about the collaborative work we're doing. We have been invited to participate in further discussions with NZ Police on the great outcomes achieved by working in alignment.

Library and Community Hub

171. The inground services and structure building consent 2 is currently being processed and is critical to works continuing onsite in April. Development Works Agreement and Services Connections Agreement submissions have been granted as part of the approval process.
172. The main architecture and services Request for Tender, including surrounding package 1 landscaping and civils, has been issued to LT McGuinness (LTM) and is due on 25 April. The tender for structure and drainage is being presented for approval at the 22 April Te Manawataki o Te Papa (TMoTP) Ltd Board meeting. The draft agreement for the cultural design package has been released to the Otamataha Trust.
173. Just over 900 rammed aggregate piles have been completed. Currently, works are progressing on the installation of a load-bearing platform. This structure is formed by a 600mm-thick layer of aggregate, reinforced with a geogrid. The geogrid acts as a load transfer platform, allowing the distribution of weight evenly across the recently installed rammed aggregate piles. This platform provides stability and support for the upcoming foundation works scheduled to begin in April.
174. The hoarding line in Willow Street has been relocated and Willow Street has become a north/south one-way system, which is part of the city-wide movement pilot project.



Willow Street one-way hoarding line repositioning.



600mm-thick load bearing platform.

Civic Whare / Exhibition Gallery / Museum (CWEM)

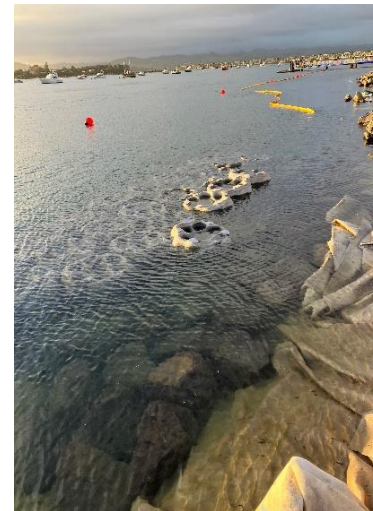
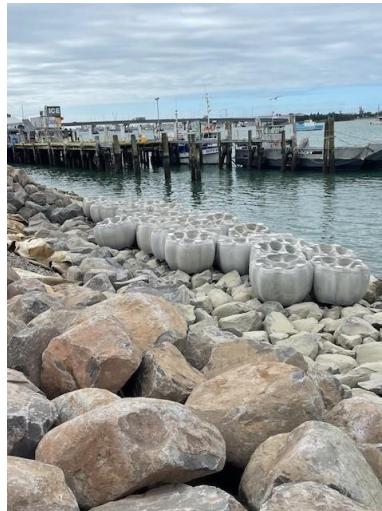
175. The 100% detailed design is on-track for delivery on 30 May.
176. Early procurement is underway with tender documents now received from prospective contractors. These are currently being evaluated by the project team and recommendations will be presented at the TMoTP Ltd Board's April meeting.
177. Carpark closure signage has gone up in the Civic Carpark.

Tauranga Art Gallery

178. The redevelopment of Tauranga Art Gallery is now being designed in two stages. Stage 1 consists of the realignment of the entrance from Wharf Street to Masonic Park, an update of affected interior spaces, delivery of a larger education space, and a seismic upgrade. Building consent for stage 1 has been lodged. Stage 2 is in design, with detailed design due to be completed in mid-April.
179. A request for tender for stage 1 works has been issued to LTM and advice has been received that a pricing response will take six weeks.

Northern seawall renewal, shared pathway and park north replacement*Seawall*

180. Installation of the first set of living seawall units commenced on 9 April, with the installation of the second set expected to commence in mid-May. Garden bed timber edging for tranche 1 and 2, and the ground improvements for the tidal stairs for tranche 1, are complete. Boulder installation for tranche 2 is progressing well.



Installation of the living seawall units, pods at low tide, and then at almost high tide

Playground

181. The waterfront playground project is nearing the end of the design phase. We are currently consulting with stakeholders on refinements before finalising the design.
182. Construction is scheduled to commence in late-June, with completion by the end of the year.

Central Plaza

183. Detailed design for the amenity block has been received and is currently being reviewed. The facility will be completed as part of the playground development. The project team is finalising the interior specifications with our Facilities and Spaces & Places teams.
184. 100% detailed design for the central plaza is due 24 May. The cost estimate has been received and is also under review. Value engineering is currently in progress.

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

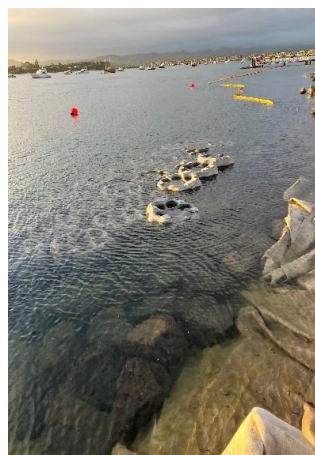
185. Works on the boardwalk are progressing well, with piling progressing from the southern side to the north, and finishing work underway on the top level of the piles (filling with sand and putting on the heavy duty polyethylene sleeves). Fabrication of the boardwalk superstructure has commenced onsite at Jensen's.
186. Installation of the underpass decking has been completed and the installation of the ceiling panel is underway.
187. The project is on track for September completion.



Underpass decking installation.



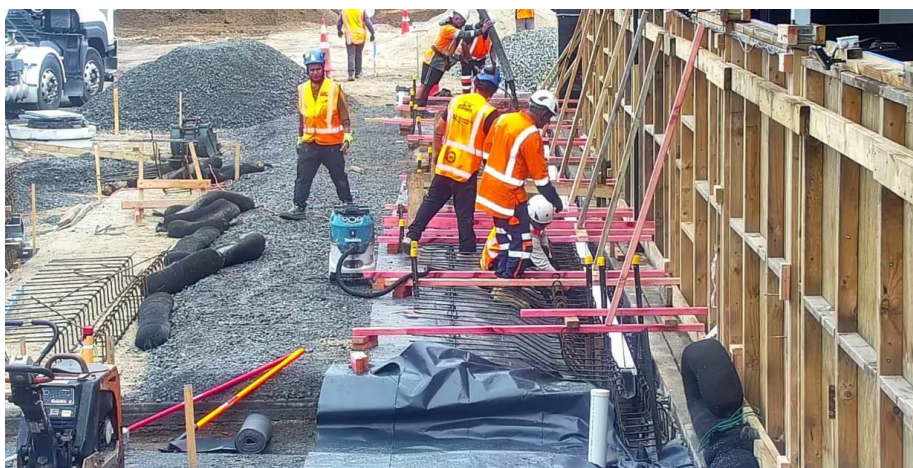
Underpass ceiling panel.



Boardwalk piling progress.

Masonic Park

188. Site works are progressing well, with the replacement transformer installed and the Chorus cabinet relocation in progress. The first concrete pour for zone 1 was completed on 5 April, with a series of further concrete pours scheduled throughout April.
189. Approval to proceed with the Waharoa foundation design has been received.



First concrete pour in progress at Masonic Park.

Dive Crescent carpark - separable portion 3

190. Crossroads contractors are scheduled to commence construction of 200 metres of new fencing in mid-April, with the programme scheduled to take two weeks.
191. Planting is scheduled to commence when weather conditions become more favourable, likely in late-May.

Beacon Wharf

192. The piler barge was onsite from 9 April and completed the piles for the pontoon and gangway.
193. Landscaping has commenced and is 20% complete. 99% of the rock armour has been placed and the block wall and first bridge piles have been installed.
194. Transplanting of the pohutukawa tree is scheduled to take place in late-April.
195. Project completion is on-track for June, except for lighting, with long lead items meaning this aspect will be delayed.



Piler barge set up at the Beacon Wharf.

90 Devonport Road (Civic administration building fitout)

196. Construction of the base build is largely complete, with the plant room roofing works underway. The façade glazing and cultural art panels are progressing well. Installation of the internal interconnecting stairs has commenced and fitout works are now underway, with the framing to levels 1, 2 and 3 largely complete and first fix electrical boxes underway.
197. A request for proposal for the building furniture requirements is being finalised and will be released for open tender in late-April. At a high level, this involves 2,800 pieces of furniture, with 800 of those repurposed/reupholstered from our 306 Cameron Road and 46 Spring Street offices.
198. The level 7 office change has been approved and with the redesign is underway. We are still on-track for building consent amendments to be lodged in early-May.

483 Cameron Road indoor courts

199. Settlement for this site is on 1 June. Construction is due to commence in early-June and be completed in late-September.
200. The project is currently in detailed design, with a planned occupancy of up to 1,500 people. Significant seismic strengthening solutions are required, but the engineering team is working through the challenges associated with that.
201. A Letter of Intent has been signed with Apollo Projects, which allows early engagement to begin with consultants and the procurement of long lead items.
202. Architectural drawings were received on 12 April and are currently being reviewed, with building consent scheduled to be lodged in late-April.
203. The project team has been meeting with the Bay Venues Limited (BVL) operations teams and sports user groups to understand their needs and requirements.
204. The new courts sprung floor system and specification has been approved by BVL and is on order for delivery in June.

Memorial Park aquatic facility

205. The preferred concept option has been refined and repriced for finalisation of the business case in April.

206. Current focus has been on the geotechnical solution, with additional testing completed onsite and a peer review testing the concept design. Early works on the geothermal bores and service relocations are also programmed.
207. Procurement plans are being finalised with the TMoTP Board and include a programme to deconstruct the QEYC in late-2024, once the new Cameron Road indoor courts centre opens.
208. Cone penetration testing has been completed. The tests will offer valuable insights into the subsurface soil conditions of the park. As Memorial Park has a lattice work of underground services, service locators and hydro vacuuming were deployed to accurately detect and map buried utilities such as water pipes, electrical cables and telecommunications lines.



Cone penetration testing at Memorial Park.

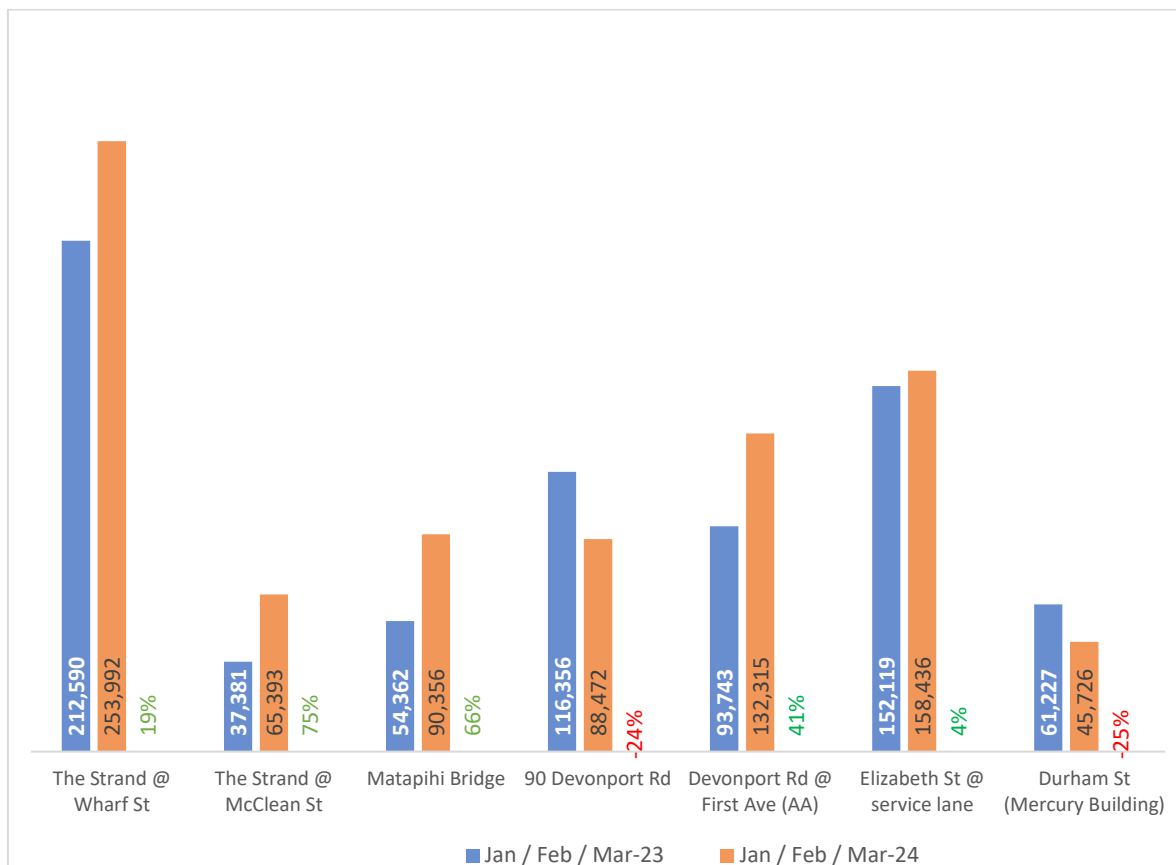
160-176 Devonport Road / Second Avenue temporary carpark

209. All asbestos has now been removed from the site. The three-month civil works contract to establish the car park will commence in mid-April and 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 foot traffic data

210. As part of the data sets we are collecting for the city centre, foot traffic data is being monitored at key points across the area. The bar graph below shows that more people spent time in the city centre the first quarter of this year (2024) compared to the first quarter of 2023, with increases/decreases shown for each location.
211. Significant shifts in foot traffic data and possible reasons for the changes involved include:
- The Strand at Wharf Street camera is up 19% this quarter compared to the same quarter last year. All months (January, February, March) were up, but March also benefited with the hosting of the Jazz Festival on the last two days of the month (March data was up 43%).
 - The Strand at McLean Street camera is up 75% this quarter compared to the same quarter last year, likely driven by the foot traffic created by the new Dive Crescent car park (foot traffic from the old car park were less likely to pass this camera).
 - The Devonport Road at First Avenue (AA) camera is up 41% this quarter compared to the same quarter last year, likely caused by the completion of the Elizabeth Towers construction work in this area.
 - The Matapihi Bridge camera has also shown an increase each month of between 58% and 70% and is up 66% for the quarter.
 - Both the 90 Devonport Road and Durham Street (Mercury Building) cameras have shown declines from this quarter last year, down 24% and 25% respectively.

Please note: All cameras were upgraded in August 2023 part of the increases noted may be due to technological improvements.



Communications and engagement

212. As the transformation of Tauranga city centre continues at pace, there is a focus on engagement with key stakeholders (such as local businesses), as well as proactive storytelling to the wider community. Various channels are being used to amplify the transformation story, including local and national media, social channels, events, and partner channels.
213. There has been a significant increase in positive media coverage over the past month as a result of proactive communications. Some key stories include:
- Bike Stop, how the new city centre bike parking is making a difference – sharing a local bike user's story with Sunlive resulted in an online story and front cover article in the Weekend Sun on 9 March.



- Safety in the city centre – [RNZ Nine to Noon, had an extensive interview](#) with Gareth Wallis on 18 March about the positive difference Paul Mason, city safety and engagement advisor, has made to improving safety in the city centre. The interview also included comments from local business owner Garth Mitchinson.
- [Elizabeth Towers apartments in Tauranga CBD 'catalyst' for city's rejuvenation](#): On 12 April, the Bay of Plenty Times published an article about the Elizabeth Towers apartments and how this, along with the new council building being built on Devonport Road and other developments, was a major catalyst for the city's rejuvenation, including comment from Gareth Wallis.
- [How Tauranga is bringing its CBD back to life](#): On Friday 12 April, Sunlive published a largely positive and comprehensive article about how the city centre is shedding its reputation as 'dying' as it undergoes a massive transformation. The article follows last month's city centre walking tour with local democracy reporter Alisha Evans. The article was also shared on the [1News website](#) and 1News Facebook page.



214. Media insights: Both coverage and the Media Impact Score for March rose significantly from February to 3.7, with a sharp swing towards very positive, proactive reporting that emphasised the long-term strategic benefits of the city centre transformation.

215. We have also been continuing to share project updates through the Tauranga City Council Facebook and LinkedIn channels.

- Tunks Reserve colourful light show: A Facebook post on 4 April about the colourful light show at Tunks Reserve received more than 400 likes and loves, and over 80 largely positive comments.



216. Waterfront reserve, living seawall: Installation of 100 water pods specially designed to attract tidal plant and animal life is underway on the waterfront and presents some great storytelling opportunities. The communications team is developing a plan to make the most of these opportunities, using various channels over the next few months.

ATTACHMENTS

Nil

13 DISCUSSION OF LATE ITEMS

14 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
14.1 - Public Excluded Minutes of the Council meeting held on 8 April 2024	s7(2)(c)(ii) - The withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
14.2 - CCO Board Appointments for the Tauranga Art Gallery Trust - April 2024	s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
14.3 - Harington Street carpark - Variation of Encumbrance	s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
14.4 - Memorial Park Aquatic Centre Procurement Update	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	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely

	<p>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>to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>
Confidential Attachment 1 - 12.9 - Pōteriwhi - Approval for Fast-track Approvals Bill application, Development and Divestment	<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>

15 CLOSING KARAKIA