



AGENDA

Ordinary Council meeting Monday, 10 June 2024

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

Date: Monday, 10 June 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 CHAIRPERSON'S REPORT

4.1 30 Years Service - Maree King

ATTACHMENTS

Nil

- 5 ACCEPTANCE OF LATE ITEMS**
- 6 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN**
- 7 CHANGE TO THE ORDER OF BUSINESS**

8 CONFIRMATION OF MINUTES

8.1 Minutes of the Council meeting held on 13 May 2024

File Number: A16027774

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 13 May 2024 be confirmed as a true and correct record, subject to the following correction/s:

(a)

ATTACHMENTS

1. Minutes of the Council meeting held on 13 May 2024



MINUTES

**Ordinary Council meeting
Monday, 13 May 2024**

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UNCONFIRMED

**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, 13 MAY 2024 AT 9AM**

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), Nic Johansson (Head of Transport), Christine Jones (General Manager: Strategy, Growth & Governance), Alastair McNeill (General Manager: Corporate Services), Gareth Wallis (General Manager: City Development & Partnerships), Wally Potts (Acting General Manager: Infrastructure), Carlo Ellis (Manager: Māori Strategic Engagement), Mike Naude (Director of Civic Developments), Graeme Frith (Team Leader: Legal & Business Support), Ross Hudson (Manager: Strategic Planning and Partnerships, Spaces and Places), Karen Hay (Team Leader: Active Modes), Neil Mason (Programme Director: Major Projects), Tom McEntyre (Principal Investment Advisor: Transport), Anne Blakeway (Manager: City Partnerships), Coral Hair (Manager: Democracy & Governance Services), Caroline Irvine (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

4.1 Acceptance of late item

RESOLUTION CO10/24/1

Moved: Commissioner Bill Wasley
Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Accepts the following public excluded late items for consideration at the meeting:
- Bay Venues Ltd Board Appointments May 2024 and Six-Monthly Report to 31 December 2023 (public excuded).

Not all of the information relating to this item was available in time to go out with the original agenda, and discussion cannot be delayed until a subsequent meeting as the appointments are required to be made.

CARRIED

5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

6 CHANGE TO THE ORDER OF BUSINESS

Item 11.1 – Civic Whare Guidelines and Item 11.3 - Memorial Park Aquatic Facility Project Update, will be considered later in the meeting.

7 CONFIRMATION OF MINUTES**7.1 Minutes of the Council meeting held on 22 April 2024****RESOLUTION CO10/24/2**

Moved: Commissioner Shadrach Rolleston
Seconded: Commissioner Bill Wasley

That the minutes of the Council meeting held on 22 April 2024 be confirmed as a true and correct record.

CARRIED

7.2 Minutes of the Council meeting held on 29 April 2024**RESOLUTION CO10/24/3**

Moved: Commissioner Bill Wasley
Seconded: Commissioner Shadrach Rolleston

That the minutes of the Council meeting held on 29 April 2024 be confirmed as a true and correct record.

CARRIED

8 DECLARATION OF CONFLICTS OF INTEREST

Nil

9 DEPUTATIONS, PRESENTATIONS, PETITIONS

Nil

10 RECOMMENDATIONS FROM OTHER COMMITTEES

Nil

11 BUSINESS

11.2 City Centre Development Incentive Fund 2023/2024

Staff Gareth Wallis, General Manager: City Development & Partnerships

In response to questions

- The basketball court and northern grass space was to be completed by early November 2024, with the first of the events being booked in mid-November 2024.
- The Cargo Shed was busy with 3-4 events booked each week and was quite heavily booked from September onwards.

Discussion points raised

- Include in recommendation (b) the provision of more than 100 beds, to provide a clear threshold on what was to be achieved.

RESOLUTION CO10/24/4

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "City Centre Development Incentive Fund 2023/2024".
- (b) Delegates to the Chief Executive, the authority to negotiate the details of \$200,000 of financial support from the City Centre Development Incentive Fund, over three years, to ensure the delivery of a key city centre student accommodation development and the provision of over 100 beds.

CARRIED

11.4 Waste Management and Minimisation Bylaw Controls

Staff Wally Potts, Acting General Manager: Infrastructure

In response to questions

- In response to a query as to how the enforcement of the bylaw would be carried out it was noted that the main objective was around educating users on the correct use of the bins.
- It was also in response to accommodate multi use developments, making rooms for bins on the road side and to audit the contents so that waste was managed and put in the right receptacles so that it did not end up in the landfill.
- The first instance was a notice of non-compliance left on the bin and an education opportunity as to what was needed to get it collected on the next collection date.
- Enforcement opportunities were avoided as much as possible, the owner would receive a visit from staff who would educate the user and provide additional bins if needed.

RESOLUTION CO10/24/5

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report "Waste Management and Minimisation Bylaw Controls".
- (b) Pursuant to clause 9 of the Waste Management and Minimisation Bylaw 2022, makes the controls specified in Attachment 1 to support the implementation of the Bylaw, to become effective on 1 June 2024.

CARRIED

11.5 Transport Resolutions Report No.51

Staff Nic Johansson, Head of Transport

Ross Hudson, Manager: Strategic Planning and Partnerships, Spaces and Places

Key points

- The report covered two parts, the first was in relation to traffic and safety.
- The second was the implementation of boat ramp parking fees and enabling the bylaw for when this was to be introduced. There was still work to be done, but was being introduced now so that it was in place when it was ready to be implemented to minimise any disruptive flow on the effect.

In response to questions

- In response to a query as to how staff would manage the flow on effect of users parking elsewhere once the bylaw was introduced, it was noted that as staff were unsure of extent of that at this stage, staff would come back to Council if it was causing concern in the area. The roll out was based on a heavy educational and communication phase and needed to be agile and able to be changed based on how people reacted.
- There was also a charge for parking on the reserve areas.
- Enforcement was within the Land Transport Act and would be the same as the balance of the city, with a \$60 non-payment fee being imposed.
- The Parking Enforcement team would be using a number of methods of communication including fliers on vehicle windscreens. A pre-communications programme was planned to ensure that everyone was clear from the first day as to where they could and could not park. There would also be an introduction time with warnings to cover use by visitors.
- It was noted that the emphasis placed on the fee being a boat ramp fee collecting money via the parking to go towards the maintenance and upkeep of the boat ramp. This would be included in the communications to users which included the fishing club and relevant Facebook page links.
- If there were delays in the line marking of the area the warning period would continue for longer as everything on the ground needed to be in place before implement.

RESOLUTION CO10/24/6

Moved: Commissioner Stephen Selwood
Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "Transport Resolutions Report No.51".

General Updates

- (b) Adopts the proposed traffic and parking controls as per Attachment A relating to minor changes for general safety, operational or amenity purposes, to become effective on or after 14 May 2024 subject to appropriate signs and road markings being installed.

Boat Ramp Charging Fees

- (c) Adopts the bylaw controls in Attachment B to introduce charges for use of boat ramps via parking charges for trailers in areas adjacent to the Whareroa Reserve boat ramp, Pilot Bay boat ramp, and Marine Park boat ramps from 1 July 2024 in accordance with decisions made in the Long Term Plan 2024-34.
- (d) Agrees that the residents annual boat ramp parking pass be available (per trailer) for those who live, own property, or operate a business, club or organisation in Tauranga City Council boundaries.

CARRIED

11.6 Draft GPS Alignment and LCLR project delivery

Staff Nic Johansson, Head of Transport
Karen Hay, Team Leader: Active Modes

Key points

- The draft government Policy Statement (GPS) was signalling a direction which was different to the planning and design of projects that were underway.
- The projects needed to be dealt with on a case by case basis due to the draft GPS to still attract funding from NZTA.
- The programme signals funding for low cost low risk (LCLR) works in communities for safety around schools, walking, cycling and the like.
- Some specific situations had challenges around areas with the disabled and younger children as they were unable to gauge the gap in traffic and the speed of vehicles. Staff were seeking flexibility with caution, on a case by case basis, especially in those high risk communities.

In response to questions

- In response to a query as to whether the crossings still needed to be raised, it was noted that a range of needs were undertaken on each of the corridors and different solutions used as no one size fitted all.
- A raised zebra crossing costs approximately \$150-250,000 which mostly related to drainage issues and a signalised crossing was approximately \$400,000 which also included providing power supply to the connections. All solutions were applied on a best value for money with the best outcome.

Discussion points raised

- Include a further recommendation endorsing the proposed approach on a case by case basis taking safety into account.

RESOLUTION CO10/24/7

Moved: Commission Chair Anne Tolley

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report "Draft GPS Alignment and LCLR project delivery".
- (b) Endorses the proposed approach of a case by case basis taking safety into account.

CARRIED

11.7 Connecting Mount Maunganui IBC Update report (VOS Committee Outcomes and Impact)

Staff Neil Mason, Programme Director: Major Projects
Tom McEntyre, Principal Investment Advisor: Transport

Key points

- Update summary brief of previous report to Council on keeping Mt Maunganui and the impacts of the VOS (Value Outcome and Standards) committee of NZTA who reviewed, issued guidance, advice and direction to the project team.
- Recommends that Council proceed to pre-implementation work as it pertained to the local road network connections and permeability within the project scope boundaries. There were a number of cul-de-sacs which were used by trucks and trailers and this would allow them the means to go through these reducing congestion and providing effectiveness of the use of these roads.
- Summary of the VOS committee noted the importance of connecting Mount Maunganui to the Arataki and Wairakei suburbs and the performance of the wider local network and state highway connections including the port and impacts around freight efficiency to it. Also noted was that Connecting Mount Maunganui was facing funding risks with a current low BCR of between 0.3 and 0.6. This would normally be over 1 to obtain funding, but was subjective against the BCR of the projects that Council were competing against for funding with roads in the national significance programme.
- The VOS committee required more detail around the staged delivery of standalone components while seeking to balance the delivery time line and risk and had requested the Project team to provide options in further detail to the NZTA Board on the staged approach. The project team compared the current recommended option against other options considered in the IBC (Indicative Business Case) with a lower cost around specific components in total or could be reconsidered in a staged approach to provide outcomes at various times. If a new option was to be put forward, the IBC was to be adapted and resubmitted to the VOS committee for reconsideration.
- Early implementation around the local road components relates to Horizon 1 as noted in the previous report and was part of the current staged approach. This could potentially see Council proceed with works to reduce congestion pressure on Hewletts Road completing the connection of Te Maire Street to Newton Street as an alternate through put route. The land required was already owned by Council. The amending of intersections at Maru Street and Aerodrome Road would limit turning movements and provide increased green light time on State Highway 2 to improve efficiency of movement heading east/west or west/east.
- Funding was not confirmed as yet by NZTA, and was expected to be between \$3-5M. Approval was expected for works relating to Horizon 1 would be sought when a revised IBC submitted to the NZTA Board. It was hoped that this would then allow Council to keep moving ahead with local road improvements while the remainder or the detail phase of the IBC was completed by NZTA. This would mean Council and NZTA were in agreement about co-funding the phases and both committed to moving ahead of time to get some good outcomes rather than waiting for full process to be completed.

- The detailed next step from the VOS committee was for the NZTA project team to prepare a detailed scope of work for the actions as soon as possible. Work was underway now and once scoped and confirmed any cost scope adjustment would be provided to the committee. Advice from NZTA was that there was enough budget in current allocation to proceed with the work as detailed by the VOS committee. Once the program was confirmed the project update reports would be resubmitted to VOS committee.
- The programme was still well aligned with the draft GPS for land transport.
- A further report would be provided to Council when the updated IBC was presented to the VOS committee and with update briefs to follow pending the decisions of the committee and the NZTA Board.

In response to questions

- Commissioner Tolley noted that the most critical issue was that the big roundabout was dangerous so whatever decision was made to assist that, Council could not give up the overpass from Totara Street and needed to keep saying that. NZTA examined a large number of alternatives and that was the best option to meet the objectives of the business case. Council should not allow a cheaper option due to lack of funding and needed to be firm that an overpass was needed.
- Commissioner Tolley asked why a T2 or T3 was not included in the existing bus lane on Hewletts Road as Council had been talking to NZTA for 3.5 years and would make a tremendous difference to the movement of traffic down that line. The other issue was the lights at the marina entrance which also stops the traffic and asked why that was not included in stage 1 as the triggers had been met.
- In response to a query regarding the time frames, it was noted that Council needed to go back to NZTA to confirm the funding for the local network connections if seeking to share the costs under the umbrella of the Connecting Mount Maunganui project. They were unsure of the timeline as it would come from rescoping programme that the project team were currently undertaking to confirm back to the VOS committee for confirmation of that program and resubmittal of the IBC which would include a request for funding related to the Horizon 1 local network components.
- The Te Maire Street land was purchased in anticipation of the project four years ago and provided the ability to bring that part of the works forward in the programme, but unless Council were going to proceed with that at 100% local share, they need to wait until the NZTA share to co-fund.
- Commissioner Tolley noted that it was critical that Council take control for next stage and be able to focus on meeting the requirements of the GPS, with economic growth and getting traffic in and out efficiently from the port which currently comes out onto a major arterial linking 70% of employment and was used by large majority of residents to get to and from work, home and school. While walking, cycling and mode shift were part of it the emphasis needed to be Council led on economic growth otherwise the BC would never be up high enough and would not meet the GPS requirements.
- It was noted that the pre-implementation was an opportunity to lead those components and deliver some positive outcomes for the community ahead of time rather than waiting for approval for the major state highway works inclusive of the two major components at each end of Hewletts Road, the Totara Street intersection and the dual roundabouts with the railway line.
- In response to a request to include the investigation of including T2 and T3 use of bus lane in Hewletts Road, it was noted that there was every chance of including it.
- Mr Mason noted that Jess Andrews from NZTA was unable to attend. He noted that they were aligned and NZTA were on board supporting the Horizon approach and the order of works in the IBC. They also agreed that the delivery of early Horizons could be led by Council, however, as all of the money Council spent would be of benefit to the state highway network and to get it to perform better they were anticipating that NZTA would contribute all of the cost including for the land.
- The only way to the NZTA Board was when the VOS committee's requests had been met and they were wanting to reaffirm that all affordable options for a solution had been considered.

Following the process was the fastest way for big items of separation and safety improvements.

- Council would lead on moving the Te Maire Street link and the local road improvements based on affordability but as these were not ringfenced in the LTP at present, it would require Council to move internal funding priorities around and have NZTA make a contribution to those fairly in order to get network benefit rather than just local roading benefit.
- While there was still a bit of work to do, if Council do not go through the VOS committee, it would not get to the NZTA Board and would not get to NLTF. The team would drive to have the early works ready to go when Council were in a position to make a call on how much to contribute locally and to get it moving.
- Adding in the T2 and T3 bus lane was a network strategy which was already being considered and had all of the elements of multi model. These could be noted with Council support for Horizons and how they were presented.
- In response to a query as to what was inhibiting the proper recognition of the economic and wider benefits in the IBC which would make a difference to the BCR, it was noted that from the last discussions if Council were to bring in fresh resources and specialists, but found that Council already had their own. Ms Andrews confirms that the BCR was a reassurance process not change of report process as it was expected that the wider benefits would still put the project as priority 1. Council need to reassure VOS committee that the information was correct. It would take a lot of time to get the BCR increased, when the project stood on its own right. Time would be better spent getting the Horizons accelerated as pre-implementation scope and follow process.
- Council need to wait for the NLTP and NLF to be confirmed to receive funding, and seek NZTA agreement that any work undertaken in advance receives applicable co-funding subsidy of at least 51%. In order for this to accelerate Council would need to take risk on the outcome of the scheme and get into discussions regarding retrospective funding again. Under the NZTA programme the detailed business case was not due to start until later in the year after the decisions were made around the funding. The VOS committee were requesting a double check that there were no cheaper alternatives that had been missed. Mr Mason recommended that Council not do too much on the Te Maire Street link until they received some assurance that all of the costs, including the design would be covered.
- In response to a query on the funding and possibly invoking the Crown as to how it could be funded, Mr Mason noted that Ms Andrews had agreed to the funding for the Te Maire Street and letting Council deliver it. Council had to go through this process, a letter of best endeavours would not get honoured unless the NZTA Board underwrite the business case and that had to be achieved before the letter could be initiated. .
- In answer to a query as to Council spending funds before knowing the amount of the share of NZTA funding, it was noted that the project was still operating within the approved budget at present. The budget was subject to co-investment, with the FAR applying to that under the banner of the IBC phase. This had got the Council to the BBC submission of the next major milestone and does not take into consideration the cost of accelerating the Te Maire Street link which would need to be renegotiated. It would get the Council to the next known landmark which starts the DBC process in November 2024. Staff would be looking to allow Council to accelerate other services ahead of that in acknowledgement of the VOS committee agreeing that all affordable options had been explored.
- Mr Mason noted that he and Ms Andrews agreed that through a change in the organisational structure, Council were able to get some of the physical works done, and would like the opportunity to lead by example providing the costs were agreed.

RESOLUTION CO10/24/8

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Connecting Mount Maunganui IBC Update report (VOS Committee Outcomes and Impact)".
- (b) Notes the recommendations from the NZTA VOS committee as outlined in this report.
- (c) Approves progressing with pre-implementation and implementation of Horizon 1 activities including the Te Maire Link to Newton Street and intersection optimisation at Maru Street and Aerodrome Road, subject to confirming NZTA co-funding of at least 51% FAR for delivery of these works.

CARRIED

11.8 Final Council-Controlled Organisations' Statements of Intent for 2024-2027

Staff Gareth Wallis, General Manager: City Development & Partnerships
Anne Blakeway, Manager: City Partnerships

Key points

- Recommendation (h) to include Directors increase from \$40,000 to \$45,000 and the Chair from \$80,000 to \$90,000

Discussion points raised

- Commissioners note the additional work that was being carried out by the Board with regard to Memorial Park and the Aquatic Centre and considered that it was good value for what the Council were receiving.

RESOLUTION CO10/24/9

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Final Council-Controlled Organisations' Statements of Intent for 2024-2027".
- (b) Receives and approves Bay Venues Limited's final Statement of Intent 2024 to 2027 (Attachment 1).
- (c) Receives and approves Tauranga Art Gallery Trust's final Statement of Intent 2024 to 2027 (Attachment 3).
- (d) Receives and approves Tourism Bay of Plenty's final Statement of Intent 2024 to 2027 (Attachment 5).
- (e) Notes that Western Bay of Plenty District Council, as joint shareholder, has already received and approved Tourism Bay of Plenty's final Statement of Intent 2024 to 2027 at their Council meeting on 4 April 2024.
- (f) Receives and approves Te Manawataki o Te Papa Limited's final Statement of Intent 2024 to 2027 (Attachment 7).
- (g) Receives and approves Te Manawataki o Te Papa Charitable Trust's final Statement of Intent 2024 to 2027 (Attachment 9).
- (h) Approves a minor board member remuneration increase for the Te Manawataki o Te Papa Limited's Directors from \$40,000 to \$45,000 and Chair from \$80,000 to \$90,000.

CARRIED

11.1 Civic Whare Guidelines

Staff Christine Jones, General Manager: Strategy, Growth & Governance
Carlo Ellis, Manager: Strategic Māori Engagement

Discussion points raised

- Commissioner Tolley noted that as a female leader she had always been well supported and the position respected at all times and was confident that this would be the same for any successive female Mayor. It was requested that the word female be removed from the guidelines.
- It was requested that an introduction setting out that the Civic Whare was a multi-cultural and multi-purpose venue precede the guidelines.
- Add (c) to carry out a review after 12 months to determine how it was working for the Mayor and Councillors.

RESOLUTION CO10/24/10

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report "Civic Whare Guidelines".
- (b) Endorses the proposed guidelines (**attachment 1**), with the additional of an introduction summarising paragraphs 3-6 in the accompanying report to be utilised to guide planning for and use of the Civic Whare once completed and
- (c) that the guidelines be reviewed 12 months from implementation.

CARRIED

12 DISCUSSION OF LATE ITEMS

Nil

13 PUBLIC EXCLUDED SESSION

Resolution to exclude the public

RESOLUTION CO10/24/11

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

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

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
13.1 - Public Excluded Minutes of the Council meeting held on 29 April 2024	<p>s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p> <p>s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(c)(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</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p>s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>
13.2 - Memorial Park Aquatic Facility Procurement Update	<p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p>s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>
13.3 - Appointment of Hearings Panel for Variation 1 (Tauriko West) to Proposed	<p>s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p>	<p>s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the</p>

Plan Change 33, Proposed Plan Change 34 (Belk Road Rural Residential) and Proposed Plan Change 35 (Tauriko Business Estate Stage 4)		disclosure of information for which good reason for withholding would exist under section 6 or section 7
13.4 - Development Feasibility and Optioneering for Residual Papamoa East Interchange Land	<p>s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p>	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
13.5 - Airport Precinct Close out Report	<p>s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p>	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
13.6 - Exemption from Open Competition	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
13.7 - Cameron Road Stage 2 - Procurement and Programme Progression	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 section 6 or section 7
13.8 - Bay Venues Ltd Board Appointments May 2024 and Six-Monthly Report to 31 Dec 2023	s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

CARRIED

11 BUSINESS *(continued)*

11.3 Memorial Park Aquatic Facility Project Update

Staff Marty Grenfell, Chief Executive
Mike Naude, Director of Civic Developments
Graeme Frith, Team Leader: Legal & Business Support

External Craig Jones – Visitor Solutions
Mark Bates – HDT

Presentation attached.

Key points

- Provided an update on the aquatic centre, business case and enhanced concept design.
- The geotechnical investigations had been completed and the NGO engineer was currently analysing the results to inform the foundation design for the facility. The RFP (request for proposal) would be assessed in the coming weeks.
- The specifications for the supply of the pool tanks, filtration and hydro slides had been finalised and were seeking submissions from suitable suppliers to initially provide information to inform the final design.
- The project had strong strategic alignment with four problem statements and six objectives being put together for the projects including high community participation, a broad participation profile attracting others to the facility, the covering of aquatic network gaps, the park and centre would leverage off one another, diverse revenue streams and ensuring it met sustainability and environmental resilience goals.
- A detailed option assessment had been undertaken with a short list being provided, a financial analysis and design optimisation work had been undertaken.
- Since the preferred option had been determined, work had been carried out to simplify the building form, a draft cultural narrative had been developed to be shared and approved with iwi and hapu groups. Plant areas had been consolidated along the northern side to provide efficient services for both the indoor and outdoor pool. The gross floor area had been redesigned with 400m² being added to the fitness centre.
- Development of the indoor and outdoor pool designs had been undertaken and documentation suitable for filtration, tanks and hydro slide prepared. These items amount to 10-15% of the overall cost.
- A peer review had been completed and comments made would be taken on board as the project proceeded.
- Improved the visual connection between the fitness and aquatic components, improved studio provision and 24 hour access and control to the fitness centre. Also keeping the ability for the areas to be expanded as needed once greater certainty on the bigger budget packages were known.
- The outdoor pool and manu pool would connect to the park and leverage off the benefits that the park offered. It would also attract segments of the market that would not normally use such a facility, including Maori and Pacifica groups.
- The outdoor pool would be geothermally heated for use all year to provide additional benefits and revenue streams, with the fitness centre, hydroslide and indoor pool environment making it a year round attraction.
- There were 10 different procurement models that were currently being assessed.
- A conservative financial model had been set, with the facility not being forecast to operate profitably. An approximation of a \$733,000 subsidy per annum being required to operate, with the position likely to improve. .
- There was not sufficient return to cover debt, interest payments or satisfactorily contribute toward depreciation and fund replacement. The estimate was a cost to Council of \$12.5M pa over the first 30 years.

- The processes for the management case had largely been established and were underway.

In response to questions

- In relation to a question seeking clarification of Opex costs being included in the LTP it was noted that this should have been picked up but staff would confirm this had been done.
- In response to a query relating to comparability with levels of subsidies for other similar facilities nationwide, it was noted that one such facility had been \$100,000 pa more mainly due to this facility having the benefit of geothermal.
- Visitation numbers of 250,000 had been set at a conservative level, with the expectation that these would likely be exceeded.
- The day to day operational cost were compatible with Baywave which was used as a base model.
- The outdoor pool area had not changed with the green space remaining the same with the outdoor experience, picnic area and manu pool still in the scheme. The intention was that people would could come for an outdoor aquatic and recreation experience and stay for 3-4 hours.
- Value engineering would be carried out as the process goes through the design stages, with the possibility of seeking outside funding from community funders for some of the components such as the hydro slides.

Discussion points raised

- Include an additional recommendation noting that any increased opex costs would need to be addressed in future annual plans.
- Commissioners acknowledged that the facility had a wider scope and use to what was currently there and the ability to provide for this community throughout the year would become a key facility for the city.
- Having facilities on both sides of the harbour spreads them throughout the city and provided offerings to residents and those from neighbouring communities.
- The city was built around the sea, therefore adequate city wide facilities were needed to teach children how to survive in the waters that surrounds them.
- Commissioners noted their appreciation for all of the work undertaken.

RESOLUTION CO10/24/12

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Memorial Park Aquatic Facility Project Update";
- (b) Receives the Memorial Park Aquatic Facility Design Update & Memorial Park Aquatic Facility Business Case 7 May 2024 attached to this report;
- (c) Notes the enhanced design contained in the Memorial Park Aquatic Facility Design Update; and
- (d) Endorses the Memorial Park Facility project to:
 - (i) progress the three design stages (Preliminary/Developed/Detailed) and then construction, providing that the project is delivered within the approved budget and;
 - (ii) to complete the ECI (Early Contract Involvement) /PCSA (Pre-construction Services Agreement) then novated Design and Build contract, subject to the project be delivered within the approved budget at each design stage gate.
- (e) Notes that any increased opex costs would need to be addressed in future annual plans.

CARRIED

Attachments

- 1 Presentation - Memorial Park Aquatic Facility

14 CLOSING KARAKIA

The closing karakia would be given at the conclusion of the Strategy, Risk and Assurance Meeting.

The meeting closed at 11.47 am.

The minutes of this meeting were confirmed as a true and correct record at the 10 June 2024 meeting

.....
Commission Chair Anne Tolley
CHAIRPERSON

8.2 Minutes of the Council meeting held on 20 May 2024

File Number: A16043547

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 20 May 2024 be confirmed as a true and correct record, subject to the following correction/s:

(a)

ATTACHMENTS

1. Minutes of the Council meeting held on 20 May 2024



MINUTES

**Ordinary Council meeting
Monday, 20 May 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, 20 MAY 2024 AT 8.33AM**

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

IN ATTENDANCE: Marty Grenfell (Chief Executive), Paul Davidson (Chief Financial Officer), Barbara Dempsey (General Manager: Community Services), Nic Johansson (Head of Transport), Christine Jones (General Manager: Strategy, Growth & Governance), Alastair McNeill (General Manager: Corporate Services), Gareth Wallis (General Manager: City Development & Partnerships), Carlo Ellis (Manager: Strategic Maori Engagement), Wally Potts (Acting General Manager: Infrastructure), Phil Kai Fong (Team Leader Strategic Property), Dana Leslie (Contractor), Cathy Davidson (Manager: Directorate Services), Derek McFadden (Senior Project Manager), Jason Spencer (Transport Programme Manager – Dual Funding), Neil Mason (Programme Director: Major Projects), Shawn Geard (City Centre Transport Advisor), Simon Collett (Manager Commercial Property), Andrew Mead (Manager: City Planning & Growth), (Jenna Quay (Events Facilitation Manager), Janine Speedy (Team Leader: City Planning), Emily McLean (Programme Lead: City Development), Coral Hair (Manager: Democracy & Governance Services), Anahera Dinsdale (Acting Team Leader: Governance Services), Caroline Irvine (Governance Advisor), Aimee Aranas (Governance Advisor), Janie Storey (Governance Advisor)

Commissioner Tolley complimented staff on doing a lot of work to get the reports to this last decision making meeting.

1 OPENING KARAKIA

Commissioner Shadrach Rolleston opened the meeting with a karakia and acknowledged the recent passing of Mr Bill Nepia.

2 APOLOGIES

Nil

3 PUBLIC FORUM

Nil

4 ACCEPTANCE OF LATE ITEMS

4.1 Acceptance of late items

RESOLUTION CO11/24/1

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Bill Wasley

That the Council:

(c) Accepts the following late tabled items for consideration at the meeting:

- Commitment to and Funding of Transport Investment to Enable Housing Supply
- Cameron Road Stage 2 - Urban Transformation Project
- Cameron Road Stage 2 - Procurement Progression for Detailed Design (*public excluded*)

The above items were not included in the original agenda because they were not available at the time the agenda was issued, and discussion cannot be delayed until the next scheduled meeting of the Committee because decisions are required in regard to these items.

CARRIED

5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

6 CHANGE TO THE ORDER OF BUSINESS

Changes to the order of business would be required to be made during the meeting.

7 CONFIRMATION OF MINUTES

7.1 Minutes of the Council meeting held on 25 March 2024

RESOLUTION CO11/24/2

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Stephen Selwood

That the minutes of the Council meeting held on 25 March 2024 be confirmed as a true and correct record.

CARRIED

Update on Item 11.1 Egret Avenue/Te Mutu Crescent Land Categorisation

- It was noted that staff were in the process of negotiating settlements, were initiating early works to tidy up Egret Avenue and looking at designs to address the Tomo and hold the bank secure. The work was expected to commence in several weeks and would be completed within the time frame for accessing the funding.
- Staff had unsuccessfully attempted to include the demolition costs on several occasions, but there was a separation between the category 2 and category 3 funding.

8 DECLARATION OF CONFLICTS OF INTEREST

Commissioner Rolleston noted for Item 11.7 – Asset Realisation Reserve – Classification of Properties, that he was a Member of the New Zealand Conservation Authority.

Commissioner Wasley noted for Item 13.4 – Tauranga Western Corridor: Special Development Project Draft Project Assessment Report – Council Response to Kainga Ora, that his daughter had a property in that area.

9 DEPUTATIONS, PRESENTATIONS, PETITIONS

Nil

10 RECOMMENDATIONS FROM OTHER COMMITTEES

10.1 Matapihi Southern Pipeline Advisory Group

Staff Coral Hair, Manager: Democracy & Governance Services
Anahera Dinsdale, Acting Team Leader: Governance Services

Discussion points raised

- Commissioner Rolleston noted that the Advisory Group had been set up in response to a spill that had occurred so that Council could work with the community to resolve the issues such as odour and access.
- Although the issues had been resolved there was still a desire from the Matapihi community to stay connected as the pipeline goes through their community. A change of meeting frequency from quarterly to twice a year was requested to allow them receive wider updates of items around the network.
- It was noted that the pipe went through a number of communities, some of which may also want to have a say.

RESOLUTION CO11/24/3

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report "Matapihi Southern Pipeline Advisory Group".
- (b) Adopts the recommendations of the Matapihi Southern Pipeline Advisory Group and makes the following changes to the Memorandum of Understanding and Terms of Reference for the Matapihi Southern Pipeline Advisory Group:
 - (i) Meeting Frequency: No less than two meetings per year.
 - (ii) Changes to Tauranga City Council Quorum: Either One (1) Elected Member or a General Manager and a staff member from Tauranga City Council present at the meeting.

CARRIED

11 BUSINESS

11.1 Whareroa Marae - Future-proofing Option

Staff Christine Jones, General Manager: Strategy, Growth & Governance
Phillip Kai Fong, Team Leader Strategic Property
Danna Leslie, Contractor
Carlo Ellis, Manager: Strategic Māori Engagement

Key points

- Acknowledgement of iwi talking about the impacts of their community which had been occurring for a long time resulting in intertwined emotions.
- The iwi were now getting to a position of moving forward.
- Acknowledgement of the Commissioners who had investigated the situation thoroughly and worked to address the problems for the iwi.
- The impacts grown in and around Whareroa, with decisions being made by Council, the Crown and the property owners around them.
- It was a desperate situation, with a solution provided that was orientated for Whareroa to follow a pathway to assist them when they were ready to do so.
- Acknowledgement of the liaison work carried out by Danna Leslie to allow Council to get to this point.

Discussion points raised

- Commissioners acknowledged the good information provided in the report.
- Commissioner Tolley noted that they had met and talked with Ngāti Kuku and Ngāi Tūkairangi regarding the future of Whareroa Marae which was essentially unresolvable. Council had sought legal advice, considered the status of existing consents and planning processes, carried out a Port industrial area study and would continue to consider these items.
- The hardest challenge the Marae would face was the weather which would become worse with climate change.
- Commissioners were grateful to be able to talk together with iwi about what long term solutions there were for the area and to hear the opportunities on the part of the original rohe to find a place for Whareroa to continue and to bring it to a conclusion before they left the Council.
- Commissioner Rolleston advised that Whareroa was important to the whole of Tauranga and Council had brought the issue front and centre and provided the opportunity to determine what a managed retreat solution would be for the Marae in the future when they were ready to leave with an area of land set aside that they may use.
- Acknowledgement of the leadership from Whareroa Marae, Ngāti Kuku and Ngāi Tūkairangi for having the hard and challenging conversations with their people, resulting in some wanting to move and others not wanting to.

RESOLUTION CO11/24/4

Moved: Commission Chair Anne Tolley

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "Whareroa Marae - Future-proofing Option".
- (b) Agrees in principle to providing the Whareroa Marae community with land to be available as a future proofing option to mitigate some of the issues faced by this community subject to:
 - (i) Appropriate mechanisms being available to achieve the objective while providing for the continued operation of the airport activity; and
 - (ii) Discussions and agreements with Whareroa Marae community; and
 - (iii) Discussions and agreements with the Crown and Western Bay of Plenty District Council as joint signatories to the 'Deed Terminating Tauranga Airport Joint Venture'.

CARRIED

11.2 Tauranga Local Water Done Well - Preferred Structure

Staff Wally Potts, Acting General Manager: Infrastructure
Cathy Davidson, Manager: Directorate Services
Nic Johansson, Head of Transport
Paul Davidson, Chief Financial Officer

Key points

- Promotion of water reform with a broad range of options for local water done well with a focus on more detailed wording and the five key objectives to meet those
- Acknowledgement of the input from the Commissioners and the peer direction given over last five years with staff now knowing what needed to be focused on.
- Since the 29 April 2024 meeting announcements had been made with regard to Watercare and Auckland Council to enable local water done well with staff continuing on clear funding and financial structure to ensure that they meet the local water done well requirements. The recommendation were a refinement of the 29 April 2024 report.
- It was requested that a further recommendation be added noting that connections with iwi and hapu of the district would occur to ensure that they remained connected moving forward.

Discussion points raised

- Commissioner Tolley noted that legislation would require councils to provide a water plan to the Minister of Local Government by July 2025 outlining the way forward. The decisions on how the Council would meet the standards would need to be made by the incoming Council early in their term.
- Appreciation for the work that had gone into the proposal to date and noted the need to lock in the steps with mana whenua and the Western Bay of Plenty District Council to develop an operational plan and to set up a Council Controlled Organisation (CCO), while not precluding the inclusion of other councils when they were ready.
- The proposal did not preclude continuing discussions with Hamilton City Council although they did not have metering or ringfenced revenue stream as yet and was a good start for the new Council to prepare to make the decisions that they had to make.
- Commissioner Selwood noted that the proposal presented the opportunity for an independent utility to charge for the service and to pay the debt that had been raised. The Council balance

sheet would shift to a CCO which would become a good water services provider and allow Council to invest in other major infrastructure to allow the city to grow. A larger scale entity being set up increased the size of the assets, the revenue scope and consolidated the expertise of the staff to run it.

- Commissioners noted that the past three years had been hard on staff, but the investments had been continued to be made so that the assets were in a good state. They appreciated that while there was still not a clear pathway forward, a start had been made.

RESOLUTION CO11/24/5

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Shadrach Rolleston

That the Council:

- Receives the report "Tauranga Local Water Done Well - Preferred Structure".
- Notes the key objectives for the development of a water entity include obtaining sufficient borrowing capacity for waters and council, retaining local ownership, the development of partnership models and improving the efficiency of water delivery and its integration with council planning and operations.
- Notes that Council will continue to monitor legislative developments for the establishment of water entities and the impacts this will have on the establishment of a water entity for Tauranga as outlined in this paper.
- Approves the preferred option of establishing a Council Controlled Organisation (CCO) model with Western Bay of Plenty District Council.
- Establishes a project team to prepare the organisation for joint delivery of three water services across the Western Bay of Plenty.
- Notes that Council will continue to investigate structure options involving other councils and approves the development of a CCO model that enables further councils to be included in the future
- Notes that options may include both two (water and wastewater) and three water (including stormwater) options both on immediate set up and over time.
- Notes that as part of the CCO structure development, Council would investigate opportunities for volumetric wastewater charging.
- Notes that discussions would continue to connect with iwi partners and hapu of the district.

CARRIED

11.3 15th Avenue to Welcome Bay Single Staged Business Case

Staff Neil Mason, Programme Director: Major Projects
Derek McFadden, Senior Project Manager
Jason Spencer, Transport Programme Manager – Dual Funding
Nic Johansson, Head of Transport

External Matt Soper, Stantec – online

Key points

- Corrections – paragraph 49 refers to recommendation (e) (iv) this should be (c) (iv) and recommendation (b) (ii) should refer to as the 2024-34 Long Term Plan.
- Endorsement for the scope to put to NZTA for subsidy of the two stages which better align with the government policy statement to relieve congestion, improve active modes, increase public transport and enhance access to destinations along the corridor.

- Objective was the benefit of significant improvements to public transport and cycling, driven by travel and operating cost savings.
- Pre-implementation had occurred to start construction by mid-2025, with 100% funding as NZTA were not expected to approve until 24 September 2024.
- The full business case was not able to be completed as yet, but would include full stormwater costs and an assessment of the funding allocation from NZTA.
- Seeking approval for the Chief Executive to approve the final business case, subject to conditions that the implementation would not start until the full and complete funding was allocated to completion.

In response to questions

- In relation to a query regarding work being commenced in zone 3 it was noted that this included works on the James Cook Drive/Welcome Bay roundabout.
- NZTA had advised that the pavement rehabilitation cost was not eligible as the work was not a requirement of the project and considered a business as usual cost for the Council.
- The system would be flexible with Council being able to allocate traffic lanes as it needed to.
- In answer to a query regarding the implementation of T2 and T3 it was noted that modelling had been carried out by the team which had demonstrated the T2 benefits and by going to T3 it would not go to the benefit. Although Council would likely want to go to T3, they may do so as a transition in time with an increase of buses or through the parking policy. The balance was to get as many vehicles through the corridor while managing the wider effects.
- It would be a Council decision as to when it moves to T3 based on facts in the business case and reliant of T2. If NZTA accept that it would be Council's ability to do so, they would target T2 lanes.
- Implementation of new system would take education, so should not be overly complicated. To start it would be simple signalling of lane changes with more changes as it progresses through.
- Stormwater work was still being closed out and would be included in the submitted business case. The estimated top end additional cost were \$13M which would reduce as the plan was optimised and funding options considered. Discussions had also been held with NZTA regarding the potential for them to co-fund the work.

Discussion points raised

- While the works were critically important for the city to reduce congestion in peak hours, cycling and walking should not be the only focus for low risk improvements as there may be other sources of funding available including spaces and places and community funding.
- Add recommendation (m) to allow use of bus lanes outside of busy times.

RESOLUTION CO11/24/6

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "15th Avenue to Welcome Bay Single Staged Business Case".
- (b) Approves Stage 1 Pre-implementation activities from October 2024 subject to:
 - (i) NZTA endorsement of the SSBC with funding approval for the remaining Stage 1 pre-implementation activities at 51% Funding Assistance Rate (FAR).
 - (ii) 2025/2035 Long Term Plan approval of sufficient funding to complete the Pre-implementation of Stage 1.
- (c) Approves that Stage 1 of the Project moves from Pre-implementation to Implementation activities under management of Council's Major Projects Unit subject to:
 - (i) Stage 1 scope is generally as described in the Option Analysis section and attachments to this Paper noting that changes will occur as the designs are developed but these changes are not to significantly alter the overall Stage 1 scope and outcomes.
 - (ii) NZTA endorsement of the SSBC with funding approval for Implementation at 51% Funding Assistance Rate (FAR) for Stage 1.
 - (iii) The Stage 1 Forecast Cost at Completion (FCAC) (P95) is reforecast at the milestones set out in paragraph 51 (i.e., a, b and c) by an independent qualified Quantity Surveyor and tracks less than or approximately equal to the FCAC (P95) contained in the Final SSBC approved by NZTA.
 - (iv) The Stage 1 Implementation Estimate (IE) (P95) is less than the approved 2025/2035 Long Term Plan budget for Stage 1 plus any other funds approved by the Council at the time.
- (d) Notes that Pre-implementation and Implementation phases for Stage 2 of the Project will be under management of Council's Low Cost Low Risk unit (LCLR) or other programme with allocated budget as set out in para 43 below.
- (e) Approves Stage 1 as noted in (b & c) above irrespective of whether Hairini Bridge abutment strengthening is approved by Council.
- (f) Delegates authority to the Chief Executive to approve submission of the Final SSBC to NZTA.
- (g) Notes that the SSBC will only request NZTA co-funding for the Stage 1 amount detailed in para 43.
- (h) Notes that there is scope, cost and funding uncertainty with respect to stormwater treatment requirements in Stages 1 and 2 and relevant costs included in this report will need to be adjusted accordingly.
- (i) Notes that if Hairini Bridge abutment strengthening is approved this could affect the Project Programme (see Attachment 1).
- (j) Notes that on 12 February 2024 Council approved early Pre-implementation works between March-September 2024 to the value of \$3.5M (P95) that are were forecast to be completed prior to the expected NZTA approval of Project funding.
- (k) Notes that the final SSBC is expected to be completed in June 2024.
- (l) Accepts the risk that if actual costs for Stage 1 exceed the P50 estimates contained in the Final SSBC and these costs are not fully covered by NZTA Cost Scope

Adjustment(s), Council will have to fund 100% of the shortfall.

- (m) Notes that the current bus lane from Hairini Bridge will be included in the business case for possible general traffic use outside of peak hours.

CARRIED

11.4 Speed Management Plan

Staff Nic Johansson, Head of Transport
Shawn Geard, City Centre Transport Advisor

Key points

- The plan had been approved for consultation on 12 February 2024, with over 1,000 responses being received. Appreciation to the community for providing input into the plan.
- The recommendations aligned with feedback with areas outside schools expected to be reduced to 30kph by 30 June 2024.
- The proposed government policy statement was different to the previous one with regards to speed management and had options on how to accommodate that.

In response to questions

- Commissioners agreed that they wanted to keep children safe, but noted the absence of evidence of what was happening outside schools in relation to near misses accidents so that there was a clearer picture. If the limits outside schools was currently at 40kph, then make a start to get rest to 40kph and put pressure on road policing to be there to enforce it as that was not being done well.
- Justification for the logic of the proposal for the length of the CBD with no reasons provided for extending the limits at one end and leaving it the same at the other.
- Commissioner Tolley noted that they could not support the recommendations and accept that provision for case by case reduction was not just related to speed. There needed to be evidence of continual speeding or near misses to accompany the maps that have a large number of compulsory 30kph areas.
- It was noted that the locations included where the road environment does not allow for 50kph currently where there were narrow streets or raised speed traffic calming devices that reduce the speed. Rather than spending funds on invariable infrastructure, the proposed reduction was a cheaper permanent option.
- While it was noted that the consultation maps did include the 30kph areas, Commissioners considered that this was different to actually talking to people about reducing the limit to 30kph all of the time. With a population of 160,000 living in the city and 1,000 responses, that left 159,000 people that had no idea that Council were planning to affect them by reducing a number of areas to a 30kph speed limit. Many would not be aware until it happened.
- A letter drop was not used during the consultation, but many other methods were. An example was that the Matua limits were based on a survey with 63% agreeing to a reduction in those specified areas.
- Commissioners sought information on the view of the road user and road transport forums with evidence that they had been spoken to which would provide a balance in the discussion along with maps where accidents had occurred to be able to warrant a change in the speed limits.
- It was noted that an option of 40kph had been included to try and achieve a reduced speed, rather than using an infrastructure intervention as people often did not look at signage. Central government were pushing for increased police presence onto the streets and more was being seen around the city at present. Staff had access to crash data, but Council should not lean on that and be brave enough to impose limits with the predicted modelling rather than crash evidence. It was important to put all factors in and consider the safety of all road users and children at school. A 40kph for Fraser Street would make better use of the area and make people safer.

Discussion points raised

- Commissioners considered that insufficient work had been done on the report and requested that it lie on the table. A more comprehensive report providing the information sought was requested to be presented to the 10 June 2024 meeting.

RESOLUTION CO11/24/7

Moved: Commission Chair Anne Tolley

Seconded: Commissioner Stephen Selwood

That the Council:

- Lays the report on the table with further information to be provided to the 10 June 2024 Council meeting with the evidence requested.

CARRIED

11.5 Ferry Proposal

Staff Nic Johansson, Head of Transport
Simon Collett, Manager Commercial Property

Key points

- The proposal noted that an established operator within the Hauraki Gulf was looking to provide a downtown Mount Maunganui to the City ferry service with two vessels making 20 trips a day.
- The ferries would carry 30 people and 15 bikes and did not require any additional infrastructure to support them.
- Funding was being sought to assist with the service subject to financial support also from the Bay of Plenty Regional Council who were still deliberating on their Long Term Plan.

In response to questions

- There were no plans to provide parking at Mount Maunganui at this stage as Council were initiating a parking management plan and ferry considerations would be added to it.
- They were hoping to have the proposal in operation by March-April 2025 and staff were trying to pre-empt any issues that may arise.
- The Regional Council had doubts and needed to find certainty to the viability of the service.

Discussion points raised

- Commissioner Tolley suggested that the land alongside old police station be considered for use as a secure bike park.
- Commissioners noted that they had been seeking a ferry service for the past three years and this was a great opportunity to test the market and hoped to see it expand in the future.

RESOLUTION CO11/24/8

Moved: Commission Chair Anne Tolley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Ferry Proposal" and attachments; and
- (b) Underwrites up to 50% of the funding required to trial ferry operations up to a maximum amount of \$1.4M payable over the first two years of the trial (i.e. \$700K per annum) of rate funded expenditure.
- (c) Notes:
 - (I) This underwrite is conditional on the other 50% being funded by Bay of Plenty Regional Council.
 - (II) For the 2025 financial year Council staff will seek to identify savings throughout the year to fund this amount if required. If the underwrite is required and savings cannot be achieved this will be funded by an increase in debt for that year.
 - (III) For the second year of the trial in 2026, the underwrite will be included in the 2026 Annual Plan and/or rate setting process.
- (d) The attachments can be transferred into open following completion of the trial.

CARRIED

11.6 Temporary Road Closure Report for Events 2024-2025

Staff Nic Johansson, Head of Transport
Jenna Quay, Events Facilitation Manager

Key points

- Publicly notified consultation ends on 31 May 2024.
- There would be three less event days and one new event from the previous summer.

In response to questions

- In answer to a query regarding feedback during road closures, it was noted that there had been 10 complaints over the of the whole summer, with most of these being in relation to other issues such as waste rather than road closures.
- Businesses operating during closures were accommodated as much as possible. Staff worked closely with them and provided pre advance warning and in some cases access and their own path to their business.
- The number of events was fairly consistent, with next summer looking similar to the last, but with less events on Marine Parade. The numbers of people attending the events generally increased each year.

RESOLUTION CO11/24/9

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Temporary Road Closure Report for Events 2024-2025".
- (b) Pursuant to Clause 11(e) of the Tenth Schedule of the Local Government Act 1974, grants approval to close the roads and car parks listed on Attachment A to ordinary vehicular traffic on the dates and during the hours stated for the purposes of facilitating safe and successful operations during the following events contingent on no objections are received during the formal notification period.

CARRIED

11.7 Asset Realisation Reserve - Classification of Properties

Staff Paul Davidson, Chief Financial Officer
Simon Collett, Manager Commercial Property

Key points

- Correction – reference to Kailua Road should be Kairua Road
- The reserve was established in July 2023, with the initial programme of potential sales over 12-24 months and the key requirement to classify the properties under the Property Acquisition and Disposal Plan.
- All but one of the properties had been classified as surplus and a request for an engagement process was being undertaken with mana whenua to ensure that they had adequate time to consider the areas.
- The Orchard Block was residual land from the implementation of the water scheme and was leased to the Institute of Plant and Food Research who owned items on the land. Engagement had not yet been held with mana whenua and if the proposals relating to the sale were not met it would be referred back to Council.
- The proceeds from the sales were critical to provide support to Te Manawataki o Te Papa.

In response to questions

- In response to a query as to whether there was any opportunity for other sites to be developed as a carpark if 134-136 Greerton Road was to be sold, it was noted that Council would work through the process first with further considerations to be done before any sale took place. Currently Council provided free parking to visitors to the Greerton village, the land was owned by Council with no impediments.
- Resolution (g) was added noting the property at 134-146 Greerton Road as strategic and that the matter be brought back for another decision with .
- In answer to a query as to culturally sensitivity, it was noted that the process was being given a lot more time

RESOLUTION CO11/24/10

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "Asset Realisation Reserve - Classification of Properties".
- (b) Resolves that the disposal of the following properties be classified as Surplus Property in accordance with Council's Property Acquisitions and Disposals Policy ("the PADP") subject to first consulting appropriately with Mana Whenua and Mana Whenua not raising any specific objections to the proposed classification:
 - i. 59C Esmeralda Street, Welcome Bay;
 - ii. 53D Esmeralda Street, Welcome Bay;
 - iii. 2014L Kairua Road, Welcome Bay;
 - iv. 15 Herald Way, Welcome Bay;
 - v. 32 Keilor Road, Otūmoetai;
 - vi. 140 Grange Road, Otūmoetai;
 - vii. 96B Sherwood, Bellevue;
 - viii. 31,33,35 Glasgow Street, Tauranga;
 - ix. 149 Second Avenue, Tauranga;
 - x. 35A & 35B Third Avenue and 1-3 43 Third Avenue, Tauranga;
 - xi. 65-73 Cross Road, Tauranga; and
 - xii. 85 Cross Road, Tauranga.

("the Surplus Properties") noting that:

 - xiii. Subject to any legal obligations identified in this report, if these Surplus Properties are suitable for open market disposal, Council will follow the PADP and engage with Mana Whenua with respect to the proposed classification and then, should Mana Whenua not raise material objection to the proposed classification offer Mana Whenua the right of first refusal; and
 - xiv. If Mana Whenua declines the offer, the Surplus Properties will be considered for disposal through an open market process.
- (c) Resolves that the disposal of part of the property at 376 No.1 Road, Te Puke ("**the Orchard Block**") be classified as a Strategic Disposal under the PADP, with the site-specific strategic objectives if the Orchard Block is sold to New Zealand Institute for Plant and Food Research Limited ("**PFR**"), including:
 - (i) Improved community resilience and economic development as a sale to PFR will support the continued operation of PFR and the company's research into sustainable crops; and
 - (ii) Strategic Disposal to PFR will achieve market value, enabling the sale proceeds to be allocated towards other strategic works.

Notes that dependent on the outcome of consultation with Mana Whenua on the Orchard Block, the matter may need to come back to Council for a further decision.

- (d) Resolves that if an agreement for sale and purchase cannot be reached with PFR 12 months from the date of the Orchard Block's classification under the PADP, then it is recommended that the Orchard Block be reclassified as a Surplus Property and the process to offer the property to Mana Whenua as prescribed under the PADP be carried out.

- (e) Resolves that as both the Surplus Properties and Orchard Block are held in the Asset Realisation Reserve, the proceeds of the disposal of the properties will be used to fund Council capital projects.
- (f) Resolves to initiate the procedure to revoke the reserve status, under section 24 of the Reserves Act 1977, of the property at 140 Grange Road, being a Local Purpose Reserve (Scout Hall Site), for the following specific reasons:
 - (i) The Scout Hall building has been demolished;
 - (ii) The reserve no longer provides any significant community value in terms of its status and classification under the Reserves Act.
 - (iii) The property has been reviewed from a whole organisation perspective and assessed as no longer required for strategic or operational purposes, and
 - (iv) Subject to completion of revocation, the Council wishes to dispose of this property.
- (g) Notes that 134-136 Greerton Road, Tauranga; is to be reconsidered for classification as a possible strategic property and/or for disposal with conditions.

CARRIED

11.8 Te Manawataki o Te Papa Financial Strategy including Infrastructure Funding and Financing Levy

Staff Paul Davidson, Chief Financial Officer

Key points

- Includes a number of strategies and an update on the external funding in terms of the Asset Realisation Reserve with the carpark buildings still included.
- The report finalises the IFF transactions to come into effect from 1 July 25 noting that it was within the consulted range. The levy proposal included a requirement to include a buffer for commercial with a rate of 6% which was higher than the upper range. Provided financing comes through a competitive process would continue.
- If the IFF levy was accepted the process would move forward with some of the information that would still be included in public excluded.
- All delegations were in place for the Chief Executive and Chief Financial Officer to execute apart from recommendation (d) which was a Council decision.

In response to questions

- All proceeds would initially go into the Asset Realisation Fund with the first use of funds from Smiths Farm and the Marine Precinct being for the Te Manawataki o Te Papa projects.
- In relation to a question regarding the reasoning for the reassessment to .7 it was noted that under the IFF legislation, it would be treated as a grant when comes into Council, and would then be taken off the amount that could be funded from development contributions. This had been flagged as a potential future correction to the legislation. The other factor was the reassessment of growth to the project.
- The change in the Smith's farm proceeds was a reflection of the sale price. This had not been finalised yet as the infrastructure costs were still to be taken out.

Discussion points raised

- Add resolution (m) to confirm that the proceeds from Smiths farm and the marine precinct be transferred to Te Manawataki o Te Papa.

RESOLUTION CO11/24/11

Moved: Commission Chair Anne Tolley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Te Manawataki o Te Papa Financial Strategy including Infrastructure Funding and Financing Levy".
- (b) Notes the latest updated funding tables in paragraph 17 and 35.
- (c) Confirms, based on this updated funding, that loans will be available from the airport and parking activities to reflect the amounts noted in table 3 paragraph 35.
- (d) Confirms the Infrastructure Funding and Financing levy for Te Manawataki o Te Papa, with a levy amount up to \$128 (including GST) for FY 2026 for a median residential levy payer and up to \$464 (including GST) for FY 2026 for a median commercial levy payer.
- (e) Confirms the levy will commence 1 July 2025.
- (f) Notes the amounts of the maximum levy are within the consulted range for the residential ratepayer, and that for the commercial ratepayer could exceed the amount consulted on by approximately 6% to allow for a buffer amount for the levy at the time the levy proposal was drafted.
- (g) Notes that the amount of maximum levy contains a buffer amount to allow for potential movements in interest rates from the time the levy proposal was completed.
- (h) Confirms the delegation to two Commissioners to sign the Monitoring Deed once in final form and confirms the delegation to the Chief Executive (CE) or Chief Financial Officer (CFO) to negotiate minor or technical amendments to the Monitoring Deed.
- (i) Agrees that two Commissioners may sign any ancillary documents that are deeds.
- (j) Agrees the changes to the Infrastructure Funding and Financing Funding and Administration Agreement (IFFFAAA) outlined in a confidential attachment to this report and confirms the delegation to the CE and CFO to finalise these amendments to the IFFFAAA and any other documents that are agreements and agree any further changes to the IFFFAAA and such documents that are minor or technical amendments.
- (k) Agrees by delegation to the CE and CFO to sign any amendments necessary to the existing Transport System Plan IFF contractual documents to achieve consistency with the Te Manawataki o Te Papa IFF (as agreed between Council and the Special Purpose Vehicle).
- (l) Approves the 'Draft Levy Remission and Postponement Policies' included in a confidential attachment and delegates authority to the CE or CFO to agree minor or technical changes.
 - (a) **Attachment 1** can be transferred into the open upon the conclusion of the IFF transaction, subject to any commercial terms being redacted as agreed with Crown Investment Partners and other agencies.
 - (b) **Attachment 2** can be transferred into the open upon conclusion of the IFF transaction, subject to any commercial terms being redacted as agreed with Crown Investment Partners and other agencies.
 - (c) **Attachment 3** can be transferred into the open upon the conclusion of the IFF transaction, subject to any commercial terms being redacted as agreed with Crown Investment Partners and other agencies.

- (d) **Attachment 4** can be transferred into the open upon the conclusion of the IFF transaction, subject to any commercial terms being redacted as agreed with Crown Investment Partners and other agencies.
- (e) **Attachment 5** can be transferred into the open upon the conclusion of the IFF transaction, subject to any commercial terms being redacted as agreed with Crown Investment Partners and other agencies.
- (m) Confirms that proceeds from Smiths farm and the marine precinct asset divestment will be allocated to the Asset Realisation Reserve the first instance to fund Te Manawataki o Te Papa.

CARRIED

At 10.29am the meeting adjourned.

At 10.52am the meeting reconvened.

11.10 483 Cameron Road - Indoor Court Project

Staff Barbara Dempsey, General Manager: Community Services

Key points

- The report outlines the use of the building as indoor courts for a number of sporting activities, the items to be upgraded and the seismic rating.
- The property had presented an opportunity to utilise the 600m² mezzanine floor for an Emergency Operations Centre (EOC) and when not in use by Bay Venues Limited (BVL) for their use as additional office space.
- With the mixed activity, the EOC and the carpark underneath it was recommended that the Council retain ownership and enter into a lease with BVL to allow them use of an uninhibited floor area for indoor sports as they would normally expect.
- Staff would come back with planning instruments to charge for parking in the carpark.
- While there was room for three BVL staff on the ground floor, they wanted up to ten staff which could be housed on the mezzanine floor and also be used when large tournaments were held.
- The space was set up to move in and EOC furniture and fittings could be sourced from the civil defence budget.
- Both organisations could run effectively together and the space would be taken over as an EOC during any significant event.
- It was requested that recommendation (b) be changed from a basketball court to an indoor court facility.

In response to questions

- There was never any intention to spend any of the upgrade funding on the mezzanine floor and it provided an opportunity to set up an EOC which Council were required to have.
- A heads of agreement would be made with BVL and the maintenance of the exterior of the building would be included in the Council's asset management plan. BVL would be responsible for internal improvements such as line marking and sporting equipment.

RESOLUTION CO11/24/12

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "483 Cameron Road - Indoor Court Project".
- (b) Approves that the 483 Cameron Road building remains in Council ownership and a lease or heads of agreement be executed to ensure Bay Venues Limited have the necessary ability to operate and maintain a Community Indoor Court facility.
- (c) Approves the conversion of a section of the mezzanine floor for the purpose of establishing an Emergency Operating Centre.
- (d) Approves staff to liaise with Bay Venues Limited and proceed with the policy framework to enable dedicated free and public paid carparking at 483 Cameron Road.

CARRIED

11.11 City Centre Public Realm Design Guidelines

Staff Gareth Wallis, General Manager: City Development & Partnerships
Emily McLean, Programme Lead: City Development

Key points

- The guidelines were provided as an action in the city centre action plan outlining framework for consistency of the developed of streetscape and urban environments within the city centre.
- Some of the landscaping had been completed and they now wanted to roll this across the city for the next 10 years.

In response to questions

- Commissioner Tolley noted that the Council were spending a great deal of money to create a bright and vibrant city centre that was full of activity, but the palette of brown, grey and beige that was noted in the plan was natural but dull with the only colour being from pohutukawa trees which flower for two weeks. They were looking for more colour from exotics that would reflect the over 100 years of European civilisation and recognise the 20% of the population born outside of New Zealand.
- For anyone walking or cycling around the green necklace, they would require shade in the summer and light in the winter and the use of 85% native plants would not provide that, instead it would likely be a dark damp unpleasant space that people would not use or feel safe in. That area needed vibrancy in the environment to lift the spirits of users.
- It was noted that the creation of vibrancy was the goal through the activities people would undertake in the spaces. The palette was quite specific and taken from a geology and ecology basis deliberately to move away from dark grey. There would be shell flexed through the concrete which could be enhanced more.
- The public art strategy was also adopting colour through art, signage and way finding which would also add to the streetscapes.
- Colour and vibrancy was an integral part of the space and the guidelines were designed in a way to build and add as much colour as was wanted with specific wording added in terms of building on that basis with clear direction to add colour and vibrancy.
- It was agreed that the multiculturalism, diversity and expressions through colour be noted in the guidelines to provide flavour and life and to understand a basis for introducing a much more diverse palette of colour.
- Commissioners also requested that the east-west connections for cycling were considered

across the peninsula. There also needed to be a key connection and alignment with planning frameworks in documents such as the district plan with a clear focus on what was being achieved. It was noted that staff were working with the plan change 38 team on that issue with a whole work stream around urban design and framework and working in tandem with the public work standards.

- All sections of the organisation were on the journey to develop the guidelines and once these were signed off, the level of requirements agreed to would need to be considered when staff were developing spaces in the future and to involve the urban foresters.
- Commissioners noted that there was also a clear need for flexibility so that the guideline did not just become the mantra as developments were different and it therefore need to be inherent in that. It was noted that was included.
- There were also heritage missing and bringing in that balance with the likes of the Herres Arc needing to be protected and looked after. Reference to mana whenua areas also provides stories and narratives that needed to be included in a live document to monitor how the city develops over time. It was noted that this had been given consideration and staff were cognoscenti of things that would change over time.
- Feedback had been received from the urban design panel and the climate change adaption was not strong. Staff were considering a peer review and base case of what other choices there were from a sustainable perspective. The recommendations included an update review of the guidelines every three years so that it could be flexible into the future to capture the changes into a wholesale change.
- The guideline was a starting point and to guide teams on how to start a project and it was relevant for heritage to be updated into the document when a project comes up to understand the stories with a place based approach.
- The challenge would be trying to assume agreement on one motif or story for the city centre as a whole, so it would become richer with a place based approach. An interpretation board would tell the stories appropriate to each space.
- In response to a query as to the proposed laneways on the plan and whether this bound Council to buy property to create laneways it was noted that it was more that the plan depicted that if they were there this is how it could look and feel and provided an opportunity to work with developers in those areas. It was noted that dash lines would replace the solid lines to depict possible laneways. Any decision to purchase or create a laneway would need to come back to Council for decision.

RESOLUTION CO11/24/13

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "City Centre Public Realm Design Guidelines".
- (b) Endorses the proposed guidelines "Tauranga City Centre Public Realm Design Guidelines" (Attachment 1) to be utilised to promote cohesive, high-quality public space design and development, including public streets, subject to the amendments raised within this meeting being re-presented to Council at its meeting on 10 June 2024 for sign off.

CARRIED

13.12 Commitment to and Funding of Transport Investment to Enable Housing Supply

Staff Christine Jones, General Manager: Strategy, Growth & Governance
Richard O Kane, Senior Project Manager
Jason Spencer, Transport Programme Manager – Dual Funding

The report is attached to the minutes as a tabled document.

Key points

- The report provided an overall picture of the issue and complexity of growth and the infrastructure investment needed for transport and delivery.
- Staff had been working diligently to bring all of the components together working with SmartGrowth and NZTA to put it all in place. At the back of the work was a significant decision on the Te Papa community to get the delivery on the ground through delivery phases including the LTP and IFF to fund over it 30 years as a compulsory charge. There would be changes to the structure resulting in significant economic benefit and a well-run transport system for the city so that people could get to work and home again.
- The IFF levy would be in force from 1 July 2024 and if Council were not able to implement this, it would be at a cost to Council. Chairperson Tolley had written to the relevant Ministers noting that they had relied on the letter of best endeavours before committing to the levy decision. The previous Ministers for Finance, Transport and Housing had been working together on a way forward on options. No response had been received to the letters to the Ministers, which outlined matters of direction from the Commissioners to continue on the current pathway or from a central government level.

In response to questions

- Commissioner Tolley noted that the item had been raised with the Ministers in order to get flexibility with the letters of best endeavours as NZTA could not commit funding beyond three years. The government was now considering extending this to ten years, but the IFF was for 30 years, therefore the extension to 10 years does not help. The Crown had agreed to go through the National Land Transport Programme and discuss how to fund those projects and how it might be implemented. Council wanted confirmation from the current government that the commitment still stands as it was imperative to provide a process to fund the infrastructure needed.
- The timing of the NZTA funding was 24 September 2024 when the levy was to be introduced by Council on 1 July 2024 or that the funding agreed to in the national land transport program. Four of the top five major projects were in Tauranga which reflected the criticality of those. There was a critical need between transport and housing which the new government policy statement recognised, yet there was nothing set in concrete resulting in a time lag for that. Council had done all that it could and all of the sub-regional partners were in agreement, and were now hoping that the government was listening and Tauranga were successful and included in the programme.
- Commissioner Selwood noted that it was difficult from a transport perspective with urban development and the government seeking transport to enable housing, but this did not seem to be the case with NZTA. Cameron Road stage 2 was fundamental to the future of the city with 1,000 homes a year needing to be built, half of which were from urban intensification along Cameron Road. Council needed to enable a shift close to public transport or provide safe walking or cycling options to a destination and Cameron Road as it was the best location where this could be achieved with all of the amenities along the corridor. This work was interdependent on stage 1 and had to proceed or the city would not be able to manage future growth.
- The Chief Executive noted that a conscious commitment to spend had been made and Council need to continue to persevere and work with the Ministers and NZTA to retrospective funding the two projects as subject to IFF funding and locals pay share

Discussion points raised

- Add to recommendation (c) plus matters specific to the Transport System Plan IFF Projects including where in the interim TCC had funded the Crown share.

RESOLUTION CO11/24/14

Moved: Commission Chair Anne Tolley

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report "Commitment to and Funding of Transport Investment to Enable Housing Supply".
- (b) Notes that Council is unable to fully deliver planned transport investments which enable intensification and greenfield housing land supply unless the Crown's funding share commitment is secured.
- (c) Continues to seek a response projects from Ministers in relation to the 'Letter of Best Endeavours' matters raised in the 29 April 2024 letter from Chairperson Anne Tolley to Ministers Willis, Bishop and Brown, plus matters specific to the Transport System Plan IFF Projects including where in the interim TCC had funded the Crown share.

CARRIED

Attachments

- 1 Tabled late report - Commitment to and Funding of Transport Investment to Enable Housing Supply - Council 2024-05-20

13.13 Cameron Road Stage 2 - Urban Transformation Project

Staff Nic Johansson, Head of Transport
Richard O Kane, Senior Project Manager
Jason Spencer, Transport Programme Manager – Dual Funding

The report is attached to the minutes as a tabled document.

Key points

- The report was to update on matters to consider retrospective funding up to \$6M including uncertainties and affordability and the ranking of two projects.
- The progression of the detailed design for waters was the most efficient way to design the works.

In response to questions

- Commissioner Tolley noted that it was not just a transport issue it was about transforming a corridor wider than Cameron Road and sets out changing what was visible above ground as well as the huge amount of changes to services, water, power and fibre underground as required infrastructure for the 15,000 people living along that peninsula corridor. Doing the design all together would reap the rewards of stage 1 for stage 2 and was critical part of the growth of the city to enable 25,000 houses and link the industrial estate with the port.
- In relation to a query regarding the distinction between NZTA and controlled time, it was noted that the IAF funding agreement aligned with the Cameron Road works with the intention that once the government policy statement and the land transport programme was finalised with the new milestones. If they failed to deliver the funding at risk could be re-negotiated but it was not guaranteed that it would be received.
- In the event that Council could not get funding through inclusion in the land transport plan, an interim holding pattern needed to be agreed to for consideration once the decisions made on 24 September 2024 had been provided.
- In response to a question relation as to whether the IFF funding could be applied to other projects if not successful, it was noted that Council could apply by going through a process of variation to the Order in Council as that was how it was set. It could possibly be a

cumbersome 4-6 month process. A reallocation within the capital projects would also be required which would need to be balanced and tested with the criteria for any new project having to be adhered to.

Discussion points raised

- Commissioner Tolley noted that this was all the more reason for the letter of best endeavours. Council would need to remind the government about their focus on IFF funding as a major assistance tool to local government and if it was not working, no one else would pick it up resulting in more requests to the government.
- It was noted that the Commissioners had confidence of the work done within the past 3.5 years with Crown agencies, NZTA and HUB to understand the difficulties with the current and previous actions. This should give the incoming Council confidence that the woes for the city and the import/export market was able to grow in a sensible and managed way and had made it clear to the government that changes in legislation were needed to make the process more flexible.
- Inclusion of spaces and places in recommendation (d).

RESOLUTION CO11/24/15

Moved: Commission Chair Anne Tolley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Cameron Road Stage 2 - Urban Transformation Project".
- (b) Notes that NZTA has confirmed consideration of retrospective funding approval of \$6.1m for Cameron Road Stage 2. Further notes that this is not a guarantee of funding and that proceeding with design is at Council's financial risk.
- (c) Notes that NZTA funding being received is subject to both the following:
 - (i) A business case being approved by the NZTA Board; and
 - (ii) The project being included in the approved National Land Transport Programme.
- (d) Progresses detailed design Cameron Road Stage 2 for transport, waters and places and spaces.

CARRIED

13 PUBLIC EXCLUDED SESSION

Resolution to exclude the public

RESOLUTION CO11/24/16

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

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

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
13.1 - Public Excluded minutes of the Council meeting held on 25 March 2024	<p>s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p> <p>s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(c)(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</p> <p>s7(2)(g) - The withholding of the information is necessary to maintain legal professional privilege</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
12.12 - Cameron Road Stage 2 - Procurement Progression for Detailed Design	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 section 6 or section 7
13.6 - Supplementary Report - 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

CARRIED

At 12.27pm the meeting adjourned.

At 1.29pm the meeting reconvened.

11 BUSINESS *(continued)*

11.9 Decisions on Independent Hearings Panel Recommendations on Plan Change 33 - Enabling Housing Supply

Staff Christine Jones, General Manager: Strategy, Growth & Governance
Janine Speedy, Team Leader: City Planning
Andrew Mead, Manager City Planning & Growth

An updated report was tabled and is attached to the minutes

Key points

- Significant plan change for housing intensification in response to central government direction.
- Implements the medium density residential standard to allow three stories and three dwellings across all of the residential zones, as a permitted activity giving effect to Policy 3 of the National Policy Statement on Urban Development.
- Policy 3 required Council to enable as much height as possible in the city centre zone and greater height intensity around commercial centres.
- Purpose was to delete the existing requirements and rezone to medium density residential across residential zones, with the high density residential zone identified adjacent to the commercial centres of 4-6 stories and eight stories along the Cameron Road corridor and within the relevant commercial zones. Any buildings of four or more dwellings would still be required to go through a resource consent process.
- The city centre had unlimited height in most of the zone, but had triggers such as the flight path which would limit the height in some areas.
- Recommendation to rezone Smiths Farm to medium density residential.
- There were a number of qualifying matters, many of these were existing in the city plan. The most significant new qualifying matter was the limited height around the coastal environment which triggered a need for a resource consent.
- A public workshop was held on 29 March 2024 which discussed the six recommendations from the Independent Hearing Panel (IHP) that did not align with the staff recommendations

In response to questions

- Lots of submissions and evidence had been put in front of the IHP including the retaining of heights and zoning for Mount Maunganui North as included in the report.
- Am – height around mm town centre whether fully aligns with or any variation in the height proposing
- It was noted that in relation to the building heights at Mount Manganui north area that there were qualifying matters that would apply requiring a resource consent and a further assessment. Commissioners noted that Appendix 15 was referred to in the reasons.

Discussion points raised

- Commissioners acknowledged the enormous amount of work carried out by staff which had caused a huge strain on resources and noted their appreciation for all that had been done.
- Commissioners noted they had revised the recommendations put forward and had accepted four of those put forward by the IHP and rejected two which would be passed on to the Minister for the Environment. These included:
 - retaining height and zoning for Mount Maunganui with an alternate to increase the height from 12m to 22m within the commercial centre and upzoning to increase the height 22m within 400 metres of the walkable catchment and 16m for residential land withing 400-800 metres walkable catchment of the town centre.

- retaining a height limit of 16m in Area F of the city centre zone.
- There was clearly a reference to the evidence that was presented, notwithstanding the alternative recommendation there were a number of requirements in terms of qualifying matters that need resource consent once getting above a certain number of residential units, with a focus on urban design.
- Commissioners noted that the plan change had taken into account the community input and acknowledged the contributions made.

UNCONFIRMED

RESOLUTION CO11/24/17

Moved: Commission Chair Anne Tolley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Decisions on Independent Hearings Panel Recommendations on Plan Change 33 - Enabling Housing Supply".
- (b) Accepts all recommendations in the report of the IHP on proposed Plan Change 33 – Enabling Housing Supply in accordance with clause 104, Schedule 1 of the RMA and adopts the reasons in the report, with the exception of the IHP recommendations set out in Table 1 below, which includes the reasons for rejecting recommendations, and any alternative recommendations in accordance with clause 101(1)(b), Schedule 1 of the RMA:

Table 1- Rejected IHP Recommendations

A	Recommendation rejected	Alternative recommendation (if any)
	Retaining the heights and zoning for Mount Maunganui North as originally proposed by the Council when PC33 was notified.	<p>As shown in Attachment 3:</p> <ol style="list-style-type: none"> i. Increasing the notified height from 12 metres to 22 metres within the commercial centre. ii. Upzoning and increasing the notified height from MDRS to 22 metres for the residential land within 400metres walkable catchment of the town centre, and 16 metres for the residential land within 400-800 metres walkable catchment of the town centre
	<p>Reasons</p> <p>The Council has reviewed the relevant material prepared through the plan-making process including the notified plan provisions, the section 32 report, the section 42A reports, statements of evidence and the IHP's recommendation.</p> <p>The alternative recommendation to increase the notified height within the commercial centre at Mount Maunganui North (generally located between Pacific Avenue and Tawa Street), and to upzone and increase height for adjacent residential land, better accords with the relevant statutory considerations under the RMA.</p> <p>The alternative recommendation will give effect to the National Policy Statement on Urban Development 2020 as a whole. In particular:</p> <ol style="list-style-type: none"> 1. It will ensure a well-functioning urban environment (Objective 1 and Policy 1); and 2. It will create further development opportunities that will improve housing affordability by supporting competitive land and development markets (Objective 2); 	

	<ol style="list-style-type: none"> 3. It will contribute to the City's development capacity requirements (Policy 2); 4. It will enable building heights and densities of urban form commensurate with the level of commercial activity and community services (Policy 3(d)); and 5. The height and density requirements are modified only to the extent necessary to accommodate qualifying matters (Policy 4). <p>Opportunities at Mount Maunganui North for higher density residential development (in particular, apartments of 16-22 m in height being approximately 4-6 storeys) will contribute to a well-functioning urban environment. The development opportunities provided for through the alternative recommendation are commensurate with the Town Centre role and function of the Mount Maunganui North commercial area, as assessed in Appendix 9 to the section 42A report. The level of commercial activity and community services in the centre supports 22 m of height within, and within a 400 m walkable catchment of, the town centre, and 16 m for residential land within 400-800 m walkable catchment of the town centre.</p> <p>We accept the evidence of Mr Kemeys that although such opportunities may not be taken up in the short term, if they are not provided for, the Council risks being unable to meet its long term development capacity requirements under the National Policy Statement on Urban Development 2020, as assessed in Appendix 7 of to the section 42A report. The alternative recommendation will make an important contribution to the required development capacity by supporting feasibility and delivery of a range of housing products as the Tauranga market adapts to changing conditions.</p> <p>Larger scale apartments will deliver higher yields, which will reduce the total number of developments required to meet growth projections and, if this occurs, the market share of apartments in Tauranga would be met by a small number of developments in limited locations. Enabling the greatest height nearest centres, including the commercial centre at Mount Maunganui North, will provide stronger direction to the market that this scale and product is supported in those locations, which will in turn support competitive land and development markets.</p> <p>While greater height and density of urban form will be provided for through the alternative recommendation, the associated plan provisions and resource consent requirements will enable management of identified cultural, landscape, coastal environment, natural character and outstanding natural features and landscapes values. Qualifying matters are proposed to set the maximum heights in Appendix 15 to the Council's closing statement. This responds appropriately to the complexities raised from multiple qualifying matter overlays in Mount Maunganui North and the scale of change planned for the area. Coastal and cultural landscape values will be managed as a matter of national importance through a new qualifying matter overlay. An urban design assessment is required for all residential developments comprising of four or more independent dwelling units. As set out in the evidence of Mr Lucca, the urban design principles incorporated into Plan Change 33 policies include public interface; housing design; high quality developments; building bulk and scale; residential amenity; urban trees; site context and interface; movement networks; sustainability; and safety and security. Based on Mr Lucca's evidence and other available information, we consider that the alternative recommendation will assist in maintaining a level of consistency, both for</p>
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	<p>developers and the Council, that relevant urban design principles are addressed to support the wellbeing of residents and the community.</p> <p>In terms of s 32AA of the RMA, the alternative recommendation is the most appropriate way to achieve the objectives (having regard to efficiency, effectiveness, reasonably practicable options and the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated (including opportunities for economic growth and employment)). In particular, some benefits of increased height and density opportunities at Mount Maunganui North are able to be realised, while costs (including adverse environmental, economic, social and cultural effects) will be appropriately mitigated through the plan provisions and resource consent process. The analysis in the section 32AA report at Appendix 5 of the section 42A report (including section 3.1) is adopted to the extent relevant to the alternative recommendation.</p> <p>The alternative recommendation to increase the notified height within the commercial centre and upzone and increase height for adjacent residential land is in accordance with the Council's functions under the RMA, because it provides for increased development opportunities while ensuring integrated management of development and effects on natural and physical resources, in particular the natural and physical resources that are managed through qualifying matter overlays.</p> <p>While not a matter that can override the higher order planning instruments such as the National Policy Statement on Urban Development 2020, the alternative recommendation will also achieve the sustainable management purpose of the RMA, recognise and provide for the matters of national importance in section 6 of the RMA (including natural character of the coastal environment and the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga), and have regard to section 7 of the RMA (including the efficient use and development of natural and physical resources, and maintenance and enhancement of the quality of the environment).</p>	
B	Recommendation rejected	Alternative recommendation (if any)
	Removing the height limit over Area F in the City Centre Zone and consequential changes to the maps in Chapter 17 and relevant provisions.	As shown in Attachment 3: Retain a height limit of 16 metres in Area F in the City Centre Zone.
	<p>Reasons</p> <p>The Council has reviewed the relevant material prepared through the plan-making process including the notified plan provisions, the section 32 report, the section 42A reports, statements of evidence and the IHP's recommendation.</p> <p>The alternative recommendation to retain a 16 m height limit in Area F better accords with the relevant statutory considerations under the RMA.</p> <p>Having regard to all relevant matters (including the shading analysis included as Appendix 12 to the section 42A report), the 16 m height limit will ensure amenity of the public waterfront area and prevent unreasonable shading.</p> <p>The alternative recommendation will give effect to the National Policy</p>	

	<p>Statement on Urban Development 2020 as a whole. In particular:</p> <ol style="list-style-type: none"> 1. It will ensure a well-functioning urban environment (Objective 1 and Policy 1); and 2. It enables building heights to realise as much development capacity as possible, to maximise the benefits of intensification (Policy 3(a)). <p>Retaining a height limit in Area F permits appropriate height and density of urban form as of right, while creating a resource consenting threshold for taller buildings which provides for regulatory oversight of developments to ensure a well-functioning urban environment. The height limit does not prohibit taller buildings. Overall, this approach enables as much development capacity as possible, to maximise the benefits of intensification.</p> <p>The alternative recommendation is consistent with other relevant management plans and strategies of the Council prepared under the Local Government Act 2002, which emphasise the importance of the waterfront area to the vitality and amenity of the City.</p> <p>The Council's strategic direction for the City Centre is clearly expressed in several documents, including the City Centre Strategy 2012 and the City Centre Action and Investment Plan 2022-32 (as outlined in the reporting planner's section 42A report). The alternative recommendation is consistent with these documents because it will ensure an attractive and well-functioning city centre. As the city centre intensifies, the design of buildings will become more important, and the alternative recommendation will provide an appropriate level of control over this.</p> <p>In terms of s 32 of the RMA, the alternative recommendation is the most appropriate way to achieve the objectives (having regard to efficiency, effectiveness, reasonably practicable options and the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated (including opportunities for economic growth and employment). In particular, the 16 m height limit appropriately balances the potential costs of constraints on development with the benefits of maintaining amenity of the public waterfront area.</p> <p>The 16m height limit for Area F is in accordance with the Council's functions under the RMA, because it provides for development opportunities while ensuring integrated management of development and effects on an important natural and physical resource, namely the public waterfront.</p> <p>While not a matter than can override the higher order planning instruments such as the National Policy Statement on Urban Development 2020, the alternative recommendation will also achieve the sustainable management purpose of the RMA and maintain and enhance amenity values in accordance with s 7(c) of the RMA.</p>
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- (c) Delegate to the Commission Chair the authority to sign and send a letter referring any rejected IHP recommendations, together with reasons for rejecting the recommendation and any alternative recommendations, to the Minister for the Environment in accordance with the resolutions of Council.
- (d) Publicly notify the decisions of the Council in accordance with clause 102, Schedule 1 of the RMA by 30 June 2024 including any recommendations of the IHP that it accepts

or that it rejects together with the reasons for doing so and any alternative recommendation that it has provided for a rejected recommendation.

- (e) Notes that on public notification under clause 102, Schedule 1 of the RMA, all the recommendations of the IHP that are accepted by Council are incorporated into the Tauranga City Plan and are deemed approved under clause 17(1), Schedule 1 and become operative in accordance with clause 20, Schedule 1 of the RMA.
- (f) That the General Manager: Strategy, Growth and Governance be delegated the authority to approve any minor editorial changes and consequential changes (if any) to the proposed plan under clauses 16 and 95(2)(o), Schedule 1 of the RMA.
- (g) Adopt the non-statutory urban design guide (Residential Outcomes Framework) included as Attachment 2.
- (h) That the General Manager: Strategy, Growth and Governance be delegated the authority to approve any minor editorial changes to the Residential Outcomes Framework.

CARRIED

Attachments

- 1 Tabled - Decisions on IHP Recommendations on Plan Change 33 - Enabling Housing Supply
- 2 Tabled - Attachment 3 to Decision on the IHP Recommendations on Plan Change 33 - Enabling Housing Supply

12 DISCUSSION OF LATE ITEMS

Nil

13 PUBLIC EXCLUDED SESSION *(continued)*

Resolution to exclude the public

RESOLUTION CO11/24/18

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

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

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
13.2 - Tauriko West Development Agreement	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 - Te Tumu Infrastructure Corridors and Active Reserve Compensation Arrangements	s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
13.4 - Tauranga Western Corridor: Specified Development Project Draft Project Assessment Report - Council Response to Kainga Ora	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
13.5 - Blue Haven - Procurement Approval	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information s7(2)(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
13.7 - Baypark Stadium	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
13.8 - Baypark Tauranga Netball Centre	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
13.9 - Appointment of a Mana Whenua Representative to the Tauranga Art Gallery Trust Board	s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons s7(2)(c)(i) - The withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied	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
13.10 - City Wharf Infrastructure Funding	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information s7(2)(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
13.11 - Car Park Provision for 2 Devonport Road Developer	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information s7(2)(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
Item 11.5 - Ferry Proposal - Confidential Attachment 1	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	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

	<p>making available of the information would be likely otherwise to damage the public interest</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>	withholding would exist under section 6 or section 7
Item 11.5 - Ferry Proposal - Confidential Attachment 2	<p>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</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p>	s48(1)(a) the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
Item 11.5 - Ferry Proposal - Confidential Attachment 3	<p>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</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p>	s48(1)(a) the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
Item 11.5 - Ferry Proposal - Confidential Attachment 4	<p>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</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p>	s48(1)(a) the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
Item 11.8 - Te Manawataki o Te Papa Financial Strategy including Infrastructure Funding and Financing Levy - Confidential Attachment 1	<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

11.8 - Te Manawataki o Te Papa Financial Strategy including Infrastructure Funding and Financing Levy - Confidential Attachment 2	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
11.8 - Te Manawataki o Te Papa Financial Strategy including Infrastructure Funding and Financing Levy - Confidential Attachment 3	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
11.8 - Te Manawataki o Te Papa Financial Strategy including Infrastructure Funding and Financing Levy - Confidential Attachment 4	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
Item 11.8 - Te Manawataki o Te Papa Financial Strategy including Infrastructure Funding and Financing Levy - Confidential Attachment 5	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

CARRIED

14 ACKNOWLEDGEMENTS

Commissioner Tolley on behalf of the Commissioners, acknowledged through the Chief Executive the work they had done with the Executive Team and staff over the three and a half years that they had been in office. She noted together they had all weathered the storm carrying out fantastic work leading the organisation through massive changes which had resulted in confidence, changes in attitude, a willingness to take on the role of a major employer within city and become a significant investor in ensuring that Tauranga residents could live, work, learn, play and manage the growth to become a great place to live.

Commissioners trusted that staff would manage to have a good rest prior to the upcoming election, and hoped that it would deliver a Council as forward facing as they had been and prepared to take the leadership of the city back as it deserved to be fastest growing and best looking city in the country.

The Chief Executive noted that this was his last opportunity in the Chambers with the Commissioners thanked them on behalf of the community for they had what done and achieved in their time at Council. He noted that the Commissioners had engaged with the community like no others had, they had shown courage to made decisions to define the future of city for decades to come. When people were looking back they would be able to see that the Commissioners were part of that decision making and instrumental in enabling it to be realised and for staff to take

immense pride and encouragement with the direction for city going forward and become the stewards believing in it.

The Chief Executive reiterated that the Commissioners had enabled the organisation to grow in confidence and capability and over the last three years, with the sum of the capital works in that time overshadowing any previous Council and appreciated the way in which they had provided that confidence and guidance to all. He noted that while many were still the same staff, they now had the a confidence that was completely different to that of three years ago. The Executive team had 200 years of experience in the public service and whilst some outside of the organisation may view that as boring or conservative, the Commissioners term of office had resulted in them being able to work with a professional board that very few public servants had the opportunity to experience.

The Chief Executive commended and thanked the Commissioners for what they had done for the city and the organisation and he and the Executive Team wished them all a well-deserved a break and looked forward to having them back to celebrate the openings of the many projects that had been commenced under their guidance.

15 CLOSING KARAKIA

Commissioner Shadrach Rolleston closed the meeting with a karakia.

The meeting closed at 3.34 pm.

The minutes of this meeting were confirmed as a true and correct record at the Ordinary Council meeting held on 10 June 2024.

.....
Commission Chair Anne Tolley
CHAIRPERSON

UNCONFIRMED

9 DECLARATION OF CONFLICTS OF INTEREST

10 DEPUTATIONS, PRESENTATIONS, PETITIONS

Nil

11 RECOMMENDATIONS FROM OTHER COMMITTEES

11.1 Tauranga Public Transport Joint Committee - Terms of Reference

File Number: A16043521

Author: Anahera Dinsdale, Acting Team Leader: Governance Services

Authoriser: Coral Hair, Manager: Democracy and Governance Services

PURPOSE OF THE REPORT

1. The purpose of this report is to bring a recommendation from the Tauranga Public Transport Joint Committee to Council for consideration. At its meeting on 4 June 2024, the Committee passed the following resolution which includes a recommendation to Council.

COMMITTEE RESOLUTION TPT2/24/1

That the Tauranga Public Transport Joint Committee:

- (a) Receives the report "Recommended Tauranga Public Transport Joint Committee Structure and Functions".
 - (b) Endorses the attached Terms of Reference for the Tauranga/Western Bay of Plenty Joint Transport Committee, including any amendments arising from discussion of the report.
 - (c) Recommends that the revised Terms of Reference for the Tauranga/Western Bay of Plenty Joint Transport Committee are endorsed and referred to each Council and The New Zealand Transport Agency (NZTA) for consideration.
 - (d) Recommends minor consequential amendments to the Public Transport Committee's Terms of Reference to clarify reporting.
 - (e) Recommends that the revised Terms of Reference for the Tauranga/Western Bay of Plenty Joint Transport Committee are adopted on an appropriate date following the 2024 Tauranga City Council election.
2. In accordance with the Committee recommendation Committee Resolution TPT2/24/3 (c) Council are now asked to consider the Terms of Reference (**Attachment 1**) from the Tauranga/Western Bay of Plenty Joint Transport Committee and refer to the incoming Council for endorsing.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Tauranga Public Transport Joint Committee - Terms of Reference".
 - (b) Approves the recommendations from Tauranga Public Transport Joint Committee regarding the revised Term of Reference as set out in Attachment 1 and refers to the incoming Council for their endorsement.
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ATTACHMENTS

1. Recommended TPTJC Structure and Functions - Terms of Reference - A16008610 [!\[\]\(86b7331e04fe40a56bcff2e9c065738b_img.jpg\)](#) 
2. Recommended TPTJC Structre and Functions - A16008675 [!\[\]\(497b6684f704c0aa6fbea9f0fd4d56c7_img.jpg\)](#) 

Attachment 3 – DRAFT Tauranga/~~Western Bay of Plenty~~ ~~Public~~ Transport Joint Committee Terms of Reference

Membership

Chairperson	Alternating <u>between BOPRC and TCC</u>
Deputy Chairperson	Alternating <u>between BOPRC and TCC</u>
Members Bay of Plenty Regional Council (<u>BOPRC</u>) <u>x 2</u> Tauranga City Council (<u>TCC</u>) <u>x 2</u> <u>Western Bay of Plenty District Council x 2</u>	Cr Andrew von Dadelszen Cr Paula Thompson Commission Chair Anne Tolley Commissioner Stephen Selwood <u>TBC</u>
External Member (non-voting) Waka Kotahi NZ Transport Agency	Jessica Andrew TBC - Alternate
Quorum	Three <u>two</u> members, consisting of half the number of <u>voting</u> members, of which one must be from each respective Council.
Meeting frequency	Bi-monthly or as required by the need for decisions.

Appointment of the Chair and Deputy Chair and associated administrative support to be rotated between TCC and BOPRC ~~the two partner councils~~ on an annual basis.

Purpose

Provide strategic and operational advice and direction for an integrated ~~public~~ transport system for the Tauranga/Western Bay of Plenty subregion ~~city~~ and monitor implementation delivery.

The aim is to ensure that decisions in relation to all relevant parts of the transport system are taken collectively and deliver outcomes that are greater than the sum of these parts. These outcomes are set out in the Urban Form and Transport Initiative (UFTI) Programme Business Case and Tauranga Transport System Plan (TSP).

Role

The Tauranga Public Transport Joint Committee is a joint committee of Bay of Plenty Regional Council, ~~and~~ Tauranga City Council and Western Bay of Plenty District Council that reports to their respective councils.

The area covered by the Joint Committee extends to the Tauranga/Western Bay of Plenty subregion ~~City Council~~ boundaries.

The primary role of the Joint Committee is to provide strategic and operational advice and direction back to the respective Councils in order to achieve integrated transport and land use outcomes.

Matters within the scope of the Joint Committee includes, but are not limited to:

- Enabling integrated transport system thinking and decision making for the Tauranga/Western Bay of Plenty subregion.
- Ensuring transport decision making in the Tauranga/Western Bay of Plenty subregion delivers on the transport and land use outcomes set out in the Urban Form and Transport Initiative (UFTI) Programme Business Case and Tauranga Transport System Plan (TSP).
- Enabling integrated decision making for Public Transport in the Tauranga/Western Bay of Plenty subregion-City.
- Providing advice and guidance on Tauranga/Western Bay of Plenty-specific content of the Regional Land Transport Plan (RLTP), for consideration by the Regional Transport Committee.
- ~~Preparing and reviewing a Tauranga/Western Bay of Plenty -City~~ Integrated Public Transport Work Programme.
- The Public Transport Work Programme to include:
 - Projects and business cases as outlined in Annex 1 (and prioritised accordingly).
 - Providing advice and guidance on Tauranga/~~Western Bay of Plenty~~-specific content of the Regional Public Transport Plan (RPTP), for consideration by the Regional Public Transport Committee.
 - RPTP policy implementation in relation to the Tauranga/Western Bay of Plenty subregion-City Council area.
 - Tauranga/Western Bay of Plenty-city parking strategy and implementation.
 - Travel behaviour management programmes ~~(including The Wednesday Challenge).~~
- Funding and financing (includes updates on Tauranga/Western Bay of Plenty road pricing, bus fares, parking charges and third party funding).
- Monitor and review the implementation of the Public Transport Work Programme.
- Receive reporting on the performance of the Tauranga/Western Bay of Plenty transport system, including public transport services and strategic infrastructure delivery, and making recommendations for improvement.

- Provide quarterly implementation updates on the Public Transport Work Programme to the Public Transport Committee.

For the avoidance of doubt, the Joint Committee's role does not include:

- transport matters considered to be of a routine nature related to the statutory functions of the respective Councils and not of collective interest.
- ~~adopting, varying or renewing the~~ Regional Land Transport Plan or Regional Public Transport Plan, which ~~are~~ is a functions of the Regional Council.

Reports to the Joint Committee will be prepared in partnership between the ~~two~~ councils. Where differences of view at officer level are apparent, these will be clearly set out in order for Councillors ~~and Commissioners~~ to make an objective and balanced decision.

Power to Act

To make all decisions necessary to fulfil the role and scope of the Joint Committee; with relevant powers delegated from the respective Council committees.

Any recommendations that impose financial commitments to any ~~either~~ party are to be referred to the respective councils for approval.

Any variation to the Joint Committee's terms of reference are by formal agreement by all ~~both~~ councils.

Power to Recommend

The Joint Committee has a recommendatory power in relation to:

- ~~Tauranga/Western Bay of Plenty City~~ public transport matters to be considered as part of the Regional Public Transport Plan (RPTP) process; ~~and~~
- Tauranga/Western Bay of Plenty land transport matters to be considered as part of the Regional Land Transport Plan (RLTP) process.

Attachment 4 – DRAFT Public Transport Committee Terms of Reference

Membership

Chairperson	Cr Andrew von Dadelszen
Deputy Chairperson	Cr Lyall Thurston
Members	Cr Malcolm Campbell Cr Jane Nees Cr Ken Shirley Cr Paula Thompson
External Members Two Tauranga City Council representatives One representative each: <ul style="list-style-type: none"> • Rotorua Lakes Council • Western Bay of Plenty District Council • Whakatāne District Council All of whom are voting members. One Waka Kotahi NZTA non-voting representative	Commissioner Stephen Selwood Commissioner Bill Wasley Cr Conan O'Brien <i>Mayor Tania Tapsell (Alternate)</i> Mayor James Denyer <i>Deputy Mayor John Scrimgeour (Alternate)</i> Cr Andrew Iles <i>Cr Gavin Dennis (Alternate)</i> Susan Collins Sarah Roberts (Alternate)
Ex Officio	Chairman Doug Leeder
Quorum	Six members, consisting of more than half the number of voting members of which four must be BOPRC members.
Meeting frequency	Quarterly

Purpose

Set the strategic and operational direction for approved Regional Council Public Transport Policy and Strategy, and monitor how it is implemented.

Role

- Prepare ~~and~~ review and implement the Bay of Plenty Regional Public Transport Plan.
- Implement, monitor and review operational public transport policy and plans.
- Receive regular updates on implementation of, ~~monitor and review~~ the Tauranga/Western Bay of Plenty Integrated Public Transport Work Programme Implementation Plan.
- Advocate for public transport with the New Zealand Transport ~~Agency~~ sociation (NZTA), territorial authorities and Central Government.
- Set and monitor targets for public transport in the region.
- Receive reporting on the performance of the Passenger Transport Activity.
- In coordination with the work programme of the Regional Transport Committee, guide and review the public transport components of the Regional Land Transport Plan (RLTP) and make recommendations to Regional Transport Committee for incorporation into the RLTP.

Power to Act

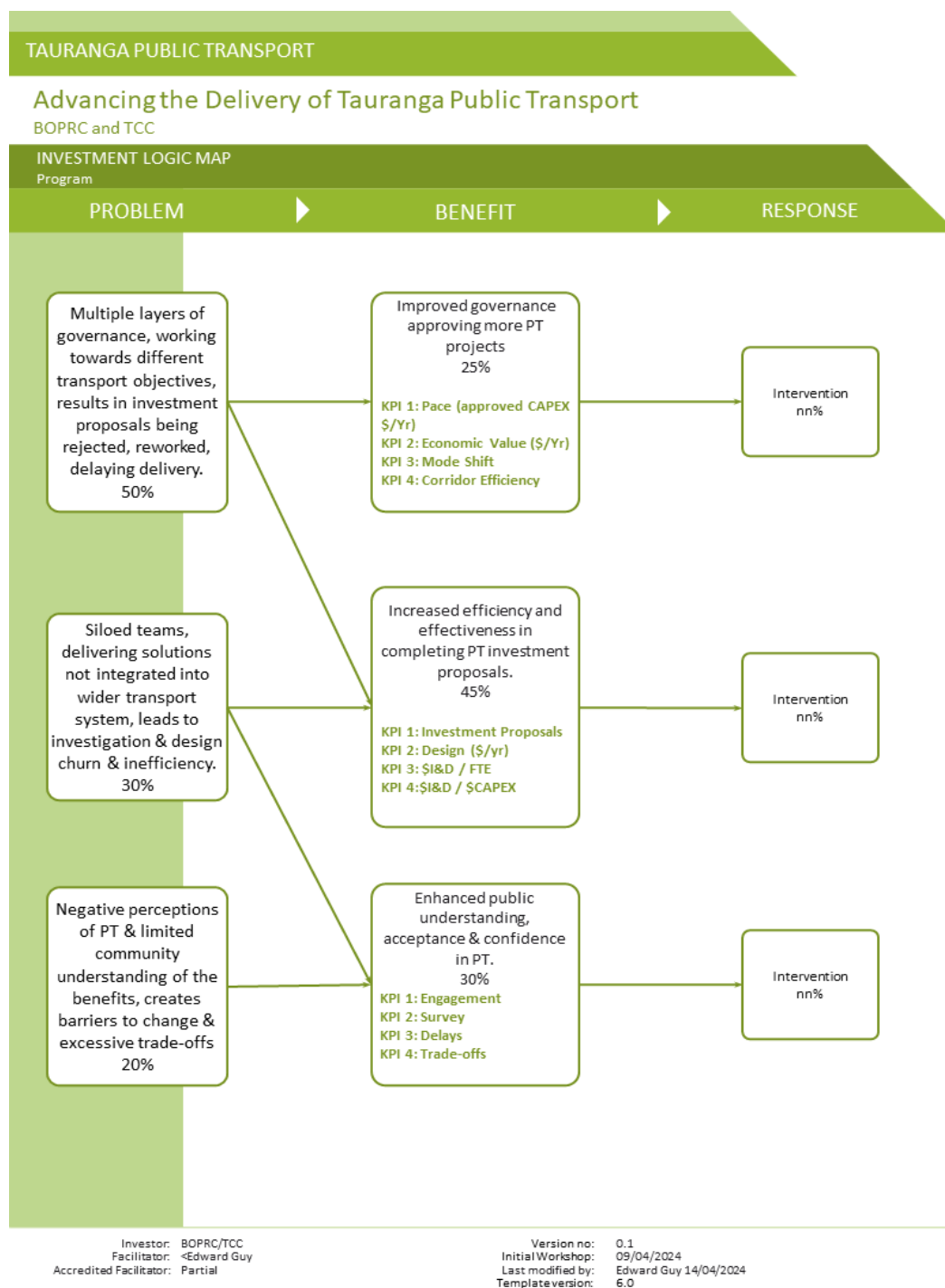
To make all decisions necessary to fulfil the role and scope of the committee subject to the limitations imposed.

Power to Recommend

To Council and/or any standing committee as it deems appropriate.

The Public Transport Committee reports to the Regional Council.

Attachment 1 – Draft ILM ‘Advancing the Delivery of Tauranga Public Transport’



INFOCOUNCIL ID:

1

Attachment 2 – Possible options for consideration

Least Ambitious				Most Ambitious							
Option 1	Option 2	Option 3	Option 4a	Option 4b	Option 5a	Option 5b	Option 6a	Option 6b	Option 7	Option 8	Option 9
Status Quo	Simplified Governance Consolidate PT governance	Enhanced Governance Consolidate and integrate PT governance with broader transport governance	Joint TCC / BOPRC working team PT planning and business cases - Joint BOPRC / TCC standing team (as Alliance or JV) focused on PT planning & business cases - Increased formality in accountabilities- ie through MOU	Joint TCC / BOPRC working team PT planning, business cases + network planning As for Option 4a + network planning	Co-located Integrated PT business unit PT planning, business cases + network planning - Co located business unit under one roof - built from parent organisations led by BOPRC - focused on PT planning, business cases & network planning	Co-located Integrated PT business unit PT planning, business cases + network planning + operations As for Option 5a + operations	Delegated authority to integrated transport team at TCC PT + transport - across full lifecycle (planning, infrastructure delivery, operations) - Single Transport-wide team at TCC	Delegated authority to integrated transport team at BOPRC PT + transport - across full lifecycle (planning, infrastructure delivery, operations) - Single Transport-wide team at BOPRC	PT CCO Separate entity established to manage PT across region, encompasses all PT activities	Transport CCO - Separate entity established to manage transport across region, encompasses all transport and PT	NZTA led - NZTA takes on responsibility for all PT activities

12 BUSINESS

12.1 Tauranga Marina Society Report

File Number: A15970585

Author: Ross Hudson, Manager: Strategic Planning and Partnerships, Spaces and Places
Emma Stewart, Team Leader: Lease & Property Management

Authoriser: Barbara Dempsey, Acting Chief Executive

PURPOSE OF THE REPORT

1. For Tauranga Marina Society to report to Council on their activities for the period 1 July 2022 to 30 June 2023, to highlight issues, to provide a financial update, and to discuss proposed future outcomes in accordance with the terms of the Management Agreement between The Tauranga Marina Society and Council.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Tauranga Marina Society Report" and the attached – Audited Financial Statements for the period 01 July 2022 to 30 June 2023; Tauranga Marina Society report to Council for the meeting dated 10 June 2024; Chairmans Report 2023; Shorewise Condition Report.

EXECUTIVE SUMMARY

2. A Council Representative from the Leasing team regularly attends Tauranga Marina Society's monthly Committee meetings and receives copies of their monthly meeting documents including financial reports, management reports, and meeting minutes.
3. The attached reports reflect the outcomes for the period 1 July 2022 to 30 June 2023.
4. A summary of performance, both financial and non-financial, is provided in the attached documents and demonstrates Tauranga Marina Society are in good financial health.

BACKGROUND

5. The Council is the owner of the Marina land area, known as Sulphur Point, Keith Allen Drive.
6. The Tauranga Marina occupies the water area under their Resource Consent.
7. Pursuant to an agreement reached between various recreational boat owners and the Bay of Plenty Harbour Board in or around 1982, the boat owners funded construction of the Marina Structure. The primary objective of the boat owners was to provide a long term, affordable Marina facility for boat owners in the surrounding regions.
8. The Council is successor of the Bay of Plenty Harbour Board and is entitled to exercise all the management rights that the Harbour Board previously exercised in respect of the Marina.
9. The Society is an Incorporated Society, comprising members that have an interest in the Marina across more than 500 berths.
10. The Society has been managing the Marina under contract on behalf of the Council, and its predecessor Bay of Plenty Harbour Board since 1981. A Management agreement exists.

DISCUSSION

11. Audited Financial Statements for the period 01 July 2022 to 30 June 2023:

- (a) Audited financial accounts are due annually 01 May (within 10 months of the financial year end date, 30 June).
- (b) The attached reports reflect the outcomes for the period 1 July 2022 to 30 June 2023.
- (c) Financial accounts provided by Tauranga Marina Society indicate they are in good financial health, showing they continue to trade with positive balances.
- (d) The maintenance fund is noted in the financial statement with a further note under Section 11 of the auditor's report.

FINANCIAL CONSIDERATIONS

- 12. The financial considerations are outlined in the attached Annual Report and audited financial statements.

CONSULTATION / ENGAGEMENT

- 13. Tauranga Marina Societies constitution, audited annual accounts, and other society documents are publicly available documents and posted periodically on the incorporated societies register - businessregisters.gov.nz.

ATTACHMENTS

- 1. **20240610 - TMS Tauranga Marina Society Inc Financial Statements 30 June 2023 - A16041571** [↓](#) 

YRW

Financial Statements

Tauranga Marina Society Incorporated
For the year ended 30 June 2023

Prepared by YRW Limited

YRW

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6	Statement of Changes in Equity
7	Balance Sheet
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YRW

Directory

Tauranga Marina Society Incorporated For the year ended 30 June 2023

IRD & GST Number

023-218-003

Date of Incorporation

2 August 1982

Officers/Committee Members

Chairperson	E Tait
Committee Members	T Lugg
	M Buckton
	G Barrington
	R Findlay
	D Stewart
Manager	G Prescott

Auditors

Baker Tilly Staples Rodway Audit Limited
Tauranga

Bankers

Westpac

Chartered Accountant

YRW Limited
Chartered Accountants
Tauranga

Solicitors

Harris Tate
Tauranga

YRW

Statement of Profit or Loss

Tauranga Marina Society Incorporated
For the year ended 30 June 2023

	NOTES	2023	2022
Revenue			
Annual Fees		681,582	493,018
Berth Rent		536,370	490,416
Berth Rent - Liveaboards		25,823	17,887
Berth Sales		81,009	6,152
Berth Sales Administration Fee		19,690	20,550
Berth Upgrades		44,619	2,230
Dredging Recoveries		-	22,340
Electricity Recoveries		66,218	55,463
Fuel Jetty Rental		13,000	13,000
Security Recoveries		10,146	-
Sundry Income		73,620	43,445
Transformer Sales		3,551	225
Hardstand Operating Surplus	15	100,751	164,840
Total Revenue		1,656,379	1,329,565
Investment Income			
Dividends Received		500	500
Interest Received		7,717	656
Less Provision For Marina Maintenance	11	(5,567)	(475)
Total Investment Income		2,650	682
Total Income		1,659,029	1,330,247
Expenses			
Operating Expenses	14	783,167	676,705
Maintenance Expenses		27,285	21,472
Provision for Marina Maintenance	11	300,000	200,000
Provision for Hardstand Maintenance	12	60,000	60,000
Total Expenditure before Depreciation		1,170,452	958,178
Net Surplus before Depreciation and Tax		488,577	372,069
Depreciation			
Depreciation	10	93,190	106,996
Depreciation Recovered	10	-	(2,407)
Total Depreciation		93,190	104,589
Net Business Surplus		395,387	267,480



The accompanying notes form part of these financial statements. These financial statements should be read in conjunction with the accompanying Auditors Report.

Statement of Profit or Loss

YRW

	NOTES	2023	2022
Extraordinary Items			
Berth Upgrade Contributions	19	2,109,046	1,899,288
Upgrade Licensee Costs	19	(2,208,581)	(1,796,158)
Total Extraordinary Items		(99,535)	103,130
Net Surplus before Tax		295,853	370,610
Taxation			
Income Tax Expense	6	63,236	75,493
Net Surplus after Tax		232,617	295,118



The accompanying notes form part of these financial statements. These financial statements should be read in conjunction with the accompanying Auditors Report.

YRW

Statement of Changes in Equity

Tauranga Marina Society Incorporated
For the year ended 30 June 2023

	2023	2022
Equity		
Opening Balance	2,872,032	2,576,914
Recognised Revenue & Expenses		
Net Surplus after Tax	232,617	295,118
Total Recognised Revenue & Expenses	232,617	295,118
Total Equity	3,104,649	2,872,032



The accompanying notes form part of these financial statements. These financial statements should be read in conjunction with the accompanying Auditors Report.

YRW

Balance Sheet

Tauranga Marina Society Incorporated As at 30 June 2023

	NOTES	30 JUN 2023	30 JUN 2022
Current Assets			
Westpac Main Account	5	297,713	77,369
Westpac Berth Sales Account		27,614	11,349
Westpac Berth Deposit Account		3,215	3,181
Westpac Online Bonus Saver 01		4,051	4,031
Westpac Online Bonus Saver 02		151,908	201,074
Westpac Online Bonus Saver 03		3,716	502,679
Petty Cash Account		58	195
Accounts Receivable	16	351,749	194,231
GST Receivable		12,495	-
Prepayments	16	31,399	19,065
Marina Development		34,279	27,297
Berths on Hand		2,122,003	2,086,476
Stock on Hand		19,877	19,877
Work in Progress - Pier Upgrades	20	2,623,228	1,168,156
Total Current Assets		5,683,303	4,314,978
Non-Current Assets			
Property, Plant & Equipment	10	1,939,452	2,082,312
Total Non-Current Assets		1,939,452	2,082,312
Total Assets		7,622,756	6,397,290
Current Liabilities			
Accounts Payable		547,602	228,616
GST Payable		-	1,453
Income Tax Payable	6	8,007	17,897
Accrued Holiday Pay	17	42,431	31,363
Berth Deposits	9	45,750	37,050
Pier Upgrade Deposits Received	19	1,652,804	990,156
Hardstand Maintenance Provision	12	227,808	217,173
Marina Maintenance Provision	11	1,993,706	2,001,549
Total Current Liabilities		4,518,107	3,525,258
Total Liabilities		4,518,107	3,525,258
Net Assets		3,104,649	2,872,032



The accompanying notes form part of these financial statements. These financial statements should be read in conjunction with the accompanying Auditors Report.

Balance Sheet

YRW

NOTES 30 JUN 2023 30 JUN 2022

Members Funds

Retained Earnings	3,104,649	2,872,032
Total Members Funds	3,104,649	2,872,032

Chairperson

Date:

22/9/2023

Marina Manager

Date:

22/9/23



The accompanying notes form part of these financial statements. These financial statements should be read in conjunction with the accompanying Auditors Report.

YRW

Notes to the Financial Statements

Tauranga Marina Society Incorporated For the year ended 30 June 2023

1. Statement of Accounting Policies

The Tauranga Marina Society Incorporated is incorporated under the Incorporated Societies Act 1908. The Society was formed to manage the Marina for the Tauranga Harbour Board and subsequently the Tauranga City Council. This includes management of berthing and haulout operations and associated facilities.

Basis of Preparation

These financial statements have been prepared in accordance with the Special Purpose Framework for use by For-Profit Entities (SPFR for FPEs) published by Chartered Accountants Australia and New Zealand and have been prepared for:

- the Entity's owners
- the Inland Revenue Department
- Internal Management purposes

Measurement Basis

The financial statements of Tauranga Marina Society Incorporated have been prepared on a historical cost basis, except as noted otherwise below.

These financial statements are presented in New Zealand dollars (\$), which is the Society's functional currency. All financial information presented in New Zealand dollars has been rounded to the nearest dollar.

Changes in Accounting Policies

There have been no changes in accounting policies in the current year.

Specific Accounting Policies

In the preparation of these financial statements, the specific accounting policies are as follows:

(a) Property, Plant & Equipment

Depreciation is provided for at schedule rates allowable for taxation purposes. The use of taxation rates is considered to approximate the allocation of cost over the estimated useful lives of depreciated assets. The following rates have been applied:

- Buildings 2%-15% DV, 0-5.26% SL
- Plant & Equipment 9%-60% DV, 0-2% SL
- Motor Vehicles 13%-25% DV
- Leasehold Improvements 4%-25% DV, 0-10% SL
- Marina Piers 6% DV

All property, plant & equipment, except for land and buildings, is stated at cost less accumulated depreciation.

Depreciation has been calculated in accordance with rates permitted under the Income Tax Act 2007.



Notes to the Financial Statements

YRW

(b) Impairment of Non-Financial Assets

At each Balance Date, non-financial assets are classified into four categories: assets measured at fair value; assets currently available that the Society intends to use to the end of their useful life; assets intended to be sold prior to the end of their useful life; and assets damaged or idle at balance date.

Assets measured at fair value or assets the Society intends to use to the end of their useful life are not reviewed for impairment at balance date.

Assets intended to be sold prior to the end of their useful life or assets damaged or idle at balance date are reviewed to determine if any indicators of impairment exist. If indicators exist the asset is tested for impairment to ensure that the carrying amount of the asset is recoverable.

If the recoverable amount of an asset is determined to be less than its carrying amount then the resulting difference is recognised as an impairment loss for that period.

(c) Goods & Services Tax

These financial statements have been prepared on a GST exclusive basis with the exception of accounts receivable and accounts payable which are shown inclusive of GST.

(d) Taxation

Income Tax is accounted for using the taxes payable method. The income tax expense charged to the Statement of Profit or Loss is the estimated tax payable in the current year, adjusted for any differences between the estimated and actual tax payable in prior years.

(e) Inventories

Inventories of Berths on Hand are stated at the lower of cost and net realisable value.

(f) Financial Instruments

At initial recognition, the Society determines the classification of financial assets as either held at fair value, cost or amortised cost. Financial assets are measured initially at fair value, estimated at the transaction price less any associated transaction costs.

Amortised Cost

Includes assets where the Society intends to earn contractual cash flows in the nature of principal and interest payments. Such assets are carried at amortised cost using the effective interest method. Gains and losses are recognised in profit or loss when the assets are derecognised or impaired, as well as through the amortisation process.

Cost

Equity instruments are classified as held at cost. Assets are stated at cost less any accumulated impairment loss. Gains and losses are recognised in profit or loss when the assets are derecognised or impaired.

Fair Value

Financial assets not held at amortised cost or cost are held at fair value and include financial derivatives such as forward contracts and interest rate swaps. Assets are subsequently measured at fair value only when the fair value of the instrument can be reliably measured based on a quoted price for an identical asset in an active market. Where no active market price is available, the instrument shall be measured at the fair value for a prior year less any accumulated impairment loss.

Gains and losses are recognised in profit or loss for movements in the fair value of the assets and when the assets are derecognised.



Notes to the Financial Statements

YRW

(g) Receivables

Receivables are stated at their estimated realisable value.

Bad debts are written off in the year in which they are identified.

(h) Provisions

Provisions are recognised when the entity has present obligation (legal or constructive) as a result of a past event and it is probable that an outflow of resources embodying economic benefits will be required to settle the obligation and a reliable estimate can be made of the obligation.

(i) Revenue Recognition

Sales of goods and services are recognised when they have been provided and accepted by the customer. Annual fees and member subscriptions are recognised in the year to which the subscription relates, which now aligns with the financial year. Annual Fees and member subscriptions for the following year invoices prior to balance date are shown as Income in Advance in the Balance Sheet. Unpaid invoices are recorded as Accounts Receivable.

Deposits from members for the upgrade of piers are shown in the Balance Sheet. Income from these deposits is recognised as an Extraordinary Item when the upgrade is completed and the upgraded berths handed over to the Licencees.

(j) Work in Progress

Work in Progress represents costs incurred for the development of the marina. Costs are transferred to Extraordinary Item Expense when the development is complete.

2. Audit

These financial statements have been audited.

3. Contingent Liabilities

From 30 June 2021, new berth licences are now granted by the Society (previously Tauranga City Council). If the licensee terminates the licence, the Society is required to pay the licensee the replacement valuation as determined by the annual valuation by the Management Committee. As there is a waiting list for berths, it is unlikely that an outflow of resources would be required, therefore this has been considered a contingent liability rather than recognition as an asset or a liability.

4. Related Parties

During the period there have been material transactions between Tauranga Marina Society Incorporated and related parties as follows:

Management Committee

There are a number of members of the management committee being E Tait, T Lugg, M Buckton, G Barrington, R Findlay, D Stewart and management employee G Prescott who are members of the Society and pay annual fees at standard rates. Various members also trade with the Society at normal commercial rates, however some discounts may apply.

5. Securities & Guarantees

There was no overdraft as at balance date nor was any facility arranged.



Notes to the Financial Statements

YRW

	2023	2022
6. Tax Expense		
Net Profit (Loss) Before Tax	295,853	370,610
Adjustments	70,011	100,993
Taxable Profit	225,842	269,617
Taxation Thereon at 28%	63,236	75,493
Deductions from Tax Payable		
Opening Balance	(17,897)	(37,420)
RWT paid on Interest Received	2,536	218
Taxation Paid	70,589	94,799
Total Deductions from Tax Payable	55,229	57,596
Income Tax Payable	8,007	17,897

7. Lease Agreements

Lease payments under operating leases are charged as expenses in the periods in which they are incurred.

Lease of Haulout Area (1.518 hectares being part Lot 2 DPS.45312).

The Society has a deed of lease with the Tauranga City Council for the existing Haulout Area. The lease has a commencement date of 1 November 2012 with a renewal date of 1 November 2032 and a final expiry date of 31 October 2047. The rental applying from 1 November 2022 is \$51,266 per annum and is subject to five yearly review. (2022: Rental of \$42,104 per annum).

Lease of Trailer Boat Park Area (3365 square metres being part Lot 2 DPS.34961).

The Society has a deed of lease with the Tauranga City Council for the existing Trailer Boat Park Area. The lease has a commencement date of 1 October 2019 and is for a term of thirty-three years. The rental is \$14,373 per annum from 1 October 2019 and is subject to five yearly review (2022: Rental of \$14,373 per annum).

The current year rental expense for Tauranga City Council (TCC) recorded in the financial statements was as follows:

Rental expense for the Haulout Area: \$48,212 (2022: \$42,016).

Rental expense for the Trailer Boat Park Area: \$14,373 (2022: \$14,373).

8. Land Ownership

The assets of the Society are on parcels of land owned by the Tauranga City Council.

9. Berth Deposits

Berth deposits represent deposits paid of \$150 or \$300 each by prospective berth holders who have placed their names on a waiting list to secure a berth in the Marina when they become available. These deposits are refundable if a deposit holder withdraws from the waiting list or are credited when a licence to occupy is purchased.

As at 30 June 2023, 191 deposits of \$150 and 57 deposits of \$300 amounting to \$45,750 were held (2022: \$37,050 representing 226 deposits).



Notes to the Financial Statements

YRW

	2023	2022
10. Property, Plant & Equipment		
Marina Piers		
At Cost	583,621	583,621
Less Accumulated Depreciation	(161,102)	(131,754)
Total Marina Piers	422,519	451,867
Hardstand Equipment		
At Cost	1,265,709	1,265,709
Less Accumulated Depreciation	(787,546)	(736,468)
Total Hardstand Equipment	478,163	529,241
Buildings		
At Cost	765,658	735,538
Less Accumulated Depreciation	(433,158)	(415,414)
Total Buildings	332,500	320,124
Motor Vehicles		
At Cost	76,665	76,665
Less Accumulated Depreciation	(36,627)	(27,773)
Total Motor Vehicles	40,038	48,892
Leasehold Improvements		
At Cost	806,021	806,021
Less Accumulated Depreciation	(372,254)	(349,899)
Total Leasehold Improvements	433,768	456,123
Office Equipment		
At Cost	67,146	47,346
Less Accumulated Depreciation	(42,068)	(26,648)
Total Office Equipment	25,078	20,698
Plant & Equipment		
Plant & Equipment	426,596	426,596
Less Accumulated Depreciation	(219,209)	(171,228)
Total Plant & Equipment	207,387	255,368
Total Property, Plant & Equipment	1,939,452	2,082,312



Notes to the Financial Statements

YRW

	2023	2022
10. Property, Plant & Equipment (continued)		
Marina:		
Buildings	6,378	6,378
Leasehold Improvements	1,470	1,615
Motor Vehicles	8,855	10,900
Office Equipment	15,420	18,145
Plant & Equipment	31,719	40,785
Marina Piers	29,348	29,174
Total Marina Depreciation	93,190	106,997
Hardstand:		
Buildings	11,366	11,524
Haulout Equipment	51,078	59,288
Leasehold Improvements	20,885	22,171
Office Equipment	-	-
Plant & Equipment	16,262	4,917
Total Hardstand Depreciation	99,591	97,900
Total Depreciation for the Year	192,781	204,897

11. Marina Maintenance

The Society has a responsibility to maintain the Marina Structure from a Maintenance Fund equivalent to a total of the average of three year's annual fees on a rolling three year basis - this year \$1,642,024 (2022: \$1,255,201). Current income is set aside to the maintenance provision for the estimate future commitment. The Society is obliged to keep the maintenance provision under its agreement with the Tauranga City Council dated 1 December 2017 and to only use the monies for the purposes set out in Schedule 3 until the end of the projected term of the Marina management agreement, being 31 August 2050, which is the expiry date of the Resource Consent.

	2023	2022
This provision consists of the following:		
Opening Balance	2,001,549	1,977,331
Annual Provision	300,000	200,000
Net Interest Earned	5,567	475
Less maintenance expenses incurred:	-	-
Wages, Materials and Subcontractors	(126,676)	(165,737)
Rock Wall Refurbishment	-	(10,520)
Geotech	-	-
Electrical Upgrade	(186,734)	-
Closing Balance	1,993,706	2,001,549



Notes to the Financial Statements

YRW

12. Hardstand Maintenance

Provision is also made for the maintenance of the Hardstand area in order to fund current and future maintenance. Accordingly the sum of \$60,000 per annum is set aside for this purpose.

	2023	2022
This provision consists of the following:		
Opening Balance	217,173	157,173
Annual Provision	60,000	60,000
Less maintenance expenses incurred:	-	-
Materials and Subcontractors	(49,365)	-
Closing Balance	227,808	217,173
	2023	2022

13. Lease Rental Payments Due**Haulout Area**

Not later than 1 Yr	51,266	14,035
Later than 1 Yr and not later than 2 Yrs	51,266	-
Later than 2 Yrs and not later than 5 Yrs	153,798	-
Later than 5 Yrs	222,153	-
Total Future Minimum Payments	478,483	14,035

Trailer Boat Park Area

Not later than 1 Yr	14,373	14,373
Later than 1 Yr and not later than 2 Yrs	14,373	14,373
Later than 2 Yrs and not later than 5 Yrs	43,121	43,120
Later than 5 Yrs	348,562	362,926
Total Future Minimum Payments	420,429	434,792

Total Future Minimum Payments	898,912	448,827
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Notes to the Financial Statements

YRW

	2023	2022
14. Operating Expenses		
Included within operating expenses are the following:		
Audit Fee	31,022	18,435
Bad Debts	4,828	2,443
Honorariums	10,750	11,750
	2023	2022
15. Hardstand Operation		
Income	889,982	804,829
Less Expenditure including Depreciation (Note 10)	(550,800)	(465,623)
Less Travel Lift Expenses	(238,431)	(174,366)
Surplus (Deficit)	100,751	164,840
	2023	2022
Included within haulout expenditure are the following (Note 7):		
TCC Rental	48,212	42,016
TCC Trailer Park Rental	14,373	14,373
	2023	2022
16. Trade & Other Receivables		
Accounts Receivable	351,749	194,231
Prepayments	31,399	19,065
Total Trade & Other Receivables	383,148	213,297
	2023	2022
17. Accrued Holiday Pay		
Accrued Holiday Pay	42,431	31,363
Total Accrued Holiday Pay	42,431	31,363

18. Berths on Hand

At balance date the Society held licences for 48 berths, purchased from existing licence holders at a cost of \$2,122,003 and not yet transferred to new licence holders (2022: 48 berths at a cost of \$2,086,476).



Notes to the Financial Statements

YRW

19. Pier Upgrades**H Pier**

During the 2022 year the Society completed the upgrade of H Pier to install new floating pier and fingers. The total cost of the project to Licence holders was \$1,796,158. Licence holder contributions amounting to \$1,899,288 were received to offset costs. The costs and contributions have been shown as Extraordinary Items on the Statement of Profit or Loss. Total net cost to the Society for marina owned berths was \$168,938. Of this total cost, \$126,101 was been added to the cost of Berths on Hand in the Balance Sheet, with the remaining \$42,837 shown as Property, Plant & Equipment and depreciated in the Balance Sheet.

G Pier

During the 2023 year the Society completed the upgrade of G Pier to install new floating pier and fingers. The total cost of the project to Licence holders was \$2,207,630. Licence holder contributions amounting to \$2,103,600 were received to offset costs. The costs and contributions have been shown as Extraordinary Items on the Statement of Profit or Loss. Total net cost to the Society for marina owned berths was \$100,944. The total cost has been added to the cost of Berths on Hand in the Balance Sheet (2022: Deposits of \$990,156 were received and costs of \$1,168,156 had been paid in respect of the G Pier upgrade prior to balance date). The Upgrade Licensee costs within Extraordinary Items for G Pier include costs for the Society's staff wages labour and contractor labour, which are not charged/included in Licence holder contributions.

F Pier

During the 2023 year the Society commenced the upgrade of F Pier to install a new floating pier and fingers. Estimated total cost of the project is between \$2,173,913 and \$2,260,870. Licence holder contributions received before balance date were \$1,472,995 which is included in current liabilities in the Balance Sheet. Work commenced prior to balance date and has been included in work in progress as a current asset. The amount spent and accrued for work carried out before balance date was \$2,174,238 (2022: nil).

A Pier

During the 2023 year the Society commenced the upgrade of A Pier to install a new floating pier and fingers. Estimated total cost of the project is between \$782,609 and \$869,565. Licence holder contributions received before balance date were \$179,809 which is included in current liabilities in the Balance Sheet. Work commenced prior to balance date and has been included in work in progress as a current asset. The amount spent and accrued for work carried out before balance date was \$448,258 (2022: nil).

20. Commitments & Contingencies

As stated in Note 19 above, during the previous year the Society agreed to upgrade A Pier. The total project is estimated between \$782,609 and \$869,565. There is a contract in place between the Society and Poralu Marine for \$412,000 for the new pier for works on behalf of Licence holders. The total paid and incurred on the contract prior to balance date was \$247,260. The remaining commitment of \$164,740, will be paid on installation.

21. Subsequent Events

Subsequent to balance date the Society commenced the upgrade of B Pier to install new floating pier and fingers. Estimated total cost of the project is \$1,500,000. Licence holder contributions will be received to offset costs.

Subsequent to balance date the Society commenced the upgrade of C Pier to install new floating pier and fingers. Estimated total cost of the project is \$1,400,000. Licence holder contributions will be received to offset costs.

There are no other subsequent events that materially effect these financial statements. (2022: None).



Baker Tilly Staples Rodway Audit Limited
Level 1, 247 Cameron Road
PO Box 743, Tauranga 3144
New Zealand

T: +64 7 578 2989
F: +64 7 577 6030
E: tauranga@bakertillysr.nz
W: www.bakertillysr.nz



INDEPENDENT AUDITOR'S REPORT

To the Members of Tauranga Marina Society Incorporated

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of Tauranga Marina Society Incorporated ('the Society') on pages 4 to 17, which comprise the balance sheet as at 30 June 2023, and the statement of profit or loss and statement of changes in equity for the year then ended, and notes to the financial statements, including significant accounting policies.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Society as at 30 June 2023, and its financial performance for the year then ended in accordance with Special Purpose Financial Reporting Framework for use by For-Profit Entities issued by the Chartered Accountants Australia and New Zealand ('SPFR for FPEs').

Our report is made solely to the Members of the Society. Our audit work has been undertaken so that we might state to the Members of the Society those matters we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the Members of the Society as a body, for our audit work, for our report or for the opinions we have formed.

Basis for Opinion

We conducted our audit in accordance with International Standards on Auditing (New Zealand) ('ISAs (NZ)'). Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of our report. We are independent of the Society in accordance with Professional and Ethical Standard 1 (Revised) *International Code of Ethics for Assurance Practitioners (including International Independence Standards) (New Zealand)* issued by the New Zealand Auditing and Assurance Standards Board and the International Ethics Standards Board for Accountants' *Code of Ethics for Professional Accountants* ('IESBA Code'), and we have fulfilled our other ethical responsibilities in accordance with these requirements and the IESBA Code. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other than in our capacity as auditor we have no relationship with, or interests in, Tauranga Marina Society Incorporated.

**Emphasis of Matter**

We draw attention to Note 1 the financial statements, which describes the basis of accounting. The financial statements are prepared in accordance with the Special Purpose Framework for use by For-Profit entities as issued by Chartered Accountants Australia and New Zealand. Our report is intended solely for the Society and the Members of the Society and should not be distributed to parties other than the Society or the Members. Our opinion is not modified in respect of this matter.

Responsibilities of the Committee for the Financial Statements

The Committee is responsible on behalf of the Society for the preparation and fair presentation of the financial statements in accordance with SPFR for FPEs (2018), and for such internal control as the Committee determines is necessary to enable the preparation of the financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the Committee is responsible on behalf of the Society for assessing the Society's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the Committee either intends to liquidate the Society or to cease operations, or has no realistic alternative but to do so.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (NZ) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

A further description of the auditor's responsibilities for the audit of the financial statements is located at the External Reporting Board's website at:

<https://xrb.govt.nz/standards-for-assurance-practitioners/auditors-responsibilities/audit-report-8/>

Baker Tilly Staples Rodway

BAKER TILLY STAPLES RODWAY AUDIT LIMITED

Tauranga, New Zealand

29 September 2023

12.2 Hairini Bridge Strengthening

File Number: A15770759

Author: Derek McFadden, Senior Project Manager

Authoriser: Neil Mason, Programme Director: Major Projects

PURPOSE OF THE REPORT

1. To present to Council the *Hairini Bridge Strengthening* report. This report informs Council of the work that has been undertaken within the *Fifteenth Avenue to Welcome Bay Business Case* project to understand the need for strengthening of the Hairini Bridge and requests the Council endorse the proposed work required to enable a Council decision on strengthening.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Hairini Bridge Strengthening".
- (b) Endorses the following decision making process (see details in NEXT STEPS section):
 - (i) Independent peer review of the work done to date.
 - (ii) Engage with NZTA on technical and funding matters.
 - (iii) Explore whether a Hairini Bridge strengthening decision should be made in isolation from a network wide seismic resilience study.
 - (iv) Prepare an *Emergency Management Plan* for the Hairini Bridge and Causeway with specific focus on emergency response, recovery and repair following a damaging earthquake.
 - (v) Further investigations of the seismic performance and ground improvement options for Hairini Causeway.
 - (vi) Develop a stand-alone business case for Hairini Bridge strengthening for submission to Council for decision to proceed to Pre-implementation and Implementation.
 - (vii) The above studies that relate specifically to the Hairini Bridge be funded solely from the resilience budget allocated for the Fifteenth Avenue to Welcome Bay corridor unless co-funding can be secured from NZTA. The network wide study and studies that relate to other bridges on the network would need to be funded from other sources.

DISCUSSION

2. TCC is in the process of completing a Single Stage Business Case (SSBC) for the 15th Avenue to Welcome Bay corridor.
3. As part of the SSBC, Aurecon has undertaken performance assessments of the Hairini Bridge and Causeway and has identified that these structures are susceptible to earthquake damage as follows:

Table 1: Hairini Bridge and Causeway Seismic Performance

	1:100 Year Seismic Event	1:250 Year Seismic Event
Bridge	Abutment piles – flexural failure however, at accessible locations at top of raked piles (i.e., repairable).	Abutment piles – fully developed pile plastic hinges. In some cases, rupture (failure). Piers adjacent to abutment piles – fully develop plastic hinges in worst case.
Causeway	Moderate settlement, lateral spreading and liquefaction of causeway.	Severe settlement, lateral spreading, and liquefaction of causeway.

4. Consequently, to inform a decision on whether seismic strengthening of the Hairini Bridge should be undertaken, TCC commissioned Aurecon to undertake further studies including an assessment of the economic impacts of damage caused to the bridge and causeway by a range of seismic events.
5. Aurecon investigated the following options¹:
 - (a) **Option 1 – SSBC Status Quo (3 lanes plus SUP):** As per the current SSBC scope (i.e., pile cathodic protection, bridge three-laning and clip-on shared use path (SUP)); no strengthening of the bridge or ground improvements to the causeway.
 - (b) **Option 2 – Abutment and Pier Strengthening (3 lanes):** As per the current SSBC scope with strengthening of the Bridge abutments and first row of piers adjacent to the north and south abutments; no ground improvements.
6. Abutment strengthening would probably involve additional abutment foundations comprising two large diameter bored piles at each of the Bridge abutments. Alternative options involving bridge approach ground improvements to reduce pile loads could also be considered.
7. Aurecon has assessed the Benefit Cost Ratios (BCR) for each of the above options and these are ranked in order of preference in Table 2. The sensitivity of the BCR calculations to 30% increase or decrease in the following variables: capex, opex, repair costs, travel benefits (including active modes) and construction disruption has also been calculated and included below.

Table 2: Options Ranked by BCR

Rank	Strengthening Option	BCR	BCR Range
1	Option 2 – Abutment and Pier Strengthening (3 lanes)	1.4	0.8 – 2.2
2	Option 1 – SSBC Status Quo (3 lanes plus SUP):	1.2	0.6 – 2.1

8. The corresponding Net Present Value (NPV) of the options are shown in Table 3.

Table 3: Options Ranked by NPV

Rank	Strengthening Option	NPV	NPV Range
1	Option 2 – Abutment and Pier Strengthening (3 lanes)	\$15.2M	-\$5.17 to +\$40.34M
2	Option 1 – SSBC Status Quo (3 lanes plus SUP):	\$3.8M	-\$7.22 to +\$18.22M

9. The Aurecon analysis derives the above BCRs and NPVs by summing benefits and costs for the 1:25, 50, 100, 250, 500 and 1,000-year events. To understand the key benefit drivers

¹ Aurecon also investigated two options involving bridge replacement to test whether four-laning, which the SSBC has demonstrated is not currently viable in the near term from a transport economics perspective, is viable when earthquake resilience is considered. The conclusion of the Aurecon study is that considerations of earthquake resilience do not improve the viability of these options and, therefore, they are not reported further in this paper.

of Option 2, the author has extracted from the Aurecon analysis the outcomes for one-off events of severity of 1:100 and 1:250-years during the remaining useful life of the bridge.

10. These outcomes are presented below and should assist TCC decision makers to understand the practical benefits and limitations of bridge strengthening. The 1:100 and 1:250-year scenario analyses also help focus efforts on how best to improve confidence in a decision to proceed with strengthening.
11. The scenario analyses are based on damage and remediation assessments for the Hairini Bridge and Causeway as summarized in Table 4.

Table 4: Impacts of 1:100 and 1:250-year earthquakes – Options 1 and 2

Seismic Event	Option 1 SSBC Status Quo (3 lanes plus SUP)		Option 2 Abutment and Pier Strengthening (3 lanes)	
	Bridge	Causeway	Bridge	Causeway
1:100-year seismic event				
Damage assessment	Abutment piles – flexural failure however, at accessible location at top of raked piles (i.e., repairable).	Moderate settlement, lateral spreading and liquefaction of causeway.	No damage expected.	Moderate settlement, lateral spreading and liquefaction of causeway.
Impact and remediation	Traffic can continue to use bridge before and after repair under speed restrictions and traffic management. 3 months for repair and rebuilding causeway.		Traffic can continue to use bridge before and during repair under speed restrictions and traffic management. 3 months for rebuilding causeway.	
Outage	90 days		0 days	
1:250-year seismic event				
Damage assessment	Abutment piles – fully developed pile plastic hinges. In some cases, rupture (failure). Piers adjacent to abutment piles - fully develop plastic hinges in worst case.	Severe settlement, lateral spreading, and liquefaction of causeway	No damage expected.	Severe settlement, lateral spreading, and liquefaction of causeway
Impact and remediation	Immediate closure until extensive repairs can be completed. This is due to possible collapse from aftershocks. 18 months for new piles and re-building causeway.		Immediate closure due to extensive damage to causeway. Temporary repair is feasible (add more earthworks), but causeway will need to reach equilibrium before permanent re-construction of causeway. 12 months for re-building causeway.	
Outage	18 months		12 months	

12. The relative benefits of strengthening versus not strengthening for the 1:100 and 1:250-year events are presented in Table 5. This shows that in the scenario of a 1:100-year event occurring during the first 40 years of the remaining useful life of the bridge there is sufficient probability weighted benefit to justify strengthening the bridge abutments and piers.
13. The 40-year useful life assumption is based on bridge durability expectations following cathodic protection of the bridge piles (this scope of works is included in the SSBC for NZTA co-funding).

Table 5: Relative benefits of strengthening v not strengthening (bridge 40-year useful life)

Earthquake Scenario	Relative Benefit (Option 2 over Option 1)
1:100-year event in first 40 years of useful life, i.e., between 2025 and 2065 33% probability of occurrence	Spend up to \$22M on strengthening and have a 33% probability of a relative benefit of \$88M. Probability weighted benefit = \$29M , i.e., strengthening economically justifiable on this scenario alone .
1:250-year event in first 40 years of useful life, i.e., between 2025 and 2065 15% probability of occurrence	Spend up to \$22M on strengthening and have a 15% probability of a relative benefit of \$34M, i.e., \$7M on repair costs plus \$27M avoided disbenefits. Probability weighted benefit = \$5M , i.e., strengthening not economically justifiable on this scenario alone .

14. However, the scenario analyses for the 1:250-year (and more severe) events **do not alone** support a decision to strengthen the bridge abutments and piers. This is because the probability of occurrence of these scenarios is relatively low and the traffic disturbance due to causeway damage and repair duration is still significant despite bridge strengthening.
15. The significance of these findings is that if a decision is made to strengthen the bridge abutments alone and not the causeway it needs to be acknowledged and communicated that this will only mitigate the risk of significant disruption in events which do not cause severe damage to the causeway, i.e., events more severe than 1:100-year but not as severe as 1:250-year.
16. Following the above analysis TCC requested Aurecon to undertake further analysis of key variables to provide a higher level of robustness to the economic assessment. Essentially this analysis sought to amend key variables to 'penalise' the strengthening option and assess whether there is a realistic scenario in which strengthening has a lower BCR and NPV than the non-strengthening option.
17. This further analysis by Aurecon identified 'Duration of outage' without strengthening as the variable to which BCR and NPV is most sensitive. Decreasing the duration of short-term outage in a 1-100-year earthquake event from 90 days to 60 days resulted in a BCR of 1.1 for the non-strengthening option and 1.0 for the strengthening option. Aurecon has commented that it does not consider that an outage period as low as 60 days is realistic, i.e., the outage period without strengthening would be greater than 60 days and, therefore, the benefits of strengthening would be greater.
18. Other key variables such as capital expenditure, operational expenditure and annual traffic rate were also tested and 'Duration of outage' as noted above was found to be the only variable for which the strengthening option was not favoured over the non-strengthening option.
19. Aurecon was also requested to analyse the scenario of a 1:100-year event occurring during a useful life of only 25 years, i.e., the bridge requires replacement by year 2050. This is because with the limitations of the available traffic models, we cannot confirm that the traffic volume capacity of the three-lane bridge option will not be reached within 40 years. The results of this analysis are shown in Table 6.

Table 6: Relative benefits of strengthening v not strengthening (bridge 25-year useful life)

Earthquake Scenario	Relative Benefit (Option 2 over Option 1)
1:100-year event in first 25 years of useful life, i.e., between 2025 and 2050 22% probability of occurrence	Spend up to \$22M on strengthening and have a 22% probability of a relative benefit of \$59M. Probability weighted benefit = \$13M , i.e., strengthening not economically justifiable on seismic reasons alone for this scenario.

20. The conclusions of the further Aurecon analysis are that 'realistic' sensitivity analyses support an economic decision for bridge strengthening if the useful life of the bridge is 40 years or more. However, if the useful life of the bridge, as determined by traffic growth and vehicle capacity of the three-lane bridge option, is less than 40 years bridge strengthening may not be justifiable on seismic reasons alone. This scenario will need further analysis of traffic growth projections.
21. NZTA has approved the current studies being undertaken within the FAR funded SSBC budget. However, the budget allocated for this work is now expended. Whilst there has been no commitment to fund the construction costs of strengthening NZTA has indicated that it is open to this discussion.
22. It should also be noted that previous NZTA decision making on bridge strengthening was likely to have been informed by a previous *Detailed Seismic Assessment* which was carried out to previous design standards and concluded that the bridge performance would have been acceptable in a 1:500-year event (i.e., collapse avoided). Aurecon's assessment based on the recent update to the NZTA Bridge Manual is that this is now a 1:250-year event.
23. Ground improvements for the causeway have been excluded from Option 2 (strengthening) because of the significant capital costs and construction disruption involved. Consequently, even if the bridge abutments are strengthened, in the event of say the 1:250-year earthquake there will be approximately 12 months of disruption to the route as the causeway is rebuilt. However, damage to the causeway and transport disruption during a 1:100-year earthquake event would be minimal. Therefore, if the decision is to strengthen the bridge it will be necessary to manage public expectations of the level of service in events significantly greater than 1:100-year.
24. We have considered whether a strengthening decision necessarily delays the currently in-scope SSBC works and concluded that this is not the case. The SUP could be designed so that sections at the abutments could be removed and replaced and / or modified to allow abutment strengthening to take place

NEXT STEPS

25. Undertake an independent peer review of the Aurecon analyses.
26. Engage with NZTA on technical and funding matters.
27. Undertake further traffic modelling studies of future years to confirm the useful life of a three-lane harbour crossing and re-run the bridge strengthening economic analysis if the useful life is less than 40 years.
28. Consider whether a strengthening decision can be made on the Hairini Bridge in isolation of a network wide seismic resilience study of the following structures: Hairini Bridge and Causeway, Chapel Street Bridge, Maungatapu Bridge, SH2 Harbour Crossing and Waihi Road Bridge. Note that Maungatapu Bridge and the SH2 Harbour Crossing are NZTA assets.
29. Whether the decision is to strengthen or not, an *Emergency Management Plan* should be prepared for the Hairini Bridge and Causeway. This plan should detail likely damage scenarios and emergency responses and resources (including sources of fill for emergency reconstruction of the causeway crest). These plans should also include an assessment of when emergency works legislation would be triggered and what work would be permissible under these provisions and without resource consents.
30. An *Emergency Management Plan* should consider the post seismic stability of the causeway and the limitations that would have on the ability to operate construction plant on the causeway and carry out remedial works such as building up the causeway with fill and repairs to the bridge abutments and piles.
31. An *Emergency Management Plan*, which would detail likely repair methodologies and timeframes, would provide much greater confidence in the outage durations used in the bridge strengthening economic analysis than has been available to date.

32. Consideration should be given to commencing studies investigating the feasibility of ground improvements to the causeway founding materials. Such ground improvements would have significant consenting requirements and significant cost but would have the advantage that they would improve the currently low static stability of the causeway and the seismic resilience of the estuary crossing during the remaining useful life of the bridge by reducing closure timeframes.
33. Ground improvements would also be of long-term benefit as they would effectively be a first stage of widening the causeway for a four-lane corridor on the same alignment. If ground improvements are implemented consideration should be given to raising the crest of the causeway at the same time to reduce flooding risk.
34. Assuming that above work continues to support a case for bridge abutment strengthening, develop a Business Case, including funding and implementation strategy, for Council decision.
35. All further works carried out by the project team under Major Projects will draw on the LTP resilience budget allocated for the Fifteenth Avenue to Welcome Bay corridor unless further co-funding can be secured from NZTA. A preliminary estimate of the cost of the above work, excluding the matters covered in para 36 below, is approximately \$400,000.
36. The network wide study and studies that relate to other bridges on the network would need to be funded from other sources.

REFERENCES

37. **Beca, 15 March 2024:** *Turret Road and SH29A Bridges Model Testing in TTSM* (Turret Road and SH29A Bridges Model Testing in TTSM_v2)
38. **Aurecon, 1 March 2024:** *Hairini Bridge and Causeway – Additional Seismic and Economic Impact Assessment* (521959-0000-REP-STR-0005[2])
39. **Aurecon, 3 May 2024:** *Hairini Bridge Seismic Strengthening – Economic Analysis – Stress Testing* (521959-0000-MEM-STR-0006)

ATTACHMENTS

1. Nil

12.3 Speed Management Plan

File Number: A15990864

Author: Shawn Geard, City Centre Infrastructure Lead
Karen Hay, Acting Manager: Safety and Sustainability

Authoriser: Nic Johansson, Head of Transport

PURPOSE OF THE REPORT

1. To present the Speed Management Plan for approval and implementation.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Speed Management Plan".
- (b) Approves the area of the city centre currently covered by a 30km/h temporary speed limit (between McLean Street and Second Avenue) be included as a permanent 30km/h zone,
- (c) Approves the following schools for variable 40km/h speed zones. These would apply for half an hour before school starts and twenty minutes after school ends.
 - (i) Arataki School
 - (ii) Mount Maunganui College
 - (iii) Omanu School
 - (iv) Papamoa College
 - (v) Tauranga Primary School
 - (vi) Tauranga Waldorf School
 - (vii) Tahatai Coast School
 - (viii) Tauranga Girls' College
 - (ix) Gate Pa School
 - (x) Greerton Village School
 - (xi) Ōtūmoetai College
 - (xii) Ōtūmoetai Intermediate
 - (xiii) Mt Maunganui Intermediate
 - (xiv) Te Akau ki Papamoa Primary School
 - (xv) Tauranga Boys' College
 - (xvi) Merivale School
 - (xvii) Mount Maunganui Primary School
 - (xviii) Te Manawa o Pāpāmoa School
 - (xix) Bellevue School (Tauranga)
 - (xx) Tauranga Adventist School
 - (xxi) Te Kura o Matapihi

-
- (d) Approves the introduction of speed limits be delivered in the order outlined in resolution c) such that the high risk priority schools are delivered first, with the timing for the roll-out of delivery being contingent of funding availability,
 - (e) Based on feedback from marae the following locations are adopted as permanent 40km/h zones as shown in the attachment;
 - (i) Waimapu Marae – Waimapu Pa Road extending from the marae, 200m east,
 - (ii) Waikari Marae, Hungahungatoroa Marae – Waikari Road, Hungahungatoroa Road, Matapihi Road between Waikari Road and Hungahungatoroa Road.
 - (f) The proposed changes to speed limits on Domain Road, Tara Road, Te Puke Highway, and Parton Road are deferred until such time future development changes the current road environment. This would be decided by a future Council.
 - (g) Delegate the Chief Executive to perform the road controlling authority responsibilities in relation to confirming and implementing the speed management plan documented within this report, as set out in the Land Transport Rule: Setting of Speed Limits 2022, including the Land Transport Rule: Setting of Speed Limits Amendment 2023.
-

EXECUTIVE SUMMARY

- 2. For the city centre, the speed zone has been reduced compared to that presented to Council 20 May 2024 (Item 11.4) to include only the immediate city centre rather than areas of future development demand.
- 3. For schools, a risk based approach has been used that provides evidence to support the prioritisation of 40km/h variable speed zones outside schools.
- 4. Schools with the greatest risk will be delivered first within available funding. This is expected to be schools that are classified as being either high risk or medium high risk. Should sufficient funding be available then the medium risk schools will receive the same.
- 5. Tauranga City Council has funding for the implementation of a speed management plan. This funding expires at the end of June 2024.
- 6. The development of a speed management plan is no longer mandatory following a change in central government and subsequent rule changes. This project commenced under the previous government approach to speed management, which has now changed since the new government was formed.

BACKGROUND

- 7. A report outlining consultation and approach to speed management was presented at the Council's 20 May 2024 meeting outlining a summary of consultation, proposed speed limit changes for the city centre, schools and marae.
- 8. At that meeting, a request was made to provide further information on priorities for school speed zones and to review the extent of the city centre speed zone.
- 9. Staff have subsequently reviewed the safety risk for schools and prioritised these where the greatest safety benefits from variable 40km/h speed zones would be derived. The extent of the proposed speed zone within the city centre is refined.
- 10. For the city centre, the speed zone has been revised to encapsulate the area of high pedestrian usage and large-scale development between McLean Street and Second Avenue. This does not include Cameron Road. Further detail can be found in Attachment 1.
- 11. For schools, the evaluation considered a road safety risk assessment process which is utilised internationally and locally to enable prioritisation of interventions targeted to those areas of greatest need. This evaluation has also considered community feedback or

concerns as well as reviewing current crash data to help finalise the prioritised programme of work.

Overview of safety of students across Tauranga

12. Prioritisation of potential 40km/h school speed zones have been informed by school risk rating and emerging trends observed through crash data.
13. Crash data enables an assessment of safety of the network. Crash data is derived from traffic crash reports completed by police officers who attend fatal and injury crashes. While all fatal crashes are attended by NZ Police, the Ministry of Transport estimates that police attend around 56 percent of all serious injuries and 32 percent of all minor injuries.
14. An assessment of safety around our 45 schools has been undertaken. Crash analysis data shows that from 2019 to early 2024:
15. There have been 85 crashes involving 5 to 19-year-olds. Of these 73 (86%) involved injury.
 - (a) 74 (87%) of these crashes occurred before and after school. These occurred on weekdays between 7am and 9am and in the afternoon from 2pm to 6pm.
 - (b) Crashes involving children from 5 to 14-year-olds made up 63 (74%). 46 (54%) involve 10-14 year olds which are over represented in crashes. Research shows that these age groups generally find it difficult to judge the speed and gaps in traffic and may take more risks. Notwithstanding, driver factors contribute to 63% of crashes.
 - (c) The social cost of these crashes is estimated at \$57M.

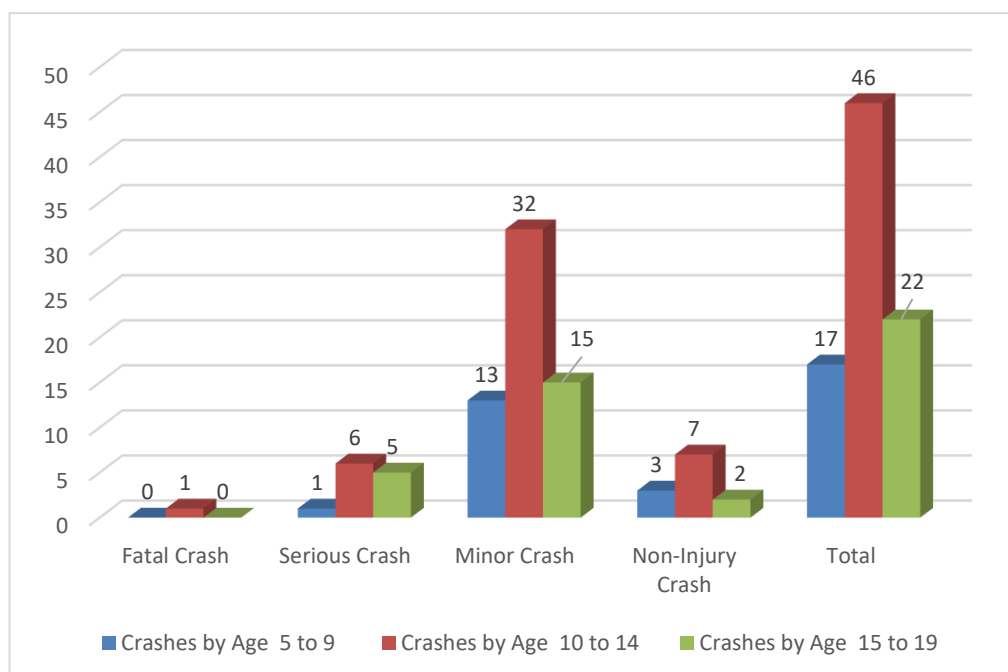


Figure 1: Crashes involving young people by age and crash severity.

16. These crashes do not necessarily occur directly outside the school boundary, with many occurring while walking, biking, or scootering to and from school.
17. A geographic representation of crashes is outlined below, noting that crashes are clustered into respective areas.



18. NZTA undertook a risk assessment of schools (2020) to support councils in determining priority areas for interventions. This utilises matrices to assess the safety risk for each school. These matrices include:

- Page 109

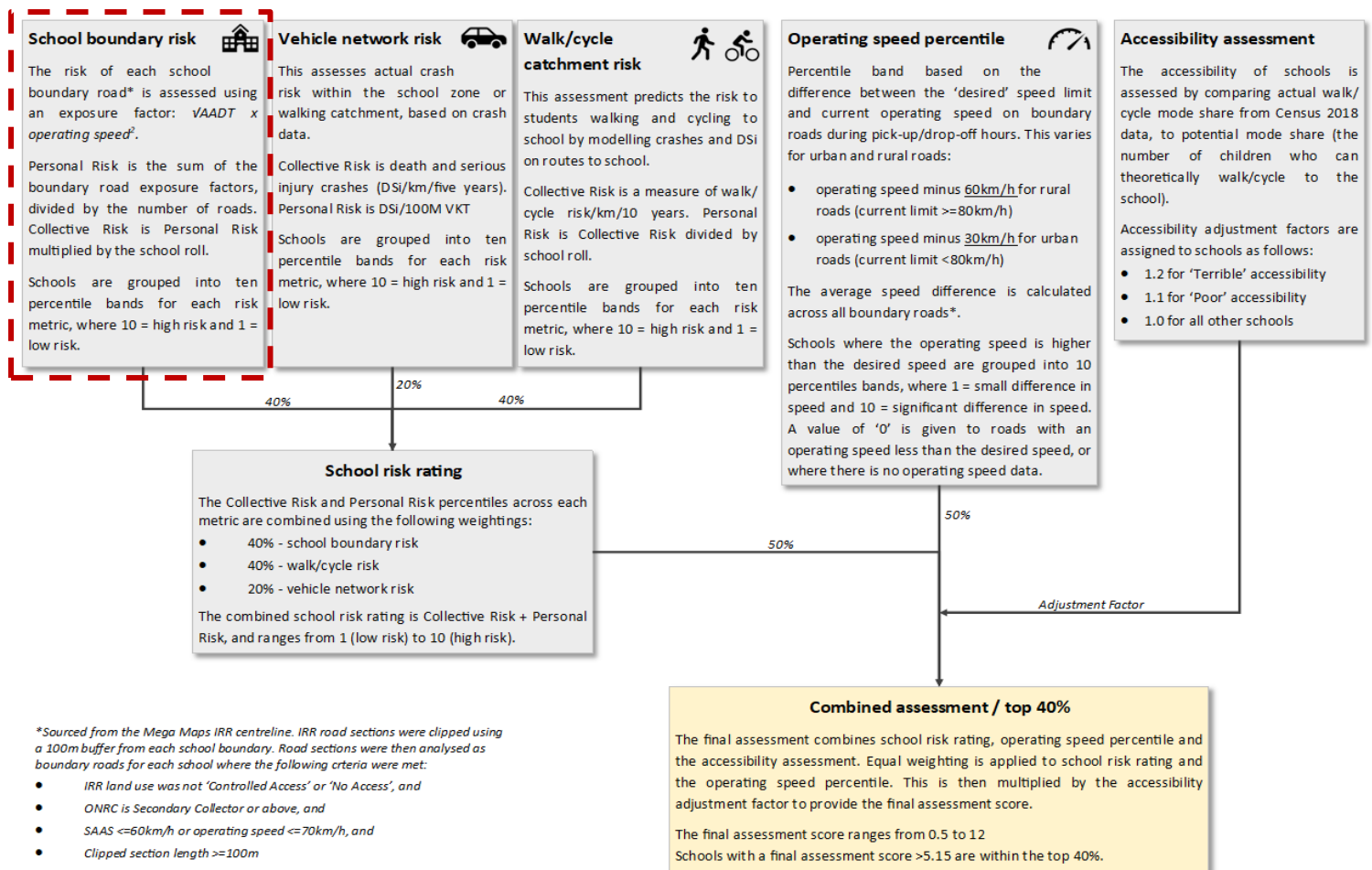


Figure 3: School risk assessment framework criteria.

20. Variable 40km/h speed zones are proposed for those schools identified as being of high, medium high or medium risk. Table 1 below outlines the proposed schools that would benefit from school speed zones during school times. Some additional schools have been added given more recent crash information since the assessment took place, or as a result of safety challenges.

Table 1: Risk assessment of school boundary risk versus overall risk.

#	Name of School	School Type	School Roll	School Boundary Risk	Overall Risk	
1	Aquinas College	Secondary (Year 7-15)	783	High	High	Schools with existing/variable speed zones
2	Bethlehem College	Composite (Year 1-15)	1945	High	High	
3	Greenpark School (Tauranga)	Primary (Year 1-6)	724	High	High	
4	Otumoetai Primary School	Primary (Year 1-6)	554	High	High	
5	Welcome Bay School	Primary (Year 1-6)	336	High	High	
6	Matua School	Primary (Year 1-6)	545	High	Medium-High	
7	Papamoa Primary School	Primary (Year 1-6)	670	High	Medium-High	
8	Tauranga Intermediate	Intermediate (Year 7-8)	1372	High	Medium-High	
9	Bethlehem School	Primary (Year 1-6)	485	High	Medium	
10	Tauranga Special School	Specialist School	106	Medium-High	High	
11	Golden Sands School	Primary (Year 1-6)	547	Low-Medium	Low	
12	Te Kura o Manunui (prev. Brookfield)	Contributing	283	Low	Low-Medium	
13	Maungatapu School	Primary (Year 1-6)	568	Low	Low-Medium	
14	Taumata School	Full Primary	660	Low	Low	
15	Arataki School	Primary (Year 1-6)	488	High	High	Schools recommended for speed zones
16	Mount Maunganui College	Secondary (Year 9-15)	1739	High	High	
17	Omanu School	Primary (Year 1-6)	541	High	High	
18	Papamoa College	Secondary (Year 7-15)	1706	High	High	
19	Tauranga Primary School	Primary (Year 1-6)	439	High	High	
20	Tauranga Waldorf School	Full Primary	203	High	High	
21	Tahatai Coast School	Primary (Year 1-6)	787	High	Medium-High	
22	Tauranga Girls' College	Secondary (Year 9-15)	1417	High	Medium	
23	Gate Pa School	Primary (Year 1-6)	347	High	Medium	
24	Greerton Village School	Primary (Year 1-6)	391	High	Medium	
25	Ōtūmoetai College	Secondary (Year 9-15)	1906	High	Medium	
26	Ōtūmoetai Intermediate	Intermediate (Year 7-8)	940	High	Medium	
27	Mt Maunganui Intermediate	Intermediate (Year 7-8)	760	High	Low-Medium	
28	Te Akau ki Papamoa Primary School	Primary (Year 1-6)	630	High	Low-Medium	
29	Tauranga Boys' College	Secondary (Year 9-15)	2146	High	Medium	
30	Tauranga Adventist School	Full Primary	117	Medium-High	High	
31	Te Kura o Matapihi	Full Primary	207	Medium-High	Medium-High	
32	Merivale School	Primary (Year 1-6)	187	Low	Low-Medium	
33	Mount Maunganui Primary School	Primary (Year 1-6)	443	Low	Low	
34	Te Manawa ō Pāpāmoa School	Primary (Year 1-6)	440			
35	BelleVue School (Tauranga)	Primary (Year 1-6) Montes	382	Low	Low	
36	Te Wharekura o Mauao	Secondary (Year 7-15)	265	Medium-High	Medium	Monitor
37	St Thomas More Catholic School	Primary (Year 1-6)	155	Medium	Medium	
38	Selwyn Ridge School	Primary (Year 1-6)	495	Low	Low-Medium	
39	St Mary's Catholic School (Tauranga)	Primary (Year 1-6)	432	Low	Low-Medium	
40	Pillans Point School	Primary (Year 1-6)	526	Low	Low	
41	ACG	Composite (Year 1-15)	387			
42	Suzanne Aubert Catholic School		250			
43	Te Whakapiripiranga (Otumoetai TP)	Teen Parent Unit	21			

★ Recent crash history and site observations lead staff to recommend these locations are included. Refer to Paragraph 22 for a detailed summary of these.

21. Schools recommended for speed zones with a 'low' assessed boundary risk are outlined with the rational for inclusion in the table below.

School	Rationale
Merivale School	<p>Merivale boundary road is a small cul-de-sac on Kesteven Avenue; hence the school boundary risk assessment is considered low.</p> <p>There have been two crashes since that assessment involving students on Fraser Street and the primary access for active modes are on Fraser Street rather than Kesteven. As a result of feedback together with the conflict between heavy traffic volumes and the large number of children crossing Fraser Street.</p> <p>75% of people responding to feedback supported a speed limit change outside this school.</p>
Mount Maunganui Primary School	<p>Since the risk assessment has taken place, a review of emerging trends using crash data has shown an incident involving a student on Lee Street.</p> <p>Feedback from the local community had 76% support for a speed limit change at this location.</p>
Te Manawa ō Pāpāmoa School	<p>The school opened in 2021 with a school roll of 440 in 2024 of which an average of around 175 students use active modes to travel. The school has a pedestrian crossing; however many drivers are not stopping at the crossing creating safety risks for children. The 85th percentile speed is currently 50.6km/h.</p> <p>Given feedback and challenges experienced at this school, the school is proposed to be included.</p> <p>It should though be noted that of the 10 responses received where specific comment on this school was made, 60% did not support a speed limit change.</p>
Bellevue School	<p>Bellevue school is located within a cul-de-sac with access from both Anne Road and Princess Road.</p> <p>A large number of students access the school via Windsor Road where a 40km/h zone is proposed that would support both Ōtūmoetai Intermediate and College.</p> <p>50% of feedback relating to this school supported a speed zone for this school.</p>

22. Two Kura namely, TKKM o Otepou and TKKM o Te Kura Kokiri on Welcome Bay Road were assessed as low risk and were originally included in Councils consultation. They are however under the jurisdiction of Western Bay of Plenty District Council for decisions around speed management.

City Centre

23. The city centre is undergoing significant redevelopment with a focus on enhancing user experience,
24. A temporary 30km/h speed restriction has been in place within the city centre between Second Avenue and McLean Street since late 2018. This report recommends making this zone permanent.

Marae

25. Under the Land Transport Rule: Setting of Speed Limits engagement with Māori was required to provide input into preparation of the plan. Marae were engaged with individually to understand where speed concerns exist.

26. Three marae provided feedback as to the risks associated with their tamariki walking to/ from the marae, these locations have been recommended for full time speed reductions to 40km/h based on the unpredictable nature of timing associated with the activities.

STRATEGIC / STATUTORY CONTEXT

27. Ensuring safety around schools, enabling young people to access education through active modes of transport can be brought into the Our Direction framework under the community outcomes;
- (a) Tauranga Matarauui – An inclusive city;
 - (b) Tauranga Ara Rau – A city that we can move around easily; and
 - (c) Tauranga a te kura – A city that supports business and education.
28. Speed reduction within the city centre support the City Centre Movement Framework as part of the City Centre Action and Investment Plan and both community outcomes Tauranga Matarauui, and Tauranga Ara Rau,

OPTIONS ANALYSIS

29. In regard to schools the Council may wish to:
- (a) Adopt the speed management plan as per the attachment; and
 - (b) Approve 40km/h variable speed zones for schools considered medium, medium-high or high risk at this time, while the remaining schools be monitored and addressed on a case by case basis; or
 - (c) Maintain the current speed limits.
30. In regard to marae the Council may wish to:
- (a) Approve 40km/h zones outside Waimapu Marae, and Waikari Marae, Hungahungatoroa Marae as per the attachment; and
 - (b) Continue monitoring of other marae; or
 - (c) Maintain the current speed limits.
31. In regard to the city centre the Council may either:
- (a) Adopt the speed management plan of 30km/h as per the attachment and recommendations; or
 - (b) Maintain the current speed limits.

FINANCIAL CONSIDERATIONS

32. The current Council and NZTA Waka Kotahi commitments allow for Option 1 to be implemented with a 49% Council funded, 51% National Land Transport Fund (NLTF) funding arrangement until 30 June 2024,
33. As NLTF funding is currently not allocated post 30 June 2024 there is no commitment from NZTA Waka Kotahi that they would fund any speed reduction after this time, meaning Tauranga City Council may be required to reprioritise delivery of the programme within Council local share funding only.

LEGAL IMPLICATIONS / RISKS

34. No legal implications/ risks have been identified.

CONSULTATION / ENGAGEMENT

35. A four-week community engagement was undertaken from Friday, 5 April to Friday, 3 May 2024.

36. The engagement included the establishment of a project email address, web page, survey and three community drop-in sessions at local markets (one of which was cancelled due to poor weather). This was supported by a print, digital and social media advertising campaign as well as targeted engagement with schools, marae, and other key stakeholders.
37. Approximately 60 people attended the two drop-in sessions, more than 20 emails were received, and over 1000 surveys were completed.
38. Social media posts reached an audience of more than 92,000 with more than 350 comments made. Feedback in the comments was mixed, with general support for reducing the speed limit to 30km outside schools during drop off and pick up times, less support for reducing the speed limit in the city centre, and some people who felt that change was unnecessary and/ or unwanted.
39. Targeted consultation with Marae was undertaken, with the requests from three marae:
 - (a) Waikari Marae, and Hungahungatoroa Marae (Matapihi), requested lower speeds to enable safer connectivity between marae and Te Kura O Matapihi.
 - (b) Waimapu Marae, while this request has been for the entire length of Waimapu Pa Road we propose to target the closest 200m with the aim of achieving general compliance, an expansion of this could be achieved in parallel to infrastructure supporting reduced speeds.

These have been included within the proposed maps.

SIGNIFICANCE

40. 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 medium degree of importance to individuals, groups, or agencies affected by the report.
41. 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.
42. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of medium significance.
43. It is considered high significance as safety of students and speed limits are of high interest and impact to the community.

ENGAGEMENT

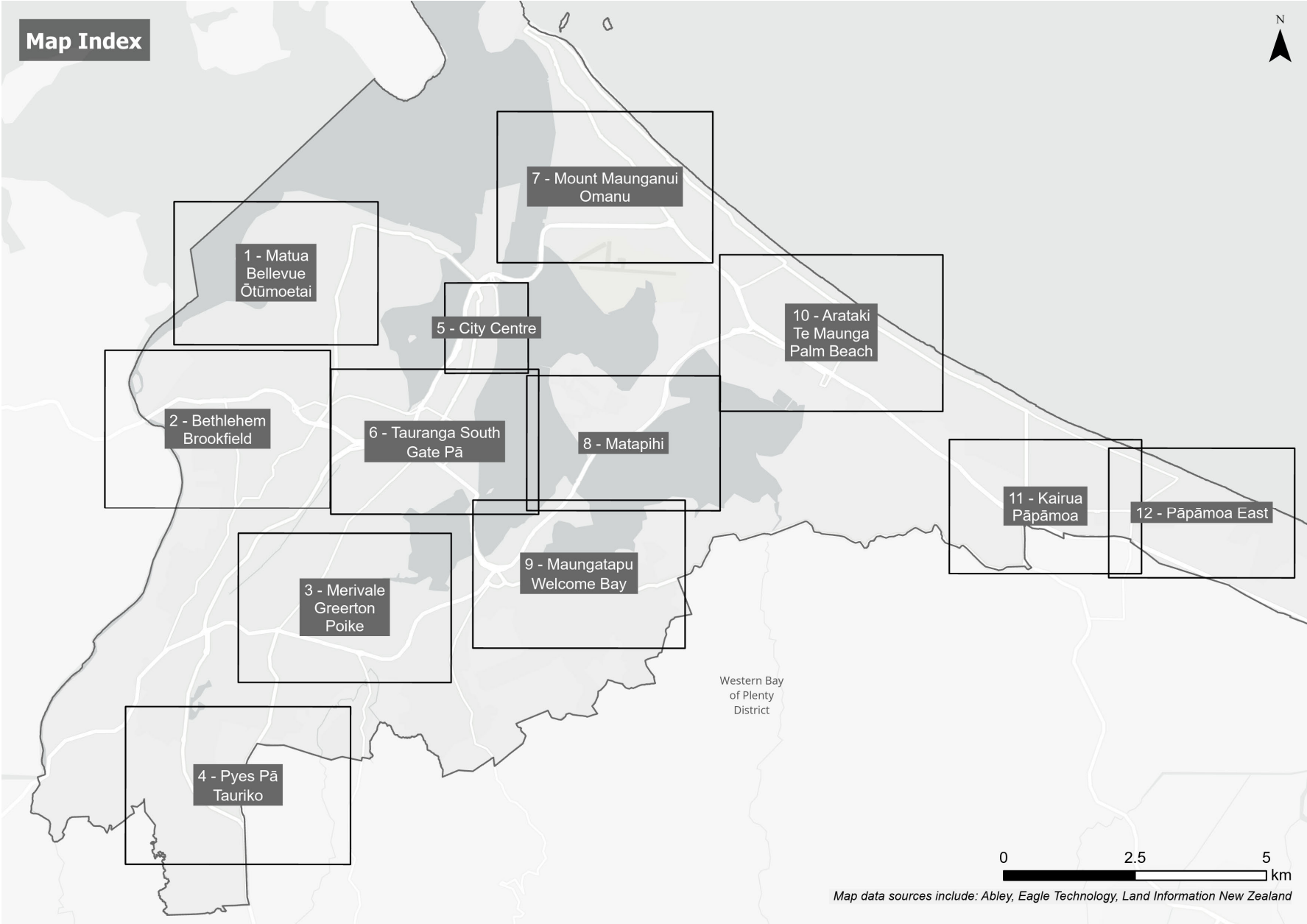
44. Taking into consideration the above assessment, that the decision is of medium significance, officers are of the opinion that no further engagement is required prior to Council making a decision.
45. This is on the basis that officers are of the view that engagement was required and therefore have undertaken a targeted and broad engagement process, with community feedback informing the recommendations of this report.

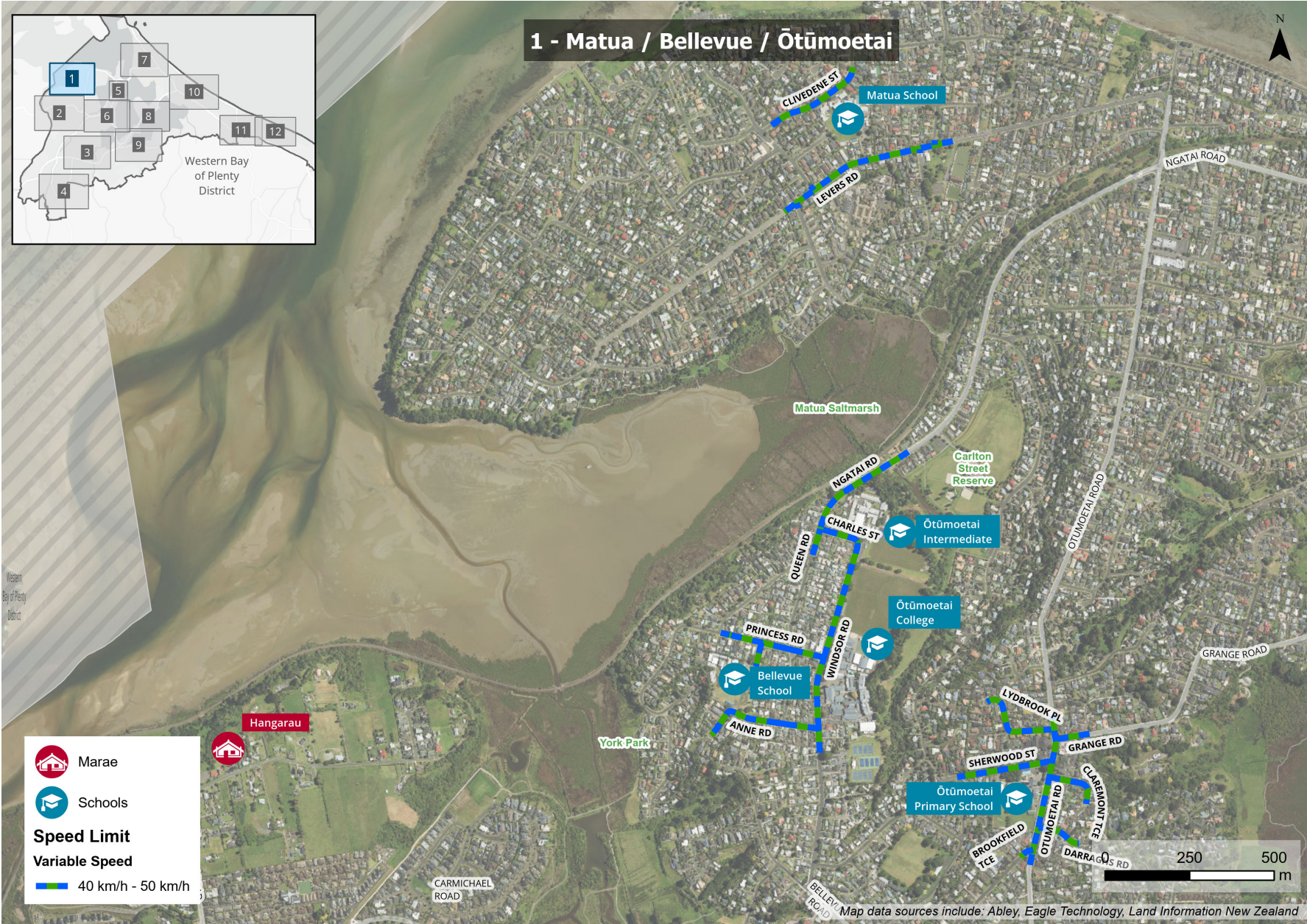
NEXT STEPS

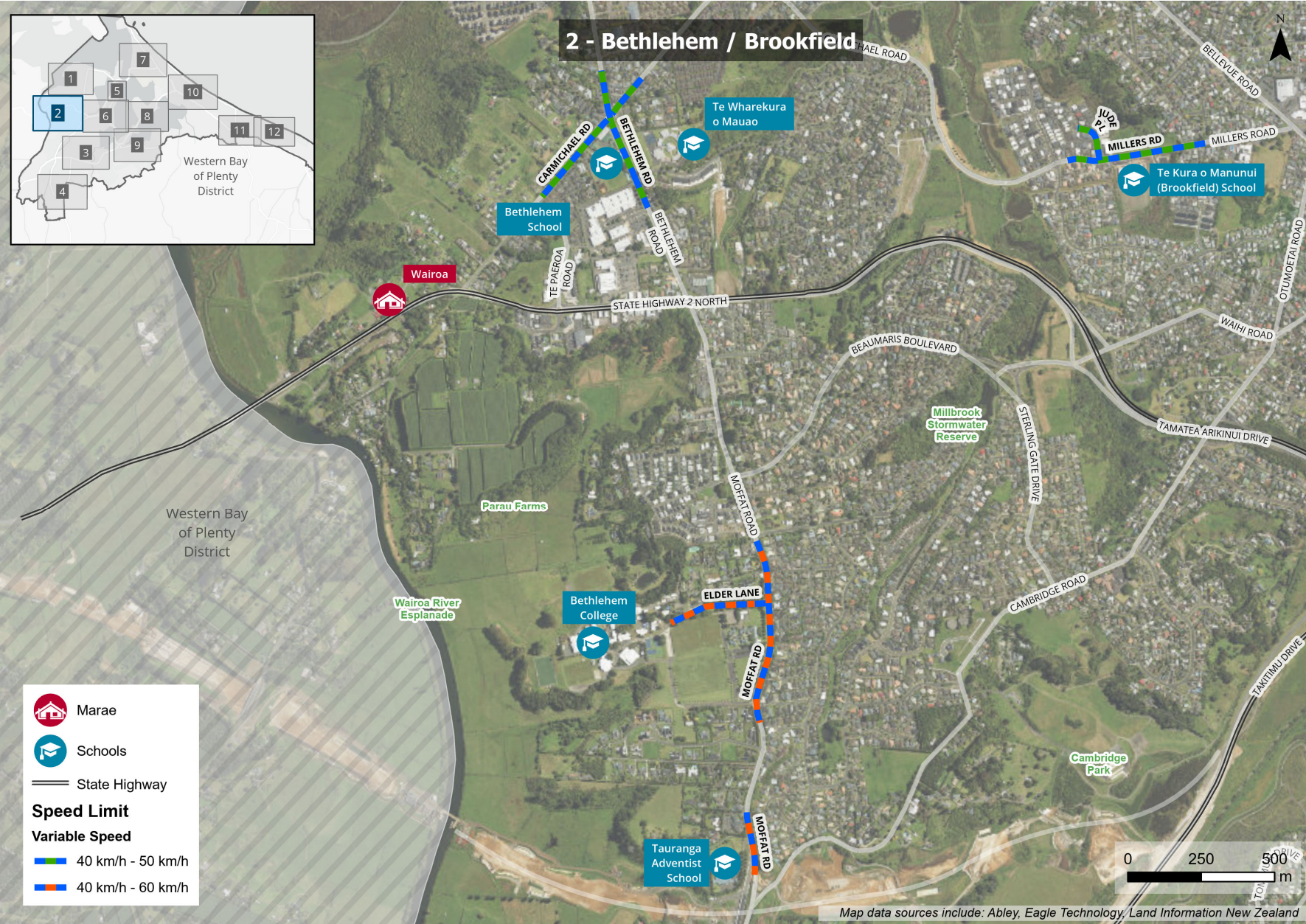
46. Confirmation and implementation of the speed management plan is required as per the Land Transport Rule: Setting of Speed Limits 2022, and the Land Transport Rule: Setting of Speed Limits Amendment 2023.

ATTACHMENTS

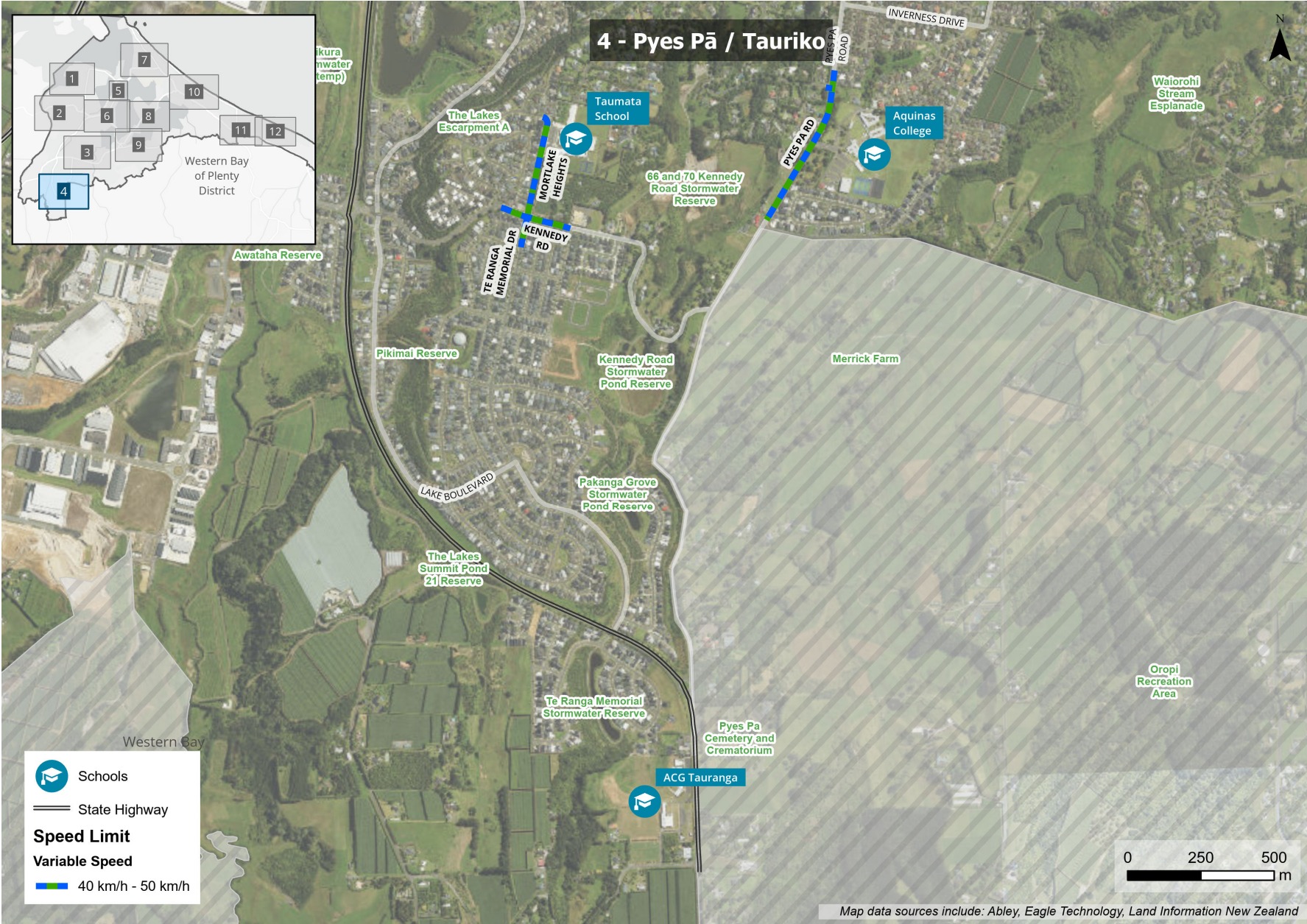
1. **Speed Management Plan Map - A15923545** [↓](#) 



























12.4 Parking Building Rate Change

File Number: A16010898

Author: Reece Wilkinson, Parking Strategy Manager

Authoriser: Nic Johansson, Head of Transport

PURPOSE OF THE REPORT

1. To provide recommendations on rate changes to the parking buildings.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Parking Building Rate Change".
 - (b) Council adjusts the rates in the parking buildings to be free after 5pm during the week.
-

EXECUTIVE SUMMARY

2. Parking occupancy in the council parking buildings is dropping during off peak hours. We are also seeing occupancy for the buildings during the day remaining static while complaints about parking availability on street is increasing.
3. We propose adjusting the rates' structure (as shown below) in the parking buildings to help encourage after hours use during the week and make casual parking during the day more attractive. This also brings the customer offering in line with on street rates (all day parking still cheaper and encouraged with the buildings)
 - (i) Making parking free after 5pm during the week.
4. Implementation of this change is expected to result in the below revenue drops.
 - (i) 1.74% for Elizabeth Street car parking building.
 - (ii) 2.5% for Spring Street car parking building.

BACKGROUND

5. The car parking buildings have had a drop in occupancy in the early months of 2024, with Elizabeth Street not exceeding 65% peak occupancy for the month of April. Spring Street has seen wider use during the workday with an average weekday occupancy of 63%, and closer to 70% on Tuesday-Thursday. The target occupancy for the parking buildings is 85% this ensures the building is being efficiently used while always having space available for casual parkers.
6. The target occupancy for the parking buildings is 85% as this ensures the building is being efficiently used, while always having space available for casual parkers.
7. Feedback from city centre businesses explains usership remains low for a mix of price and safety reasons. While work is ongoing with improvements to the buildings on the safety front, we can use pricing to make buildings more accessible during off peak times.
8. Hospitality businesses in the city centre have outlined cost as a key reason staff choose not to use the parking buildings for evening shifts. Free parking after 5pm in the buildings would bring parking building rates in line with on-street rates. It also allows all day parkers to stay as long as they would like in the city centre at no extra cost.

STRATEGIC / STATUTORY CONTEXT

9. The Tauranga Parking Strategy was approved in 2021. There are no strategic issues related to the adjustment of rates in the buildings, and the strategy remains relevant.

OPTIONS ANALYSIS

10. Staff consider there are two potential options to consider:
11. Option 1 – continue with parking buildings rates as is (status quo)
12. Leaving the current rates as they are and waiting for parking demand to increase over the next few years. As Tauranga continues to grow and the city centre transformation progresses, the number of people coming into the city over the next two years will increase and naturally, so will parking demand. By moving forward with this option, there will continue to be vacant parking spaces in the buildings as we wait for demand to increase.
13. Option 2 – Implement the rates changes in the buildings (recommended)
14. As the city centre transformation is progressing at pace, we need to continue monitoring demand for parking and adapt accordingly. There is currently high demand for on-street parking, however even at peak times the parking buildings are not at capacity. We have the opportunity to make the parking buildings a more viable option for the community, by bringing prices in line with on-street rates to help increase demand after hours, and over shorter casual periods.

FINANCIAL CONSIDERATIONS

15. There is minimal cost associated with the proposed changes. A majority of parking in the buildings is all day parking during the week which remains unchanged.
16. Those leaving the building during the free parking period will still be required to pay any parking charges incurred during the paid parking times. For example, if you park at 3pm you will still pay for 2hrs parking from 3pm-5pm and then free parking from 5pm – 6am.
17. Conservative estimate of costs to council is \$840.50 a month for Elizabeth Street and \$1,111 per month for Spring Street. For comparison, total revenue for the same month was \$48,165 for Elizabeth Street and \$44,684 for Spring Street.

LEGAL IMPLICATIONS / RISKS

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

CONSULTATION / ENGAGEMENT

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

SIGNIFICANCE

20. 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.
21. 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.
22. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of medium significance.

ENGAGEMENT

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

NEXT STEPS

24. If agreed upon staff will implement the rates changes to take effect in both parking buildings by 1/07/24.

ATTACHMENTS

Nil

12.5 Tauranga City Centre Public Realm Design Guidelines - revised amendments

File Number: A15992973

Author: Emily McLean, Programme Lead: City Development

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

PURPOSE OF THE REPORT

1. This report presents the 'Tauranga City Centre Public Realm Design Guidelines' with proposed amendments for endorsement.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Tauranga City Centre Public Realm Design Guidelines - revised amendments".
- (b) Endorses the "Tauranga City Centre Public Realm Design Guidelines" with the proposed amendments listed within this report.
- (c) Delegates the final sign off of the "Tauranga City Centre Public Realm Design Guidelines" once amendments have been made to the Chief Executive.

BACKGROUND

2. The Tauranga City Centre Public Realm Design Guidelines (**the guidelines**) (Attachment 1) provide design guidance and direction to establish cohesive and consistent public realm and streetscape spaces within the city centre.
3. A report enclosing the guidelines was taken to the Council Meeting on 20 May 2024 for endorsement. The Report (Attachment 2) provided an overview of the context, purpose and preparation of the guidelines, and this information is not repeated here.
4. Council Resolution CO11/24/13 included that Council:
 - (a) *Receives the report "City Centre Public Realm Design Guidelines"*
 - (b) *Endorses the proposed guidelines 'Tauranga City Centre Public Realm Design Guidelines' (Attachment 1) to be utilised to promote cohesive, high-quality public space design and development, including public streets, subject to the amendments made and re-presented to Council at its meeting on 10 June 2024 for sign off.*

PROPOSED AMENDMENTS TO THE TAURANGA CITY CENTRE PUBLIC REALM DESIGN GUIDELINES

5. Feedback to refine the guidelines has led to the following proposed amendments. Due to some of the agreed changes requiring further work and engagement with the relevant parts of Council, there has not been sufficient time to complete the amended guidelines for this meeting.
6. It is however noted that amendments to the Guidelines will include:
 - (a) Words and diagrams, as required, to encourage planting choices for 'year-round' colour and acknowledgment of the role vegetation and planting choice has in creating increased colour and vibrancy in public spaces.
 - (b) Further articulation of the four pou as to how they also encompass pakeha and multi-cultural community's values.

- (c) An additional map (or maps), as required, to complement the 'B4 Cultural Context' map (p15) and 'B6 Takiwā and Waahi Sites' map (p17), to include European and more modern places of significance within the city centre. The guidelines should seek to better reflect the significant attributes of all narratives so that they can be enhanced and communicated through public realm design.
 - (d) The removal of percentages within the 'E8.2 Ecological Strategy Native and Exotic Species' (p56), instead providing further written description guiding projects to connect with Council experts on taking a 'right tree for the right place, in the right way' approach.
 - (e) Changes to text, diagrams and renders to show a mixture of tree species, in particular, to emphasise the importance of considering seasonal changes when selecting tree species to ensure the appropriate spaces are provided shade in summer and light in winter.
 - (f) Elevation of the importance of the east-west movement connections especially for pedestrians and cyclists. The guidelines should also better reflect recent decisions on key public transport routes and bus stop locations, and how this will be adequately considered through the public realm.
 - (g) Refinement of the language used and written descriptions of Council's strategies for 'finer grain' spaces and laneways, and the differentiation of different categories of lanes, as appropriate.
 - (h) Removal of the proposed physical linkage between Cliff Road Reserve and Dive Crescent, in line with the further work articulated through the planning for the cultural and historical precinct.
 - (i) Connections to other Council strategies and plans including the planting plans for entrances to the city, appropriate action and investment plans, and other relevant planning frameworks.
 - (j) Further explanation of how and why the precincts as defined in the City Centre Action and Investment Plan have been reduced to four character areas (p25).
 - (k) A more accurate representation of the broader vision for the public realm improvements (p26).
7. It is proposed that the Chief Executive receives delegation to sign off the final guidelines, once they have been amended in accordance with the above items.

CONSULTATION / ENGAGEMENT

8. A summary of the engagement undertaken with stakeholders was provided in the previous Council report (Attachment 2).

SIGNIFICANCE

9. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
10. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
- (a) the current and future social, economic, environmental, or cultural well-being of the district or region;
 - (b) any persons who are likely to be particularly affected by, or interested in, the decision; and
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
11. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of low significance.

ENGAGEMENT

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

NEXT STEPS

13. Finalisation of the guidelines with the proposed amendments listed above.
14. Final sign off from the Chief Executive and adoption of the guidelines throughout the organisation.
15. Socialisation of the final endorsed guidelines with private developers and other interested parties.
16. Implementation of the guidelines in Council-led public realm and streetscape projects.

ATTACHMENTS

1. **Report - 11.11 City Centre Public Realm Design Guidelines - A15917203**  
2. **Tauranga City Centre Public Realm Design Guidelines - A15967061 (Separate Attachments 1)** 

11.11 City Centre Public Realm Design Guidelines

File Number: A15917203

Author: Emily McLean, Programme Lead: City Development

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

PURPOSE OF THE REPORT

1. To seek endorsement for the proposed "Tauranga City Centre Public Realm Design Guidelines".

RECOMMENDATIONS

That the Council:

- (a) Receives the report "City Centre Public Realm Design Guidelines".
- (b) Endorses the proposed guidelines "Tauranga City Centre Public Realm Design Guidelines" (Attachment 1) to be utilised to promote cohesive, high-quality public space design and development, including public streets.

EXECUTIVE SUMMARY

2. The preparation of a city centre public realm design guide that establishes a framework for consistent, high quality public space design (including public streets), is identified as an action in the City Centre Action and Investment Plan 2022–32 (CCAIP).
3. The Tauranga City Centre Public Realm Design Guidelines 2024 (**the guidelines**) have been prepared by landscape, urbanism and placemaking design consultants, LandLAB.
4. The purpose of the guidelines is to provide design guidance and direction to establish a cohesive and consistent public realm that:
 - (a) identifies and consolidates a coherent look and feel for Tauranga's city centre public realm and streetscapes;
 - (b) simplifies the design, briefing, procurement and delivery process for future projects;
 - (c) provides opportunities for efficiencies and economies of scale for the supply of materials and design elements;
 - (d) optimises and simplifies maintenance, and asset management budgets/issues; and
 - (e) aggregates design guidance into one place.
5. These guidelines will be used by Council project staff as the starting point for public realm and streetscape projects within the city centre. The Tauranga Urban Design Panel will use them in their review of public realm projects in the city centre, and private developers may utilise the guidelines in their developments to adopt a cohesive threshold between private and public space.
6. The guidelines will be accessed via the Council website with key links to the Infrastructure Development Code (IDC), and the urban design panel web pages.
7. Two stand-alone extensions to the guidelines are currently underway including:
 - (a) the "Signage and Wayfinding Masterplan and Strategy" for the city centre (in conjunction with the city-wide signage and wayfinding strategy); and
 - (b) a peer review of the guidelines to assess opportunities to incorporate Council's sustainability strategic priorities including creation of a base case that will be used to

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measure and demonstrate how future projects are contributing to sustainable outcomes.

8. It is anticipated that the guidelines may need to be reviewed periodically (circa every three years) to respond to changes taking place in public realm projects, and to account for the impact of other guidelines that may be drafted, including guidelines on universal access and safety.

BACKGROUND

9. Tauranga's city centre streets and public spaces are largely tired, cluttered, and are underperforming for the expectations of a thriving and modern city centre.
10. Recent streetscape upgrades at Durham Street, Wharf Street and Elizabeth Street (east and west) have set the bar high for streetscape upgrades, yet they have all adopted different street furniture and material palettes. As a result, there is an inconsistency which lessens the city centre's identity and character, as well as adding further complexity to maintenance and asset management operations.
11. The city centre is being redeveloped with significant public realm projects underway (or recently completed) that would benefit from a cohesive and 'complete street' approach to the public realm including:
 - (a) Elizabeth Street East and Tunks Reserve;
 - (b) Masonic Park;
 - (c) Waterfront;
 - (d) Willow Street shared space (between Hamilton and Wharf Streets); and
 - (e) Te Manawataki o Te Papa (public realm).
12. Future projects including the Red Square 'sanctuary space' upgrade, and extensive streetscape upgrades across city centre, will also benefit from the guidelines.
13. A draft of the guidelines was presented to the Tauranga Urban Design Panel in June 2023. Many of the recommendations from the panel have been accommodated in the final version including:
 - (a) providing greater emphasis on the 'relaxed urbanism' approach to give the city centre a more 'Tauranga-specific' look and feel; and
 - (b) sustainability (which is being addressed in greater detail in an addendum to the guidelines).

STRATEGIC / STATUTORY CONTEXT

14. The Council adopted the CCAIP in August 2022, which sets the vision for the city centre and outlines the key actions that Council will take with our partners to continue to achieve the vision and revitalise the city centre.
15. A cohesive design-led approach to public realm improvements and streetscape upgrades will deliver on a number of strategic outcomes in the CCAIP including:
 - (a) a city centre for people (develop and deliver a programme of upgrades to existing parks and open spaces [tying in with a programme for streetscape upgrades], considering the needs of both visitors and residents);
 - (b) an accessible city centre (develop and deliver a programme of short-, medium-, and longer-term streetscape and laneway improvements, including streetscape and public realm guidelines for a consistent city centre-wide approach to design); and
 - (c) a city centre with identity and culture (implement the four pou as part of public and private projects, building on the Tauranga Moana Design Principles and deliver a programme of art, sculpture, interpretation and wayfinding across the city centre, elevating the visibility and tangibility of Māori history and relationship to the city centre, European history and contemporary culture, as appropriate);

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- (d) an engaging city centre (prepare a city centre public realm design guide that establishes a framework for consistent, high-quality public space design, including public streets); and
- (e) a city centre in nature (through urban design guidance and council's Infrastructure Development Code, encourage green infrastructure to be incorporated into public and private projects at project initiation).

OPTIONS ANALYSIS

16. Options include:

- (a) endorse the guidelines as proposed;
- (b) provide edits to the guidelines and endorse an amended version; or
- (c) leave the city centre without public realm design guidelines and rely on staff to create cohesiveness across individual projects.

CONSULTATION / ENGAGEMENT

- 17. The guidelines were prepared through a series of internal workshops, with subject matter experts from across council providing input to ensure the guidelines are fit for purpose and appropriate for their specific requirements. Feedback was received and considered throughout the drafting of the guidelines from various parts of council including:
 - (a) Te Pou Takawaenga;
 - (b) Arts, Culture and Heritage;
 - (c) Civic Development;
 - (d) Urban Communities including urban design;
 - (e) Transport including transport safety and asset managers (including lighting);
 - (f) Sustainability and waste;
 - (g) Community Services including accessibility and events facilitators; and
 - (h) Spaces and Places including asset managers and urban/landscape design.
- 18. It is noted that there are often competing objectives in public realm design; for example, championing a universally accessible and welcoming city for all users while designing curb-less multi-functional shared spaces to attract a greater variety of public events that can be challenging to navigate safely for those with various accessibility needs.
- 19. The guidelines seek to provide the starting point for projects and they will not remove the need to engage with key advisors through the project including tangata whenua, and through accessibility and safety in design reviews and following other best practice guidance. Specific solutions to place-based challenges and opportunities will need to be considered on a project-by-project basis.
- 20. Input from tangata whenua focused on strengthening the significance of the city centre's four pou (guiding principles for development) within the guidelines, as well as resolving the cultural map with more accuracy and detail. The guidelines also reiterate the importance of engaging with Council's Te Pou Takawaenga and mana whenua early in public realm and streetscape projects.

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.

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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 decision; and
 - (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 matter is of low significance.

ENGAGEMENT

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

NEXT STEPS

25. Council staff will publish the endorsed guidelines on the Council website and share the guidelines with council staff through the City Centre portfolio governance structure.

ATTACHMENTS

1. **Tauranga City Centre Public Realm Design Guidelines FINAL 2024 - A15967061 (Separate Attachments 1)**

12.6 Te Manawataki o Te Papa Financial Strategy Report - Supplementary Paper

File Number: A16027547

Author: Simon Collett, Manager: Commercial Property

Authoriser: Kathryn Sharplin, Acting Chief Financial Officer

PURPOSE OF THE REPORT

1. To note a correction to the report headed "*Te Manawataki o Te Papa Financial Strategy Including Infrastructure Funding and Financing Levy*" presented to Council on 20 May 2024.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Te Manawataki o Te Papa Financial Strategy Report - Supplementary Paper".
- (b) Notes the corrections to the report headed "*Te Manawataki o Te Papa Financial Strategy Including Infrastructure Funding and Financing Levy*" presented to Council on 20 May 2024.

EXECUTIVE SUMMARY

2. This supplementary report addresses the *Te Manawataki o Te Papa Financial Strategy Including Infrastructure Funding and Financing Levy* report presented to Council on 20 May 2024.
3. On 29 April 2024, Council resolved to prioritise financial returns from Pōteriwahi for reinvestment in affordable housing and infrastructure, rather than the Te Manawataki o Te Papa programme of works.
4. The Financial Strategy Report on 20 May 2024 incorrectly indicated that proceeds from Pōteriwahi could help to fund Te Manawataki o Te Papa.
5. Corrections to the Financial Strategy Report are needed to reflect accurate funding estimates. This adjustment materially reduces available Asset Realisation Reserve funds for the Te Manawataki o Te Papa programme of works. The gross proceeds from the reserve remain sufficient to fund the expected share of Te Manawataki o Te Papa.

BACKGROUND

6. The residential component of the Pōteriwahi site is managed under the Asset Realisation Reserve Approach pursuant to a resolution made in July 2023.
7. Notwithstanding this, on 29 April 2024, Council resolved to "*approve the strategic divestment objectives/outcomes with respect to the potential disposal of the residential component of Pōteriwahi of: (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 of the Pōteriwahi site*".
8. The report headed "*Te Manawataki o Te Papa Financial Strategy Including Infrastructure Funding and Financing Levy*" presented to Council on 20 May 2024 (**Financial Strategy Report**) incorrectly recorded that proceeds of sale from the residential component of the Pōteriwahi site would be able to be utilised for the Te Manawataki o Te Papa capital project.

FINANCIAL CONSIDERATIONS

9. The following corrections to the Financial Strategy Report are required:

(a) On page 9, **Table 3: Potential other funding sources**

Funding Source	Estimated Realisable Value Gross \$ millions (July 2023)	Estimated Realisable Value Net of Debt Repayment \$ millions (July 2023)	Estimated Realisable Value Gross \$ millions (May 2024)	Estimated Realisable Value Net of Debt Repayment \$ millions (May 2024)	Estimated Realisable Value Gross \$ millions (June 2024)	Estimated Realisable Value Net of Debt Repayment \$ millions (June 2024)
Asset Realisation Reserve	\$146.3	\$97.7	\$150.3M*	\$108M**	\$132.6M	\$92.3M
Airport Activity Funding	\$13.0	\$13.0	\$13.0	\$13.0	\$13.0	\$13.0
Other Funding Options	Nil ***	Nil ***	Nil ***	Nil ***	Nil	Nil
Total Other Funding Identified	\$159.3	\$110.7	\$163.3	\$121M	\$145.6	\$105.3M
Total Other Non-Rates Funding Required (Table 1)	\$91.6	\$91.6	\$103.0	\$83.4	\$103.0	\$103.0

(b) Paragraph 37 bullet point 3 of the Financial Strategy Report is deleted and replaced with:

The key changes to the Asset Realisation Reserve estimates since July 2023 are made up of:

- *A decrease in the expected proceeds from Pōteriwahi from \$8.2M to \$Nil as a result the Council resolution on 29 April 2024.*

LEGAL IMPLICATIONS / RISKS

- The exclusion of Pōteriwahi sales returns from the available funds for Te Manawataki o Te Papa has the impact of materially reducing the amount available from the Asset Realisation Reserve for the capital project.
- The risk of not realising sufficient revenue for Te Manawataki o Te Papa is increased and expenditure on the programme of works will need to be monitored alongside revenue from asset realisation and grants. The gross value is still sufficient to provide finance for Te Manawataki o Te Papa, while the net value if all associated debt is repaid is marginal.

CONSULTATION / ENGAGEMENT

- No consultation or engagement has been undertaken or is required with respect to this supplementary report.

SIGNIFICANCE

- 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.
- In making this assessment, consideration has been given to the likely impact, and likely consequences for:
 - the current and future social, economic, environmental, or cultural well-being of the district or region

- (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.

15. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the issue is of medium significance.

ENGAGEMENT

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

NEXT STEPS

17. N/A

ATTACHMENTS

Nil

12.7 Pōteriwahi Recreation and Housing Concept Plan Update**File Number: A16010146****Author: Carl Lucca, Team Leader: Urban Communities****Authoriser: Jeremy Boase, Acting General Manager: Strategy, Growth & Governance****Please note that this report contains confidential attachments.**

Public Excluded Attachment	Reason why Public Excluded
Item 12.7 - Pōteriwahi Recreation and Housing Concept Plan Update - Attachment 1 - Attachment A: 2022 11 22 Pōteriwahi Memorandum of Understanding TCC and Ngāti Kahu	<p>s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons.</p> <p>s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>

PURPOSE OF THE REPORT

- The purpose of this report is to: provide a detailed update on the Pōteriwahi Recreation and Housing Concept Plan, including proposed next steps and timeframes; and to confirm opportunities to engage with and further progress planning with mana whenua and other parties, including the adjacent community.

RECOMMENDATIONS

That the Council:

- Receives the report "Pōteriwahi Recreation and Housing Concept Plan Update".
- Confirms the Activity Areas, including proposed next steps and timeframes, as outlined in the concept plan for further investigation and detailed planning.
- Notes the following opportunities to engage with and further progress planning with mana whenua:
 - Identification and protection of the Pōteriwahi Pā site and how it may be recognised and managed in the future.
 - Provision of cultural passive reserves within the subject site, recognising the relationship Ngāti Kahu has with the whenua (land).
 - Working with mana whenua to further recognise their relationship with the whenua, including:
 - Appropriately locating activities over the site to protect cultural values of the Wairoa Awa (River)
 - Protecting the ecological areas in the low wetland areas (ecological reserve retirement from grazing), thereby enabling possible restoration of wetlands adding to environmental protection for the Wairoa Awa (with associated agreement on management)
 - Developing 'story telling' over the site, integrated into the design of open space and walkways, recognising the history of the site and surrounding area.

-
- (iv) Recognising mana whenua aspirations for affordable housing and working with them to investigate opportunities for affordable living outcomes as part of wider strategic housing outcomes.
 - (v) Potential to be more involved in concept plan development, and subsequently the more detailed design steps for various components.
 - (d) Notes that Council will continue to seek engagement with tangata whenua on processes and workstreams throughout the project.
 - (e) Notes that the resolutions of this meeting are made in addition and further to those made at the Council meeting on 29 April 2024.
 - (f) **Attachment 1** can be transferred into the open when all parties to the MoU have agreed to release the information, and the site is not subject to further negotiations.
-

EXECUTIVE SUMMARY

2. Council has approved future mixed use of the Pōteriwahi site including protection of the Pōteriwahi Pā site, sports fields, passive reserves and residential land use. This process included community consultation in line with the Local Government Act 2002 (LGA) in November-December 2021, recognising a need to increase housing in Tauranga. The outcomes of the consultation and draft concept plan were reported to Council on 19 June 2023².
3. More recently, on 29 April 2024³, Council made the following decisions:
 - (a) Endorsed staff continuing further due diligence and refinement of the concept plan for the project.
 - (b) Approved submitting an application to include the Pōteriwahi Project as a Schedule 2A listed project within the Fast-track Approvals Bill, to support future mixed-use development of the site (completed 3 May 2024).
 - (c) Approved the strategic divestment objectives/outcomes and Council progressing a divestment strategy for the residential land including seeking market expressions of interest.
 - (d) Noted that Ngāti Kahu hapū have signalled a desire to achieve some housing outcome for their hapū and that Council will continue to work with them on ways that could be achieved alongside wider cultural considerations over the site.
4. Further background including project context and process to date is outlined in the 29 April 2024 Council report.
5. This report provides a further detailed update on the Pōteriwahi concept plan and seeks to confirm direction for key components of the site planning, including proposed next steps and timeframes. This includes acknowledging common aspirations for the site with mana whenua, such as identification and protection of the pā site area, provision of open space, recognising mana whenua relationship with the whenua, and protecting and enhancing environmental / ecological outcomes.
6. As outlined in the report, opportunities to work with mana whenua include:
 - (a) Identification and protection of the Pōteriwahi Pā site and how it may be managed in the future.
 - (b) Provision of cultural passive reserves within the subject site, recognising the relationship Ngāti Kahu has with the whenua (land).

² https://infocouncil.tauranga.govt.nz/Open/2023/06/CO_20230619_AGN_2507_AT_WEB.htm

³ https://infocouncil.tauranga.govt.nz/Open/2024/04/CO_20240429_AGN_2582_AT_WEB.htm

- (c) Working with mana whenua to further recognise their relationship with the whenua, including:
 - (i) Appropriately locating activities over the site to protect cultural values of the Wairoa Awa (River)
 - (ii) Protecting the ecological areas in the low wetland areas (ecological reserve retirement from grazing), thereby enabling possible restoration of wetlands adding to environmental protection for the Wairoa Awa (with associated agreement on management)
 - (iii) Developing 'story telling' over the site, integrated into the design of open space and walkways, recognising the history the site and surrounding area (including the role it played in the Tauranga wars and drawing up the code of humane conduct before the Battle of Gate Pā Pukehinahina in 1864).
- (d) Recognising mana whenua aspirations for affordable housing and working with them to investigate opportunities for affordable living outcomes as part of wider strategic housing outcomes.
- (e) Potential to be more involved in concept plan development, and subsequently the more detailed design steps for various components.

IMPORTANCE OF PŌTERIWHI TO MANA WHENUA

- 7. Pōteriwahi is part of the traditional estate of Ngāti Kahu, Ngāti Rangi and Ngāti Tamahapai located across the State Highway 2 from Wairoa marae. It is the location of pre-European settlement as well as historic occupation and an important place where ancestors resisted British military occupation and land takings in the 1860s. The current Wairoa Marae has been forcibly moved from locations within the property several times for the benefit of the wider community. The subject site is also located adjacent to Ngāti Hangarau rohe.
- 8. Pōteriwahi is also located in close proximity to other places of high cultural and historic importance to Ngāti Kahu, Ngāti Rangi and Ngāti Tamahapai including Te Papa o Wharia (on Taniwha Place) and Te Roto Parera (adjacent to the Wairoa Awa).
- 9. Recognising the importance of the whenua to mana whenua and the need to work in partnership in relation to the future development of Pōteriwahi, Council and Ngāti Kahu signed a Memorandum of Understanding (MoU) in 2022.
- 10. This MoU sets out how we will work together, including the parties' respective and shared aspirations for the site. It also captures the Ngāti Kahu vision for the site. The MoU is a confidential document and is attached confidentially as **Attachment A**.

PŌTERIWHI CONCEPT PLAN – DETAILED OVERVIEW

- 11. As outlined in the 29 April 2024 report, Council's 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. Together with the ongoing site assessment, Council has also considered feedback received from mana whenua and the wider community through previous community consultation processes to assist in shaping the concept plan. In particular, this responds to and integrates the following key considerations:
 - (a) Cultural significance of the site to mana whenua
 - (b) Recreation outcomes to meet citywide and local needs
 - (c) Citywide housing needs.
- 12. This section includes a breakdown of the Pōteriwahi Concept Plan activity areas, including where these have been influenced by strategic outcomes and/or engagement and consultation, outcomes sought and proposed next steps. The concept plan is attached as **Attachment B**.

13. Timeframes outlined below are based on approval to use the Fast-track Approvals Bill (FTA) consenting process. The Bill seeks to establish a streamlined process for several approvals under different legislation including (but not limited to) resource consents and archaeological authorities. The consent application is envisaged to be made in mid-2025 following completion of the divestment process for residential land and subsequent planning and design in partnership with a preferred developer.
14. Delivery of the various activity areas will be staged with the infrastructure required for the activities being delivered first (following the FTA consenting process) while the housing and active recreation is envisaged to commence in late 2026 / early 2027.

Activity Area A: Historic Reserve and Pā Site (1.3 hectares)

15. The proposed Historic Reserve and Pā Site Activity Area is located in the northwest area of the site. This area is intended to protect and provide a buffer to the historic Pōteriwahi Pā site, recognising the historic and cultural significance of the pā to mana whenua and the wider community. Pōteriwahi Pā holds a significant place in the leadup to the Battle of Gate Pā Pukehinahina being a place where tangata whenua met before the battle and drew up the Rules of Engagement. This action is of utmost cultural importance to the hapū.
16. An archaeological survey update was undertaken in January 2024 to assist in informing planning of the site. The purpose of the update was to better understand the location and historical values of the Pōteriwahi Pā site. This survey notes that the pā site is likely situated on the crescent shaped ridge that extends northwest from the site into neighbouring properties, however its exact location and extent is not known and there remains a possibility that part of the pā and/or associated structures may extend into the subject site.
17. Opportunity exists to work with mana whenua on further investigation of the area, to assist in understanding the location of the pā site and any associated areas of taonga and/or other historic importance. Potential also exists for mana whenua to consider and propose how this area may be best managed in the future, including the future reserve classification.
18. Next steps include seeking engagement with mana whenua and discussing further archaeological exploratory investigation to identify the likely extent and location of the pā site more accurately. This will include working with mana whenua on the development of an appropriate management plan and application for Heritage New Zealand approvals, as appropriate.
19. Approvals for archaeological exploratory investigation can be sought through the FTA consenting process (mid-2025) or earlier with mana whenua support. Following further exploration and assessment of the likely extent of the pā site, Council can work with mana whenua to confirm the appropriate boundaries of the activity area. Once the boundaries are confirmed, Council can classify the area as Historic Reserve, should this be desired.

Activity Area B: Further Investigation – Historic Reserve or Active Recreation (1.1 hectares)

20. This area surrounds Activity Area A and is subject to the outcome of exploratory archaeological investigations associated with the pā site (as above). Final outcomes of the archaeological investigations and engagement with mana whenua will inform what activities can be appropriately provided for in this area.
21. It is likely that the area sits outside of the historic pā site, however given the likelihood that other irreversible developments have impeded the protection and restoration of the pā itself, there is an opportunity to still give recognition to its significance. Being off the archaeological site it may be appropriate for additional active and passive recreation. It is envisaged that aspects of this area could be co-designed with mana whenua to integrate with the adjoining Historic Reserve and Pā Site Activity Area, acknowledging its cultural significance and gateway location. This recognition is an important cultural aspect expressed by the hapū.
22. The southern part of this activity area also has potential to provide for car parking associated with the proposed sports fields.

23. Next steps in the site planning are subject to outcomes of archaeological investigations, with opportunity to engage mana whenua in relation to desired outcomes for the area. The timeframes are aligned with Activity Area A above.

Activity Area C: Cultural Reserve (2.9 hectares)

24. Activity Area C includes two areas within the subject site:
- (a) An upper area adjoining the Historic Reserve and Pā Site on the western side of the subject site, largely escarpment; and
 - (b) A lower area on the western side of the site adjacent to the Wairoa Awa.
25. Both areas are of significance to mana whenua and recognise the importance of the site in context of mana whenua history over the whenua. Opportunity exists within the upper area to enhance ecological outcomes and contribute the physical and visual buffer between future land use and the Wairoa Awa valley. Within the lower area, opportunity exists to work with mana whenua to enhance and reestablish wetland areas adjacent to the river, as well as improving environmental outcomes on the adjoining Ecological Reserve Activity Area.
26. From a cultural point of view, re-prioritising activities on these areas to be more ecologically protective and functioning especially for Wairoa Awa is a critical improvement.
27. Council can seek appropriate classification of this reserve land to provide for the cultural outcomes sought. It is likely that this process would follow shortly after (or concurrently with) the FTA consenting process, to align with agreed boundaries for the adjoining activity areas.

Activity Area D: Active Reserve (4.2 hectares)

28. Activity Area D is located on the western side of the site between the Wairoa Awa valley and the proposed future residential activity area.
29. Pōteruhi provides an important opportunity to locate sports fields and other recreation facilities to meet citywide recreational needs as well as a recreation hub alongside the delivery of housing and close to a town centre that has a good range of commercial offerings to support the development.
30. Activity Area D provides key proposed recreational elements including 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). It may be appropriate to locate some recreational activities in other locations outside area D.
31. The area has been located in response to mana whenua feedback, enhancing a connected green area on the western side of the development and increasing the buffer between the Wairoa Awa valley and future residential development.
32. It is noted that the area includes a number of middens and potential for other archaeological remains, the impacts and potential removal of which will be managed appropriately through engagement with mana whenua and Heritage New Zealand.
33. There is potential for development of the Pōteruhi site, including the recreation areas, to have visual impacts when viewed from the river. As such a landscape assessment will be undertaken and it is anticipated that the site design will include mitigation measures such as planting and appropriate location of activities to reduce any impacts.
34. Next steps for this area include continued open space planning (late 2024), including further geotechnical and earthworks investigations to confirm landform works and detailed site layout. Consenting for related works (including infrastructure and earthworks) will be included within the FTA consenting process in mid-2025.
35. Subject to consenting outcomes and other dependencies, it is envisaged that delivery of active recreation could commence from late 2026 / early 2027 onwards.

Activity Area E: Passive Recreation (1.0 hectares)

36. Activity Area E primarily relates to the 'spur' of land located on the eastern side of the development, which drops away to lower property on three sides. Due to the location, topography and slope hazard, this area remains largely undevelopable for residential purposes and with limited viable other use aside from passive recreation.
37. Potential exists to provide for passive recreation space tied in with a network of walking paths around the top of the wider escarpments, providing both connectivity and amenity for future residents and visitors, as well as incorporating ecological and cultural enhancements to the site.
38. As part of ongoing due diligence work and future development discussions, the best use of this area will continue to be explored. Consenting for related works (including infrastructure and earthworks) will be included within the FTA consenting process in mid-2025.

Activity Area F: Ecological Reserve, Stormwater Reserve and Slope Hazard Buffer (15.7 hectares)

39. This activity area includes the existing low-lying floodable area of the site to the south, and areas of slope hazard around the eastern aspects of the site (adjacent to the housing activity area). These areas will be used as open space and provide wider functional uses including ecological enhancement, stormwater and slope hazard mitigation.
40. The low-lying area in the 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 Awa and up through to the Pōteruhi site. This includes retirement of grazing in the lower areas with a return to wetland thereby enhancing environmental outcomes for the Wairoa Awa.
41. There is also potential for progressive enhancement of planting and ecological enhancement of the slopes, improving ecological outcomes while also continuing to mitigate potential for slips (protecting both the upper developable area and lower adjoining lands).
42. The residential property that was located in between the kiwifruit orchard at the top and the bottom ecological area has been acquired by Council to assist in delivery of these outcomes.
43. Once again, from a cultural point of view, re-prioritising activities on these areas to be more ecologically protective and functioning especially for Wairoa Awa is a critical improvement.
44. Future plans for enhancement and management have potential to include mana whenua and wider community inputs, opening up access to both as appropriate.
45. Next steps for these areas include undertaking an ecological assessment (mid 2024) and consideration of wider due diligence relating to hazards and stormwater management (late 2024 / early 2025). Consenting for related works (including stormwater) will be included within the FTA consenting process in mid-2025.
46. The Council can seek appropriate classification of this reserve land to provide for the cultural outcomes sought. It is likely that this process would follow shortly after (or concurrently with) the FTA consenting process, to align with agreed boundaries for the adjoining activity areas.
47. The existing low-lying floodable area is currently classified as Recreation Reserve. A reclassification to Local Purpose Reserve (for stormwater and ecological purposes) will be undertaken following the FTA consenting process.

Activity Area G: Housing (7.8 hectares)

48. Activity Area G has been identified for medium density residential including upwards of 215 dwellings, and potentially up to circa 300 dwellings depending on density and typology (e.g., townhouses, low rise apartments).
49. Within the area, approximately 0.9 hectares of land will need to be set aside for stormwater attenuation, along with local roads. A design philosophy statement will be developed to guide stormwater outcomes within the residential area and over the wider site.

50. The need for increased housing supply in Tauranga and the sub-region remains critical, and Pōteriwahi offers the opportunity to partner or divest to deliver a range of housing options. Housing also offers an opportunity for Council to ensure balance is achieved across the need for good investment returns to fund infrastructure and open space on the site while also moving towards delivery that addresses affordable housing disparities in market.
51. The 29 April 2024 resolutions approved strategic divestment objectives/outcomes with respect to the potential disposal of the residential component of Pōteriwahi, including:
 - (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 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.
52. Within the strategic divestment objectives/outcomes, there is opportunity to work with and recognise mana whenua aspirations for a portion of affordable housing, including to investigate opportunities for affordable living outcomes as part of wider housing outcomes (without compromising wider residential outcomes and opportunities for divestment).
53. Such outcomes could include a percentage of the developable housing area (e.g., 10%) being provided for as affordable housing or land purchase opportunities, affordable rental or rent-to-buy schemes with future developers, or similar approaches. The outcomes would be subject to engagement with mana whenua, development feasibility and future developer agreements, as appropriate.
54. As part of next steps Council will continue to assess and classify the land under the Property Acquisitions and Disposals Policy including engagement with mana whenua on cultural matters. This is envisaged to occur during the third quarter of 2024.
55. Through the subsequent divestment process (including an approach to seek expressions of interest in late 2024 / early 2025 from developers to partner on the residential components of Fast-track Approvals consent process) Council will continue to engage with mana whenua in relation to their housing aspirations for the site and how these may be achieved.
56. Subject to consenting outcomes and other dependencies, it is envisaged that housing development could commence from late 2026 / early 2027 onwards.

Other matters

57. Developing 'story telling' over the site, integrated into the design of open space and walkways, recognising the history of the site and surrounding area will be an important outcome to support and enhance the identity of the site. This will be part of the ongoing implementation process over time.
58. All aspects of the site development include infrastructure and access improvements. 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, 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. Planning is underway in relation to three-waters and transport and will progress to further detail as part of consenting in mid-2025.

ENGAGEMENT, INCLUDING TANGATA WHENUA

59. As outlined in the 29 April 2024 report, communication with Ngāti Kahu hapu has been ongoing to continue to keep mana whenua up to date with project progress. Staff have kept Ngāti Kahu informed of progress with updates of planning work completed and upcoming.
60. 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.
61. Potential exists for mana whenua to be more involved in concept plan development, and subsequently the more detailed design steps for various components. Council will continue to make this opportunity available throughout the process.
62. There are other known developments planned around the Bethlehem town centre and adjacent to the site that are being considered by the project team as to future feasibility. Working together with the other developers will assist in understanding future impacts on infrastructure such as three waters and transportation networks.
63. Engagement with adjoining landowners will be undertaken through the due diligence process as the concept plan is tested and refined.

FINANCIAL CONSIDERATIONS

64. Financial considerations are outlined in the 29 April 2024 report and confidential attachments.

LEGAL IMPLICATIONS / RISKS

65. Local Government Act consultation has been undertaken for the land use change from a park / recreation (open space) to residential housing on a portion of the site.
66. Legal consideration of any applications will be in accordance with the Fast-track Approvals legislation once enacted and/or other legislative processes as appropriate.

SIGNIFICANCE


67. 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.
68. 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.
69. 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 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.

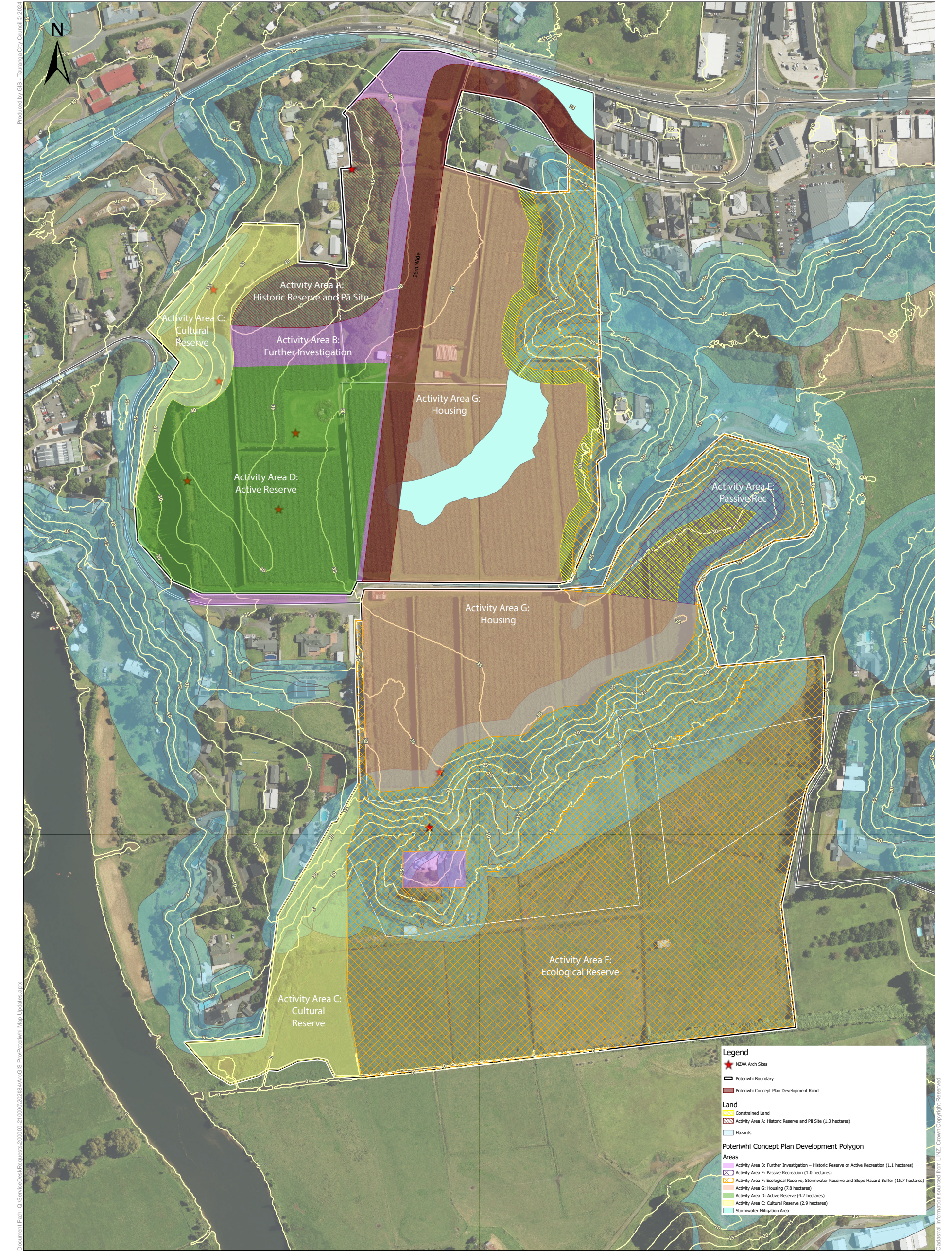
NEXT STEPS

70. Continue next steps in relation to each activity area as outlined in the report, including engagement with mana whenua.

71. 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.
72. 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).
73. Await decision on whether project is included in Fast-track Approvals legislation.
74. Undertake divestment action if the land is classified as a Strategic Disposal and Fast Track Consenting pathway can be utilised.

ATTACHMENTS

1. **Attachment A: 2022 11 22 Pōteriwahi Memorandum of Understanding TCC and Ngāti Kahu - A15601886 - Public Excluded**
2. **Attachment B: 2024 05 29 Pōteriwahi Concept Plan - A16024525** [↓](#) 



Poteriwhi Concept Plan Development
28/05/2024

12.8 Executive Summary Report

File Number: A15883055

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

Authoriser: Barbara Dempsey, Acting Chief Executive

PURPOSE OF THE REPORT

1. To provide a summary of key projects and activities carried out during the Commission's term of office.

RECOMMENDATIONS

That the Council:

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

INFRASTRUCTURE

Transport

2. Over the last three years, on the back of unprecedented investment commitment and confidence in decision-making and direction, the Transport team has taken the operations and delivery portfolio from \$82m to \$260m. This increase has delivered some great outcomes for road users, but there have been some growing pains and significant learnings. These have resulted in a revised team structure and delivery-focused culture, including significantly increased technical, commercial and delivery capability to meet future demand. The Urban Form and Transport Initiative has been translated into a nationally-recognised partnership across the sub-region, generating an agreed programme of transport projects in the Long-term Plan and the Regional Land Transport Plan. This prepares us and the city for a future with more attractive travel options, journey reliability and less trauma.
3. In network operations, the first three years of the One Team maintenance contract has caught up on a backlog of work not completed under the previous delivery model. We have largely eliminated the massive amount of potholing not carried out across the network within contracted response times, and introduced innovations like roller compacted concrete pavements, which delivers long pavement life and less disruption, and trialling asphalt look-alike products over chip seal. The total maintenance renewal programme has increased from \$3.9m in 2020-2021 to a predicted \$14m by the end of the current financial year.
4. In project planning and delivery, we have generated great community outcomes and future-proofed parts of the city for growth and intensification through projects like Cameron Road from Harington St to 17th Ave; Maunganui Road improvements; and Te Okuroa Drive, the latter allowing 2,400 additional dwellings on top of the 3,300 already completed. Construction of the Pāpāmoa East Interchange is underway, as are Tauriko West enabling works which will facilitate development of 2400 new homes.

5. Together with NZTA Waka Kotahi, we have created a partnership for management and oversight of major projects like 15th Ave/Turret Road, Cameron Road Stage 2 and Hewletts/Hull/Totara improvements, with learnings from recent major projects setting us up for successful delivery. We have also adopted an integrated approach to minimise disruption during the massive programme of work in the pipeline, including a funded suite of improvements (the arterial review) to specifically target traffic flows during construction.
6. In the smaller project and safety improvements space, we have gone from a standing start to a \$30M programme over the last two years, delivering projects like Bureta/Vale and Tara/Parton intersection improvements and Wairoa, Totara and Links Ave improvement projects.
7. We have worked with our travelling communities, keeping them safer through programmes like Kids Can Ride, Blindzone workshops, Young Driver workshops, Cycle Skills training for all ages and Road Safety workshops at all our schools.
8. Through the City Centre transformation, maintaining access for all transport modes, parking availability and public transport options will play a key role in city placemaking, and the needs of people and businesses will continue to be at the heart of decision-making.

Asset Services

9. Street Design Tool: Since February 2022, we have mandated the use of our Tauranga-developed Street Design Tool, which complements the Infrastructure Development Code (IDC) by providing an accessible, web-based platform with supporting design diagrams. It supports 10 design principles that consider all road users and is the primary guide for anyone involved in creating or modifying streets in Tauranga, whether for new development or upgrades.
10. IDC Pavement design requirement: In May 2021, we updated the pavement design and testing requirements in the Infrastructure Development Code, mainly to prevent premature failures for high-traffic roads. Since then, industry concerns about the updates were largely addressed by clarifying national rules and the regulations established by comparable road corridor authorities. The remaining concerns are being addressed in collaboration with industry representatives.
11. Slope hazard zone mapping: In early-October 2023, we sent 11,000 letters to property owners with slope hazard zones on their properties. The slope hazard zone maps identify different zones based on slope angle and height (2:1 failure zone, 3:1 regression zone and 4:1 runout zone). This was an update of maps we have had for most properties since 2002. These zones are used in our building consent and planning processes to ensure we develop our city safely and the property information is included in LIMs.
12. Updated design rainfall standards: Infrastructure design, including roads and drainage systems, must account for the region's unique rainfall patterns to ensure the safety and well-being of residents. We agreed upon the need for updated design standards following discussions with representatives from the development sector who were concerned that this might lead to the potential overdesign of drainage infrastructure. This consensus was reflected in the City Plan Change 27, which aims to improve the city's resilience to rainfall-related flooding and other natural hazards. The updated design rainfall standards will be published in the Infrastructure Development Code.

Waters

13. Three Waters Collaborative Operations and Maintenance Contract: In 2021, in collaboration with WBOPDC, we jointly awarded a 5-year, \$85 million operations and maintenance contract to Downer NZ Ltd. The joint 3 waters contract has a significant focus on collaboration, people, process and technology. The key drivers were resilience for the region; standardising processes; capability for our businesses; skills and qualifications for us and our contractor; ageing workforce; and staff retention. These have been key concerns for

us, as they are for the whole infrastructure sector. A collaborative contract provides the platform to address such issues.

14. To date, the contractor has received and attended to 86,623 planned and reactive requests for work. Tauranga City and Western Bay of Plenty District now have aligned service levels and enhanced service delivery to the sub-region.
15. Waiari – new Water Treatment Plant: The Waiāri Water Supply Scheme officially opened in March 2023 and features a state-of-the-art micro-filtration water treatment facility. A quarter of the water taken from the Waiari stream is earmarked for the Te Puke area, with 75% contributing to the Tauranga water supply. The plant can currently produce up to 15 million litres per day and this volume will increase over time as supporting infrastructure is built and water demand and population grows. Council has worked with iwi to understand their close relationship with the Kaituna river and to care for this taonga tuku iho (treasure) for future generations.
16. Te Maunga Wastewater Treatment Plant: The Te Maunga wastewater treatment plant is being upgraded to cope with demand in Tauranga over the next 50-100 years. All new land development areas in Tauranga will have wastewater flows directed to the Te Maunga plant.
17. The treatment plant will continue to produce a high-quality, tertiary treated and disinfected effluent product.
18. Innovation has played a key part in design and delivery. Worthy of mention is the award-winning, remotely-operated vehicle (ROV) that was created to avoid human entry into the submerged ocean outfall pipe to clear debris. This ROV received two awards at the October 2023 Water NZ Conference, winning the Best Project Award & Health and Safety Innovation categories.

Sustainability & Waste

19. A transformative journey for our climate and sustainability work: Our climate efforts surged with Tauranga's Climate Action Plan; CO2 emissions have been cut by one-third since 2019, saving \$200k annually; leveraged the Climate Action Loan for \$500k savings; BeeCard scheme reduced emissions with 30,000 fewer staff journeys also easing road congestion; rainwater harvesting projects in schools promoted water conservation; and the community-facing Rainwater Harvesting System Incentives Scheme launch on 1 July will foster sustainable water management.
20. Kerbside success: Kerbside service led to consistent yearly waste diversion improvement (50% to 53% in Y3), with 53,249 tonnes of waste diverted, a significant increase; 8,358 tonnes of food scraps were turned into compost, supporting local food growth; high community satisfaction (93%) reflects both positive environmental impact and commitment to waste reduction efforts.

COMMUNITY SERVICES

Arts & Culture

Hands-on Tauranga

21. The past three years have seen a huge growth in demand for Museum educational services, which bodes well for the future as the new Museum and the education programme is developed to include school visits to Te Manawataki o Te Papa.
22. Since February 2022, the Hands-on Tauranga service to schools has become a greatly valued resource for Tauranga teachers and their students, with 288 registered teachers from 42 of the 44 primary, intermediate and high schools in Tauranga. Over the last three years, over 1,200 object bookings have been made by teachers or used as part of the outreach programme.

Heritage Collection

23. Museum staff continued to focus on providing communities with access to the Tauranga Heritage Collection. More than 150 tours of our collection facility have been provided over the past three years, and public open days are extremely popular. We have also shared the collection with a wide range of groups and organisations.
24. In August 2021, a project to digitise the collection, Te Putanga o Ngā Taonga, reached a milestone with 10,000 collection items publicly accessible online – one year ahead of schedule. As of May 2024, there are more than 17,000 objects online. Each object is accompanied by high quality photographs which enhance the collection's reputation and inspire creative collaborations. The database is used extensively by researchers, historians and students and is shared by the public on many platforms.

Collection Development

25. A substantial amount of collection development has taken place over the past three years, including 2,960 new objects accessioned and 119 objects deaccessioned.
26. Several important acquisitions were made:
 - In March 2023 Bryn and Isobel Hammond gifted a valuable scrimshaw collection <https://view.taurangaheritagecollection.co.nz/objects?query=hammond>.
 - As part of the Glimpses project, the Lim family donated a Lion Costume with important links to the Chinese community in Tauranga <https://view.taurangaheritagecollection.co.nz/objects/35171/lion-costume>.
 - Most recently, the museum acquired the Dusty Waddell Collection which includes locally and nationally significant surfboards, skateboards, textiles and ephemera. This collection is currently being added to our website <https://view.taurangaheritagecollection.co.nz/objects?query=waddell>.

Access to Collections

27. Access to museum collections for whanau, hapū and iwi groups is integral to maintaining mana and whakawhānaungatanga (relationship and connection), helping tangata whenua to stay connected through taonga that express cultural heritage and promote understanding, appreciation and shared responsibility.
28. Over the past three years, we have conducted 47 tours through the taonga collection, responded to 162 enquiries associated with taonga, and facilitated 16 hui about archaeological protocols for found objects under the Taonga Tuturu Act.

Displays, Exhibitions & Storytelling

29. The Museum team continues to find creative ways to display objects and information around the city. Exhibitions in the Tauranga Library have focused on Matariki, Moa, Back to School and Holiday Memories and have included very popular interactive elements such as 3D printed moa and kiwi eggs. 'Colossal Squid: Freaky Features!', a Te Papa travelling exhibition currently on display, is enhanced with local information and elements such as a giant squid ruler.
30. In June 2023, an exhibition at Tauranga Girls' College celebrating Samoan Language Week was so popular it will be repeated this year, and a stand at 'Pasifika in the Bay' in December 2023 showcased the wider Pasifika collection. Taonga has been returned to local hapū for temporary exhibition and several loans to have been made to other institutions, including Waikato Museum, Tauranga Art Gallery and the Western Bay of Plenty Museum. Storytelling has hit the streets in the form of pop-up posters commemorating Tauranga servicemen who died in WW1, and others focusing on iconic Tauranga businesses such as Hartley's clothing store and Piccadilly Arcade.

Publications

31. Over the past three years, published stories about Tauranga and the collection have included *From Tauranga to the Trenches*, *Western Bay Women*, *Relics of Gate Pa Pukehinahina* and *Te Whakaata i te Matapihi*. Two more publications in the 'Glimpses' series were released - *Through Embroiderers' Eyes* was a collaboration with the Tauranga Embroiderer's Guild, while *Collecting Connections* featured a diverse group of local rangatahi as well as collection items. Other stories have featured on the Tauranga Historical Society Blog <http://taurangahistorical.blogspot.com/>, Our Place Magazine and Tauranga Libraries' What's On.

Marketing & Communications

32. The Museum team has undertaken a variety of awareness-raising activities, including:
- Taking part in the podcast: *Tauranga's Renaissance* to discuss the plans to reshape Tauranga's city centre.
 - Breeze radio station items on Hands-on Tauranga and the Museum project.
 - Taking part in the Te Manawataki o Te Papa onsite stand during Children's Day in March. A children's history hunt was designed for children under the age of 14 and the museum showcased 'Hands-on Tauranga' objects for families to interact with.
 - The Director of Arts, Culture and Heritage featured in the Autumn 2024 UNO magazine with an interview about Tauranga Museum.
33. The Museum team has launched the Friends of Tauranga Museum programme. This free membership programme is 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>. 500 people joined the Friends of Tauranga Museum programme in the first two months.

Te Manawataki o Te Papa – Tauranga Museum

34. The development of the new Tauranga Museum & Exhibition Centre is a primary focus for the Museum team and will remain so leading up to its opening in 2028. We are heavily involved in the design and planning of both the building and the visitor experience.

Volunteering Programme

35. Each year the dedicated team of museum volunteers tackle a mountain of work that contributes to several key work areas, including collection care, Hands-on Tauranga, and public access via the digitalisation project. This amounts to over 1,500 hours of volunteer work annually.

Community Public Art

36. In February 2022, work began on a robust Public Art Framework, which was adopted in principle in August 2022 and launched in April 2023, with the final draft completed in June 2023.
37. The framework replaced the old Public Art Policy and includes a Master Plan that will map appropriate sites for public art across the city, a capability-building toolkit, a funding mechanism, and a Public Art Panel which will make funding recommendations.
38. The funding mechanism takes the form of a percentage for art fund, which starts at 0.25% of Council's vertical capital works in FY2024-25, growing to 1% over the next three years. Tauranga is currently the only council with such a rigorous framework supporting public art.
39. Some of the Public Art projects completed in the past three years are *Midnight Sun* by Sara Hughes, *Kōwhai Grove* by Bobbie Gray, *Into Tauranga Moana* by Sam Allen, *Kotahitanga* by Kelcy Taratoa, *Brave New World* by Nicol Sanders O'Shea, as well as a series of works by Whare Thompson at Tunks Reserve and along Cameron Road.

Library & Community Hubs and Contact Centre*Introduction*

40. Te Ao Mārama - Tauranga City Libraries and Customer Services were two separate activities in January 2021. That year saw Covid restrictions, more movement to digital channels and changes in the city centre. Tauranga Public Library celebrated 150 years in April 2021. By 2024, a new structure combined the Library, Community Hub, customer services and the 24/7 Contact Centre into one activity.

Investment in vibrant community spaces and services to support great neighbourhoods

41. He Puna Manawa Library & Service Centre opened in April 2022. This space provides exhibitions, a café, meeting rooms, a children's activity area and local history research centre, and is a popular destination in the city centre. The archives and rare books collection was made publicly available from Newton Street in a purpose-built climate-controlled room.
42. The new Library Community Hub is now in the build phase. It will have an innovation space, sensory room, community event space, state-of-the-art archive and archive reading room, as well as Toi Māori and community art displays.
43. Council face-to-face customer services were offered first at Pāpāmoa Library, then at Greerton Library and the Mount Hub. Increasing interactions at these neighbourhood locations means a move to a "one-stop-shop" provision of library and council services is in transition and expected to be completed at all library community hubs by the end of 2024.

Supporting Council Projects & Planning

44. The Mount Hub was opened in May 2023 and has provided a space for the Mount Maunganui community to visit, learn and provide feedback on a large programme of projects. The Hub also provides a space for project teams and council staff to meet, plan and use for related engagement and consultation. The learnings gained from the Mount Hub Project will be integrated into our new Library / Community Hub service delivery model.
45. In August 2022, The Association of Local Government Information Management (ALGIM) ranked Tauranga City Council third out of 80 councils nationwide in their annual customer experience benchmarking report. Our Contact Centre was recognised by ALGIM in December 2023, placing us within the top 10 for Best Customer Experience nationally.
46. External contracts for after-hours call management were renewed for Western Bay, Taupo, and Bay of Plenty Regional Council.

Investment In Automation, Self-Service, & Technology

47. A video conference booth was installed at He Puna Manawa to assist customers wanting face-to-face meetings with council staff.
48. Self-service kiosks were introduced for council payments and book issues. The project team engaged with accessibility representatives to ensure the kiosks meet as many users' needs as possible. Lifters have been added to enable it to change height at the press of a button and the text colour on-screen can be changed to assist with vision or sensory needs.
49. New digital services were added for streaming movies, music, audiobooks, e-magazines and e-books.
50. There has been a steady decline in in-person transactions as more online tools are developed. To support this investment, our in-person service delivery processes have evolved to educate our community on how to use self-service and online options for payments, inquiries and applications. Our library / community hub service delivery model remains inclusive and available to those who do not have digital access.

Community-led initiatives have increased inclusivity and the sharing of experiences, culture and networks through the library community hubs

51. Participation in events and visitor experiences increased as life returned to normal in 2023. Many authors and speakers gave free public talks in libraries, including New Zealander of the Year, Professor Rangi Matamua, Dr Ngahuia Murphy and Pā Ropata QSM.
52. These are some of the events and organisations partnered with from 2021-2024:

Diversity Awareness Month	Spring Fest
Matariki Tauranga Moana	U3A
Salvation Army	Age Concern
Alzheimers Tauranga	BOP Pride
You be You	Trans Pride Picnic
Toi Tauranga Art Gallery	Society of Genealogists
Heart Foundation	Diabetes New Zealand
Children's Day	Fungi Fest
Mahuri Māori	NZ Music Month
Multi-Cultural Tauranga Festival	Pasifika Navigators of Tomorrow
Tauranga Moana Pride Picnic	Women and Words Poetry Day
Chinese Friendship Society	Statistics New Zealand Census 2023
Employ NZ	STEMFest BOP

53. The Pike Ake Cadet programme for unemployed youth initiative is demonstrably making a positive impact on individuals and their whanau. The programme's first graduation took place in November 2023, with three participants successfully completing the 12-month programme and securing permanent jobs. Notably, two of these graduates joined the Contact Centre team. We are currently training two more cadets.

Public Programmes Celebrated Science, Technology, Natural Environment, History & Culture

54. From 20-27 June, Tauranga City Libraries hosted Tūhura Otago Museum's travelling exhibition Tūhura Tuarangi: Aotearoa in Space. Thousands of visitors from schools and families enjoyed the weeklong interactive exhibit. Currently the Te Papa giant squid travelling exhibition is proving very popular.
55. The tukutuku collection crafted by the Matua branch of the Māori Women's Welfare League in 1993 is on display in He Puna Manawa.
56. Libraries accepted the donation of the archive of renowned author, the late Sherryl Jordon. The archive includes first editions of Ms Jordon's work, folios of illustrations, and other assorted papers.
57. Nearly 80,000 historical records, including letters, photographs, art works, and diaries were digitised and made downloadable from Pae Korokī during this period. Engagement continues to increase with the new Pae Korokī Facebook page.

Emergency Management

58. The Emergency Management (EM) team has seen significant growth and change in the past three years, growing from a small team of two full-time staff and 30 trained support staff to a dedicated staff of six emergency management professionals and over 100 trained emergency operations centre staff.
59. We have made significant improvement in the emergency preparedness space with increased and ongoing community engagement and education. The hazard scape in

Tauranga is still one of the most concentrated in the country, with earthquakes, local source tsunami, coastal inundation and flooding, plus the Mount Industrial Zone and the ever-growing expansion of Pāpāmoa and Pāpāmoa East ensuring that there is still work to be done.

60. Community readiness is one of the key factors in a successful emergency response and working closely with the Community Development team, we have been able to roll-out several initiatives, such as the Community Response team in Otumoetai, regular connection with the Tauranga Multicultural Group and our ongoing collaboration with the city's retirement village and educational networks.
61. We have also had great success in supporting marae preparedness across the city, by rolling out the Kia Takatū project to have five marae in a position where they can open their doors to the community during an emergency. We will look to grow this project in the coming years to integrate a larger geographical spread of marae across the city.
62. We've also dipped our toes into the world of emerging technologies with the creation of a virtual reality (VR) education tool. The earthquake and tsunami experience has been well-received in the community since its introduction in December 2023. Increased engagement levels have been evident since the team has been utilising the VR experience at various community engagement opportunities. This technology has been shared with councils around the country.
63. In the past three years, our Emergency Operations Centre (EOC) has been activated twice - for Cyclone Gabrielle (February 2023) and on 9 May 2023 for a heavy rainfall event.
64. High-pressure moments that the EM team and the EOC support staff have responded to include the tsunami threat in May 2021, the Auckland Anniversary Weekend weather event that saw major landslips in Maungatapu and Cyclones Hale and Gabrielle. Although the most severe impacts from these events were felt elsewhere, the EM team and EOC support staff were able to provide significant support locally and around the country through deployment into other areas.

Community Development

65. Investments were made in Tauranga's community sector through six partnership agreements, 114 community grants, 129 match fund grants and five community housing grants.
66. More than 6,000 responses were received to the 2023 Whakahou Taketake Vital Update survey, which was expanded to include a Child Wellbeing study of five- to-12 year-olds. The priority community reports, suburban reports and dashboards provide insights into community views on aspirations for the city, housing and standards of living, social wellbeing, safety and mental health.
67. The Community Development team supported Tauranga's first-ever homelessness point-in-time count in 2023. We heard the stories of 308 participants, providing new insights into the current crisis.
68. The team partnered with Te Kāhui Tika Tangata (Human Rights Commission), Ngāi Te Rangi and Ngāti Ranginui to pilot Whakamana Hapori in Tauranga. This is a community-based programme that upskills participants in human rights, Te Tiriti o Waitangi and community development.
69. The Tauranga Service Guide for older persons was developed in collaboration with Age Concern. Its purpose is to help individuals connect with essential services in our city.
70. As part of the Welcoming Programme, new kiwis receiving their citizenship in Tauranga received a voucher for a native plant and an invitation to the Welcoming Planting Day at Gordon Carmichael Reserve in Bethlehem.
71. A celebration of the International Day of Disabled Persons was delivered on 3 December at Hopukioire (Mount Drury) Reserve, showcasing Tauranga's vibrant disability community at a

- free, fun-filled, family-friendly day in partnership with Parafed BOP, CCS Disability Action and Western Bay of Plenty District Council.
72. The team co-developed Spring Fest to celebrate the International Day of Older Persons. This saw over 60 free events take place across the city, from social get-togethers and cooking lessons to sports games, film clubs and fitness sessions. Over 3,700 people visited the Spring Fest website.
 73. 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'.
 74. The team supported the establishment of the Global Ambassadors pilot programme in the region, alongside Education Tauranga. This supports the inclusive leadership element of the Welcoming Communities plan. The intent is to grow and inspire a group of globally diverse young leaders through certified training and mentoring.
 75. On 24 June 2021, the Kāinga Tupu Taskforce launched "When the Dominoes Start to Fall" – a book which explores the Tauranga's complex homelessness issues and the stories behind them. The book has been supported from planning to publishing by 18 community providers.
 76. The inaugural Board Intern programme for our council-controlled organisations was successfully launched in 2022. The interns bring diversity and new perspectives to the respective boards, while also building governance capability and developing a pipeline of talent for the future.
 77. In collaboration with Good Neighbour, Tauranga Foodbank, Age Concern Tauranga, and Here2HelpU, Council is supporting the community-led Super Support initiative for older people. Increasing food and rental costs mean many seniors struggle to afford nutritious meals and this pilot programme delivered 362 precooked meals and basic pantry supplies to 161 households. Its aim is to transition to a permanent service with additional wraparound support.
 78. Through the Community Grants fund, we were able to support the restoration and refurbishment of the Takitimu waka, ensuring its longevity and retaining the wealth of knowledge associated with waka. Te Runanga o Ngati Ranginui showcased the relaunched waka with a community event at Sulphur Point in March 2023.
 79. In collaboration with Tauranga Special School, Tauranga Disability Special Interest Group and Changing Places NZ, Council has built an accessible changing facility at Hopukioire (Mount Drury) Reserve. This facility, equipped with a height-adjustable sink, toilet, adult changing table, shower, and hoist, aims to enhance accessibility for the disability community. This initiative aligns with Tauranga's Long Term Plan goal of being an inclusive city where everyone can fully participate.
 80. The Community Funding policy was completed in late-2023 and creates a framework to deliver council funding in a fair and equitable way.
 81. In May 2024, a local woman's dream came true when she got to experience the view from the top of Mauao. She won a radio competition through The Breeze Tauranga, to reach the summit with the help of the Trailrider and the All Blacks Sevens.
 82. Council supported the Bay of Plenty Ethnic Women's Hui on 4 May. Shama, an ethnic women's trust from Hamilton, facilitated the hui in collaboration with Multicultural Tauranga and Tautoko Mai. This was the first gathering of its nature in the Bay of Plenty region.
 83. Council is applying for re-accreditation from the Ministry of Business, Innovation and Employment (MBIE) as an Established Welcoming Community.
 84. As part of the welcoming communities programme, Tauranga City Council and Western Bay of Plenty District Council are participating in the welcoming week, Te Wiki o Manaaki, which is an annual campaign to showcase and celebrate how communities across NZ are striving

to be more welcoming places for all. This year, Welcoming Week will be celebrated from 6-15 September.

85. The recently appointed 'Tauranga Youth Space Strategic Working Group' had its first workshop at the Arataki Community Centre on 30 April. Seven of the eight appointed members came together for a workshop focused on whakawhānaungatanga (building relationships). The group's purpose is to drive a community-led approach to improve awareness, accessibility, and quality of youth spaces and services across Tauranga Moana.
86. Community Development's Strategic Advisor for Youth Development supported the first two business breakfasts for the Priority One Instep Young Leaders programme. The first was hosted by the New Zealand Defence Force, and the second was hosted by Aurecon, allowing student leaders to delve into and generate ideas on how to solve topical issues in Tauranga city.

Venues & Events

Event Evaluations & Benefits

87. Over the past three years, events that council has been involved in have generated a net benefit of over \$18.5 million for our city, contributing to our social, cultural, and economic prosperity. The Event Development team conducts robust evaluations, ensuring major and legacy events deliver substantial economic and social benefits. Event evaluation highlights include economic benefits such as over \$4.1 million in visitor spending at the BLACKCAPS vs England test in 2023, while The Classic basketball tournament generated over 14,000 visitor nights.

Integration of Te Ao Māori

88. The Tauranga Events Action and Investment Plan (TEAIP) aligns with Council's commitment to te ao Māori, emphasising manaakitanga. The Venue and Events team has worked with tangata whenua in a variety of ways to deliver on our aspiration to be the best host city in Aotearoa. This successful ongoing partnership started in 2023 between Te Pou Takawaenga, the Venues and Events team and mana whenua and has seen local kapa haka groups welcome 12 groups of national and international visitors to the region, including the BLACKCAPS and England cricket teams, the GWA Wingfoiling World Cup competitors, the Netherlands Women's football team, international participants for Zespri AIMS Games 2023 and Futures Volleyball tournament 2024. Baycourt has incorporated te ao Māori into its operations, including bilingual signage and cultural competency training for staff.

The Historic Village Strategy Development - 2020

89. In 2020, The Historic Village management team worked with stakeholders and the community to develop a new 10-year strategy. Three years on, the strategy is implemented, with several initiatives delivering positive outcomes for our community:
 - Tenancy zoning and programming are now integral to daily operations, with leasing rates incorporated into the user fees and charges process through annual and long-term-plan processes;
 - A new Village Master Plan, developed in consultation with mana whenua and including an accessibility audit report and historic buildings report, is complete and set to guide grounds development for the next decade;
 - A robust capex and renewals prioritisation plan ensures the maintenance of all Village buildings and sustained high service levels;
 - A well-established sales and marketing plan has led to increased venue bookings and increased foot and digital traffic. The Village Facebook page now reaches over 400,000 people annually.

The Historic Village Events & Visitor Numbers

90. COVID-19's impacts saw event numbers and visitor counts at the Village decline. However, in 2024, the Village hosted a full programme of nine festivals for the first time since 2020, contributing to an increase in visitor numbers from 196,667 in 2022FY to 240,000 this year.

Launch of the Tauranga Western Bay Community Event Fund - July 2022

91. The Tauranga Western Bay Community Event Fund (TWBCEF) was launched in July 2022, in response to industry feedback. In partnership with key funding bodies, Tauranga City Council, Western Bay of Plenty District Council, TECT, BayTrust, and the Acorn Foundation; the TWBCEF established a \$900,000 contestable fund. A simplified application process has facilitated easier access to funding for community events across the region, with 74 events supported in 2022/23 and 79 events in 2023/24.

NZ Major Events – ICC Women's Cricket World Cup 2022 & FIFA Women's World Cup 2023

92. Council was a host city for the Women's Cricket World Cup 2022 and FIFA Women's World Cup 2023.
93. Tauranga had the honour of hosting the opening match of the ICC Women's Cricket World Cup at Bay Oval, along with six pool matches. As a key host city, we organised impactful activations to boost Tauranga's exposure nationally and internationally. Despite COVID-19 restrictions, the Venue and Events team swiftly adapted the host city programme for seamless tournament delivery.
94. Tauranga was the Team Base Camp for the Netherlands team during the FIFA Women's World Cup in July 2023. Working closely with Bay Oval, the Dutch Embassy, Te Pou Takawaenga and city partners, Council provided opportunities for our community to support the Netherlands as their second home team.

Event Facilitation

95. Our community and visitors have hundreds of opportunities annually to engage with different types of activities and events in our spaces and places across the city, enabled through Council's event approval process and the event funding framework. In 2021/2022, 462 events were held, rising to 517 in 2022/2023, with a further increase to nearly 600 events for 2023/2024. Despite challenges such as the extreme weather conditions experienced during the 2022/2023 summer, the Event Facilitation team has consistently received overwhelmingly positive feedback from event organisers.

Event Industry Capability

96. The Venues and Events team also works to enhance the event industry's capacity and capability. Initiatives include Baycourt's 'Teen Techs' programme, which bridges the entertainment technology skills gap for secondary students. Additionally, industry workshops are delivered on a regular basis, creating valuable professional development opportunities and building capability in the local events sector.

Baycourt Events

97. In 2021/2022, Baycourt hosted 68 events, with 48% venue utilisation achieved. Following the relaxation of COVID-19 restrictions in 2022/2023, Baycourt delivering 137 events, with venue utilisation increasing significantly to 79%. In 2023/2024, Baycourt is on-track to accomplish similar results, with 90 events delivered by the end of quarter three and 90% venue utilisation during that period.

Launch of The Cargo Shed – May 2023

98. In May 2023, The Cargo Shed opened as a new event venue, managed by the Baycourt Community & Arts Centre team. Its rustic architecture and waterfront setting meant it quickly gained interest for business meetings, dinners, cocktail functions and weddings, with over 102 events booked, confirmed or delivered over this first year, averaging 24% utilisation which is high for a new venue with minimal marketing. Feedback from hirers has been overwhelmingly positive, leading to repeat and new business.

Baycourt's 40th Birthday – April 2023

99. Baycourt celebrated its 40th anniversary in April 2023 with various events, including a sold-out Gala Concert, a unique stakeholder dining experience, and free whānau day. Positive feedback lifted Baycourt's profile in the community and emphasised its integral role in Tauranga's arts, culture, and creative sectors. The anniversary promotions significantly increased website traffic, social media followers and email subscribers.

Zespri AIMS Games

100. Council is a key funder and partner of Zespri AIMS Games, which brings over 24,000 visitors to the region every September, providing a net benefit of over \$3 million for our city. As part of the Zespri AIMS Games leverage programme, the Venue and Events team introduced the AIMS Games Gives Back sustainability initiative in 2022, aimed at encouraging visiting athletes to 'give back' through beach clean-ups.

Children's Day – 2023 and 2024

101. As part of the City Centre Events and Activation Programme trial, the team hosted the inaugural Children's Day event on the Tauranga Waterfront in 2023. A collaborative effort involving multiple teams across Council, the event's success was evidenced through a large turnout and strong community support. In 2024, despite heavy rain, Children's Day drew thousands to various event zones across the city centre.

Spaces & Places

102. The new Major (HD90) cremator was installed and commissioned at the crematorium in early-2021 and was commissioned for its first cremation 28 April 2021. Since the installation, the cremator has undertaken more than 3,000 cremations.
103. The Leasing and Property Management team supported the divestment of Council's Elder Housing portfolio, managing all tenant relationships to ensure safe and smooth transitions to new accommodation.
104. The new Kulim Park playground was blessed and opened prior to Christmas 2022. The playground features a toddler playground, flying fox, swings, slides and accessible play equipment, while the park has a new parking layout and shared pathway. Feedback from families about the new facilities has been very positive. In response to public feedback, a 3x3 basketball court was added back into the project scope, replacing the old court.
105. The Lakes Capital Improvement Programme has seen improvements made to reserves in the area, including:
- Orangapani Reserve upgrade - a new modular pump track was installed at Orangapani Reserve. The largest of its kind in Aotearoa, the pump track has become very popular with the community, young and old, skaters and non-skaters. The pump track was part of a larger reserve upgrade that also included the installation of a 3x3 basketball court, barbecues, new seating areas and shade;
 - Matatu Reserve – installation of new barbecue with canopy, picnic tables and shade sails over the play equipment;
 - Pakanga Reserve – installation of new upgraded pathway, picnic tables, barbecue, shade and drinking fountains.
 - Matepu Reserve – installation of two accessible picnic tables, upgrades to the playground, additional shade sails and drinking fountains;
 - Awataha Reserve, Koikoi Reserve, Pikimai Reserve, Caslani Reserve – installation of picnic tables, playground upgrades, drinking fountains and shade sails.
106. The Digital Kiosk on Wharf Street was opened with a blessing on 9 August 2022. The kiosk tells the stories of Te Papa, starting with the arrival of Māori through to the present day, and provides context to the statement 'Te rau o te patu', which has been etched into the

pavement at either end of the street and refers to the surrendering of arms that occurred in the vicinity and the subsequent confiscations of Māori land.

107. Work on the Pāpāmoa Shared Path commenced in May 2023, creating a connection from the Pāpāmoa Domain to Taylors Reserve and formalising key access points along this coastal reserve. Sections of inground timber boardwalk were installed under existing pohutukawa trees. The 3km shared pathway, which opened to the public in September, links Pāpāmoa Domain to the Parton Road beach accessway. Community feedback has been positive, and the path is well-utilised. Raised pedestrian crossing tables were also installed to help users to safely cross Domain Road.
108. The construction of the Gordon Spratt Skatepark was completed. Accessible for all roller codes, this facility was designed in collaboration with experienced local skaters and the Acid Skatepark crew, who also constructed the skatepark. The original skatepark was expanded by around 50% to around 900sq/m and now includes a range of quarter pipe and street style features such as a manual pad, a street hip, a euro gap, A-frame ramp, stairs, ledges and rails. Other Reserve upgrades included a new toilet block and seating, a pathway in and around the skate park, more rubbish bins, bike racks and shade sails.
109. Te Rere Omanawa: Plans to improve public access to Ōmanawa Falls started in 2008 with the development of a reserve management plan and funding was made available in 2018 to commence work on a public access route. A Governance Group including Tauranga City Council, local hapū Ngāti Hangarau, and Tourism Bay of Plenty was formed in 2019 and a final public access route was confirmed in 2021. Construction began in 2022, which included installing over 480 rock bolts and soil nails across cliff faces throughout the site. More than 750 stairs have been added to ensure safe access. Te Rere Omanawa was officially opened to the public in early-December 2023, with an onsite blessing. This project also features three lookout platforms with panoramic views, information panels detailing cultural significance and the history of the Ōmanawa Falls Power Station, a carved gateway, an immersive forest walkway linking the car park and lookouts, and two ecological walking loops branching from the main track.
110. Active Reserve Masterplans: An integrated set of plans was developed with stakeholders for Tauranga's three key sports and events precincts – Tauranga Domain, Blake Park, and Baypark – with the vision of maximising community value as the city grows. Subsequently, the plans have entered implementation phases, with the relocation of Tauranga Netball Centre to Baypark expected to create a national-level quality facility serving local netball, while also providing for future growth.
111. Sports field programme: An integrated programme was developed for the upgrade of the city's sports field network, to enhance usability and provide a better experience. Key projects included the development of the city's first artificial football pitch at Links Avenue Reserve and the development and realignment of new fields and facilities at Gordon Spratt Reserve.
112. Merivale and Gate Pā Community Centres: Co-designed with community representatives, these new Community Centres will provide significantly enhanced facilities for residents. Co-investment by charitable funding partners has allowed design and build processes to be initiated.
113. Gordon Carmichael Reserve Walkway connections: Two new walkway and cycleway connections were created at Gordon Carmichael Reserve, with a bridge and boardwalk installed to create a new connection from Eden Crescent. A second footpath was created from Carmichael Road to join with the cycleway network in Bethlehem.
114. Welcome Bay Amenity Improvement project: This project was undertaken in response to a submission to the Long-term Plan from residents in Welcome Bay and saw upgrades delivered across a number of reserves, including Keam Reserve, Waipuna Park, Oteki Park and Johnson Reserve. Upgrades have included a 3x3 basketball court, playground improvements, new seating, drinking fountains, boardwalks and footpath connections.
115. In March 2023, the revamped playground at Te Papa Tākaro o Tongaparaoa / Ila Park was opened to the public. The upgrade included a double flying fox, basketball court, tube slide,

swings, climbing timber frame, a learn-to-ride cycle path and an area dedicated to younger children with smaller swings plus a slide, tunnel and see-saw. A new toilet block and 3x3 basketball court was also installed at the reserve. The playground features many bespoke cultural elements thanks to collaboration with Ngāi Te Ahi, Ngāti He and Ngāti Ruahine.

116. Keam Reserve Playground: Design and community consultation began in November 2022, to address community requests for more play equipment, seating and shade. The project team utilised the existing swing set and added play equipment which is suitable for both younger and older children. Additional upgrades included safety surfacing, an accessible path around the reserve, with play elements for children on bikes and scooters, and shade areas. Construction started in mid-June 2023 and was completed by the end of July.
117. Dune planting: For more than two decades, native planting along the dunes has formed part of our mahi and commitment to safeguarding our coastal reserves. This critical initiative is a continuous, meticulously planned effort that continues to evolve over time. We are fortunate to have help from CoastCare to maintain these reserves, their work spanning the entire Bay of Plenty region. As part of our commitment, we allocate a budget of \$300,000 a year towards coastal restoration initiatives across our coastal reserves. This work also involves pest and invasive species control, and ensuring a healthy tree canopy to maintain ecological balance. 25,000 plants have been planted in our dunes over the winter season - 15,000 in Pāpāmoa alone.
118. Planting season: Over the 2023 season, our Natural Environment team helped to facilitate the planting of 237,000 plants and 1,800 trees. Additionally, 1,400 trees have been planted throughout the city by our City Urban Forest team.
119. Action & Investment Plans: Four new plans were developed to guide investment in: Reserves & Open Spaces; Biodiversity & Nature; Community Centres; and Play, Active Recreation & Sport. These informed Long-term Plan investments to help us create better and more diverse places for nature, play, community and culture.
120. Tutarawānanga-Yatton park (Destination Park) gardens rejuvenation: Work completed at the park featured a blend of cottage/native gardens and tree arboretum, a new sealed walkway, and upgraded BBQ and shade areas. The pathway under the trees at the eastern end of the reserve has a new asphalt layer and provides new connections to the track leading to the Waimapu Estuary walkway. A new accessible concrete path connects the main driveway to the barbecue, toilet and play area. The main driveway and parking area has also been resurfaced and includes two disabled parking bays and a raised entrance crossing. A new sign has also been installed to reflect the dual naming of the park.
121. The Elizabeth Street streetscape upgrade project was opened to the public with a blessing prior to Easter 2024. This project prioritises pedestrians and fosters a slow-speed environment, while contributing to the creation of a 'green necklace' of connected walkways, aligning with Tauranga's focus on creating a people-centric city centre. The response from the public and business owners has been extremely positive.
122. Marine Parade Coastal Pathway:
 - Playground - the play area opposite Te Ngaio Reserve was completed and opened for use just before Christmas. One distinctive feature of the new play area is a driftwood log transported from further along the beach, which was then installed as a unique climbing feature. Planting along the edge of the play area further enhanced its natural integration into the dunes. A new pedestrian crossing was installed to provide a safer road crossing.
 - The Marine Parade Pathway - the 3km walkway has seen the activation of the entire coastal fringe from Mount Drury along Ocean Beach Road, with the coast now easier to access for a wide range of community members. The pathway is a continuation of the existing Main Beach boardwalk (built in 1999) and utilises a mix of timber and concrete surfaces. Also installed were barbecues, bike stands, rubbish and recycling stations, picnic tables and other seating. Revegetation and dune restoration work along the pathway will continue over the next few years.

123. The 3000sq.m-plus Destination Skatepark opened on 29 May 2024 caters for all ages and abilities and contributes to the broader physical, mental and social wellbeing of the community. The skatepark has been designed in 'zones', with zones one and two providing facilities for more experienced skaters and zones three and four specifically designed for developing basic and intermediate roller skills. Standout features of the wider skatepark include a large flow bowl, a surf/skate ditch, competition style stairs, and a street skate area. Key features of the beginner to intermediate skate area include a learner's skinny ledge, a learner's rail, a small quarter pipe, a large flat concrete pad and many other street-skate obstacles.
124. The realignment of the Kopurererua Valley stream to its original course is a significant achievement. Restoration efforts began in early-2022, with the completion of the southern stream realignment following in early-2023 and northern stream alignment completed in April 2024. This work required the excavation of 14,827m³ of material from the southern alignment and 9,400m³ from the northern alignment. Additionally, 46,000 plants were planted, 8,000m² of hydroseed was sown, and 990m of new cycleway track was installed. Two bridges were constructed to facilitate cycling and walking links and over 1,800 fish, eels, and other aquatic species were successfully relocated from the old stream to the new one. Furthermore, 14,700m³ of fill material was placed in the old stream alignment and a new wetland area was created at the southern stream alignment, with 3,200m³ of material excavated.
125. A new Tree Asset Management application, Rakau, has been launched to managing the city's urban forest. This replaces the previous tree app, which was out-of-date and no longer fit-for-purpose. The new application gives the team more clarity about the quality of the city's tree assets, reducing risk and supporting decision-making around the development of tree canopy across the city.
126. Gordon Spratt Reserve improvement projects:
- Installation of athletics throwing circles at Gordon Spratt Reserve – In partnership with the Pāpāmoa Athletics Club, which has more than 300 members ranging from 3 to 14 years old, Council co-funded the renewal of two shotput circles and one discus circle with safety cage. The work was well-received by the athletic community.
 - Alice Johnson Pavilion – Construction of the new Alice Johnson Oval Pavilion has started. With a footprint of 265 square metres, the pavilion marks another exciting milestone for sport and community infrastructure in Pāpāmoa. Community sports clubs and council representatives gathered on Wednesday 24 April to celebrate the beginning of this important project which acknowledges the growing demand for sports amenities that meet the diverse needs of the community.
 - Field realignment – Large scale works to realign and increase field space were completed in 2024. The works included the installation of new fields, lighting, drainage and irrigation, which sees the addition of one full-sized field and cricket wicket. The lighting also enables winter training.
 - Netball facility – A new relocatable netball shelter is nearing completion (late-May) and features toilets, changing rooms and storage building.
127. The Pyes Pa Connections project created a cycleway and walkway linking Cheyne Road and Condor Drive through our stormwater reserves, providing an important recreation resource for the local community.
128. Historic Village Capital Improvement Programme: Over the last three years a number of projects have been undertaken at the Historic Village to improve the buildings within the precinct, including:
- Complex 2 – a new commercial kitchen, café and events space. The upgrade will be completed in February 2025;
 - Fire Station – an upgrade of the existing building to create a new carving studio;

- Mens Shed upgrade – asbestos cladding has been removed and the building and an exterior upgrade undertaken;
- Building 64 upgrade (Durham Barracks) – the Durham Barracks underwent an interior fitout and joined the portfolio of venues offered by the Historic Village;
- Building 62 (Colonel Greers Cottage) - underwent an interior fitout, including new electrical circuits and lighting. A designated green room workspace features three workstations, a heat pump, wi-fi, radio charging stations, a wet area for wet weather gear, and comfortable amenities;
- The Incubator – an exterior upgrade was undertaken of The Incubator building, including roofing, gutters, cladding, fascia and soffits;
- Schoolhouse – the Schoolhouse building underwent an interior refit, including a new interior colour scheme and kitchenette.

129. Gate Pa Pou: A large-scale refurbishment was undertaken of the eight pou at Gate Pa, along with the Whareroa (entrance way), the upper deck, repairs to the flagpole and fencing. This work involved extensive hapu and the community engagement was completed for the 160th anniversary of the Battle of Gate Pa.

Mount Beachside Holiday Park:

130. As part of the park's sustainability focus, the grid-connected solar electricity system was expanded and is expected to provide an output of 17,754kWh per year.
131. Two more family cabins were set up on sites P1 & P2. Both cabins offer stunning ocean views. The addition of five new ensuite cabins has also enhanced the accommodation options available.
132. The Park retained its 4-star plus rating and achieved the Gold Sustainable Tourism Business Award, recognising it as one of the best sustainable tourism businesses in New Zealand. The park also experienced a successful summer season, with visitor numbers up 8.5% (1,914) on the previous year. Over December/January, the park hosted more than 24,000 visitors.

Mauao

133. The Mauao Placemaking project, including wayfinding and interpretation installations, shares the ecological and cultural history of Mauao and fosters a more profound connection for those who visit the maunga. Restoration initiatives have advanced the vision of restoring the original ecological setting of the maunga, while ensuring that it remains available for public use. Powerful community engagement and co-design with mana whenua and diverse stakeholders have been central to this success. Work included:
- Removing the trig at the summit of Mauao, to make way for a cultural compass symbolising the eradication of alienation from the land. The te kapehu (compass), with its pounamu touchstone at the centre, invites participation in protecting Te Manawataki o Mauao (heartbeat and rhythm), preserving the mauri of Mauao. The placement of stones under the compass, sourced from connections between Raiatea, Rapa Nui (Easter Island), and Mauao, symbolises a global touchpoint through shared heritage.
 - Awaiti viewing platform – An elevated deck structure was completed before Christmas, providing a vista over Te Awaiti, the small stretch of sheltered water between Mauao and a large ocean side rock formation which lent itself to the short-term anchoring of waka. The seating on the deck provides a rest point for base track users. The Port of Tauranga contributed funding to the platform construction.
 - Lower Summit (northern landing) – The lower summit signifies the area of Mai i Ngā Kuri a Whārei Ki Tihirau – the coastline between Bowentown and East Cape. The name denotes the coastline's significance and encapsulates all lwi that affiliate to Mauao. The curved seating is designed to orientate Mauao and its viewers to this wider context.

- Waipatukakahu – This revitalisation and beautification project restores the mauri (life force) of the stream and includes interpretation signage highlighting the story, and the use of rocks from other areas of Mauao to formalise and protect the stream. A seat has been installed as a rest stop for base track walkers.
 - Hukitawatawa (amphitheatre by water tank) - This area has been shaped to create amphitheatre seating for larger groups. Work included widening multiple sets of steps, installing drainage, track edging, handrail/barriers on the steep stairs, and applying a new aggregate surface.
134. Non-native tree removal – Pine and macrocarpa on sensitive archaeological sites showed significant signs of deterioration and were removed via Blackhawk helicopter by some of New Zealand's most experienced arborists. This was a first for helicopter tree removal in a highly urbanised environment and meant that the culturally significant and susceptible karaka trees which were growing under the pine and macrocarpa were preserved. During this operation, 171 lifts were completed, with a total combined weight of 286 tonnes removed. As part of the ongoing restoration of Mauao, 6,600 native plants have been planted.
135. Waipatukakahu puna/stream restoration – work was completed to re-establish this historical site to its traditional cultural purpose. The area directly around the Puna has been planted with native grasses and Tī kōuka trees. The wider area has been replanted with different types of harakeke unique to this area.
136. Skink mokomoko translocation – to protect and enhance the native fauna on Mauao, and in partnership with another Council/Waka Kotahi project, we translocated mokomoko from a roading project onto Mauao, part of the work being undertaken to return Mauao to its original ecological state.
137. The work on Mauao has received numerous accolades, including 2024 Recreation Aotearoa Healthy Park of the Year (nominee) and 2023 Outstanding Project (merit).

City Operations

138. City Operations provides an in-house maintenance team of 64 staff (growing to 108 in July), which maintains Council's Mount Manganui / Pāpāmoa gardens, mows our parks and reserves, and looks after playgrounds and structures. It also maintains natural vegetation and walkways throughout Tauranga.
139. In 2022, the Tauranga Walkways contract was brought in-house, followed in 2023 by the Mount / Pāpāmoa Reserves contract and the Tauranga-wide Natural Vegetation contract. In 2024, the Tauranga Reserves contract and the Facilities Maintenance contract are being brought in-house.
140. As other relevant contracts approach their expiration, an assessment will be made as to whether the work involved is consistent with the City Operations Strategic plan and can be undertaken in-house.

People & Culture

141. Our focus has been on recruiting people who have the right attitude and common sense, enjoy serving the community, love working outdoors, are fit and healthy and seek the work/life balance of a 40-hour week. This has created a culture where our team members take real pride in what they do, evidenced in the improved service outcomes being achieved.
142. Implementation of a Monthly Toolbox Talk and BBQ has ensured that our entire team stays connected. This allows us to celebrate our wins together, encourages continued high performance through our employee of the month awards, and provides an opportunity to focus on relevant topics via guest speakers and our own subject matter experts.
143. In March 2024, the City Operations team participated in the MyTeamPulse Engagement survey for the first time. The participation rate was 93%, which is very high. The results have highlighted areas of our operation to focus on, such as creating greater belonging and providing more clarity on our specifications.

144. In December 2023, the team won a Council Te Waka Taumata Award for making Tauranga better. This recognised the great work of our field staff and the improved outcomes being seen by our community.

Compliments, complaints reduction in streams

145. Numerous compliments have been received about the city operations operators this year.

One example that goes to the heart of what the team is trying to achieve is as follows:

"Kia Ora, last week I was at the Parewaitai Reserve park with my family. When we arrived there was a crew already set up mowing the lawns and doing the edging etc at the park. The members of the crew were so considerate and friendly, making sure we felt welcome and trying to keep the grass away from us while we played. One of the men even came over and sparked conversation and then gave us a card for the council website, telling us to check out the local works and happenings. It was an extremely pleasant and friendly interaction and you should be very proud of your employees for representing the TGA council so wonderfully! What a great face for our city!"

Learning & Development

146. A competency training framework has been created for all City Operations staff, which involves a skill gap analysis to identify training and development needs. NZQA-accredited courses which provide the required industry standards and the qualifications are then provided. This has included spill training, manual handling, first aid, fire extinguisher use, Growsafe (agrichemicals), chainsaw use, light utility vehicle and 4WD training, traffic management and more.
147. In addition, the entire team completed health and safety specific training on risk management.
148. In December 2023, 34 staff graduate with a NZ Certificate in Primary Industry Operational Skills, a government-funded, on-the-job training training course with a total value of \$175k.
149. Several team members are currently undertaking Trade Apprenticeships in Level 3 Horticulture Amenities and Level 4 Landscape Construction. We have upskilled two of our supervisors to act as the assessors for these courses.
150. Three team leaders are participating in inhouse leadership development training, Te Kura Whanake, and 13 of our people leaders are participating in an emerging leader course, Te Huranga Tai.

Health, Safety & Environment (HSE)

151. City Operations has developed a health and safety system focused on field workers. This required us to establish the following key tasks:
- Creation of Tauranga City Council's first operational HSE plan integrating all the relevant health and safety requirements in one guide with a complete HSE risk register;
 - Job start hazard assessment forms and procedures created;
 - Creation of a competency training framework for all City Operations staff;
 - Implementation of an HSE auditing programme for all of our leaders to ensure HSE compliance;
 - Creating HSE reporting dashboards in the Damstra system.
152. The two new operation depots were set-up to be HSE and chemical hazard compliant.
153. An incident and injury response framework was established to ensure we actively manage all injuries and coordinate our investigations.

Field Mobile solution

154. City Operations joined forces with the Digital Services team to create a new app to manage work planning.
155. The app is accessed on mobile phones at the start of the day and tells staff where they're needed, all of the jobs that they need to complete and how to get to the job site. We take before and after photos which are used to update the asset management system.
156. While on the job, if operators spot maintenance issues, they can instantly log a job in the app.

Depots

157. We have two Depots, at Owens Place for our Mount Maunganui-based teams and the newly constructed depot at 303 Matakokiri Drive in Tauriko.
158. City Operations has set three core improvement goals:
- Hit the Spec - Get to every site, focus on maintenance first, continuously improve, get better every day;
 - Be Awesome - we want to be industry-leading
 - We want to have great people!
 - We want to train, develop, and look after our people
 - We want to have fun!
 - Take Ownership - staff care about their work and their community. We empower our team to identify and fix issues. We own our mistakes and we celebrate our wins.

CHIEF FINANCIAL OFFICER

Finance

159. Council has developed a Long-term Plan financial strategy that has increased revenue and pursued financing options that enable Council to borrow more to enable necessary infrastructure investment. Key features include:
- (a) Increasing the rating differential for commercial and industrial ratepayers and introducing a new Industrial rating category. These initiatives better differentiate rates contribution to reflect those who benefit and are better able to pay;
 - (b) Better balance sheet management by developing a programme to divest lower value assets in favour of new assets that provide greater community value;
 - (c) A transport Infrastructure Funding and Financing (IFF) agreement for key transport projects, which enables Council to finance these off balance sheet, thereby maintaining borrowing capacity for other projects. To date, we have drawn down \$59.7m of the total approved of \$177m. The levy on ratepayers to repay this financing commences on 1 July 2024;
 - (d) Negotiating a second IFF financing arrangement for Te Manawataki o Te Papa investment, which has been submitted to Government and is awaiting decision. While this financing is paid for by ratepayers through a levy, it is over a 30-year timeframe, enabling future ratepayers to contribute to the assets they will benefit from;
 - (e) Involvement in national-level discussions on the potential to increase councils' borrowing capacity to support new infrastructure requirements, including waters CCO options;
 - (f) Gaining approval for green loans and climate action loans through the Local Government Funding Agency. These loans provide a small reduction in borrowing costs and also support initiatives to reduce emissions and enhance our environment;
 - (g) Using targeted rates to address funding shortfalls in development contributions, while still retaining an emphasis on "growth paying for growth";

- (h) Negotiating and enhancing our processes and agreements for funding from NZTA and Crown Infrastructure Partners.

160. We have also enhanced our processes for budgeting, expenditure and forecasting, to ensure strong financial control is maintained in a tight economic environment.

Tauranga Airport

Passenger Volume

161. Passenger volumes have continued to grow and by the end of this year, we expect the number passengers passing through the Airport will have doubled, compared to 2014.

Airport Lighting

162. The Airport has been upgrading lighting components to state-of-the-art, variable high intensity runway edge lighting, approach lighting and runway end strobe lighting. The upgrade enhances visibility for aircraft performing daytime operations in poor weather. This investment will reduce missed approaches, subsequent diversions and public inconvenience. Sunshine Coast Airport saw a 90% reduction in missed approaches when it installed the same system. The system goes live in early-July.

Airport Carpark Development

163. The Terminal Precinct expansion provides an additional 330 public car parks, a fit-for-purpose Fire Station and three extra aircraft stands.

Strategic & Commercial Property

Asset Realisation Reserve (ARR) Approach

166. On 24 July 2023, the Council decided to:

- (a) Establish the ARR: Manage properties initially acquired from non-Strategic Acquisitions Fund sources that are no longer needed or are available for disposal
- (b) Hold Sale Proceeds - Retain proceeds from property and asset sales
- (c) Fund Capital Projects - Use ARR to fund projects, decided by Council resolution
- (d) Manage Debt - Do not repay debt associated with assets unless decided by a further Council resolution
- (e) Manage Properties - Properties listed in Attachment 1 will be managed through ARR, with sales or potential sales authorised
- (f) Initial Funding - Use ARR for the Te Manawataki o Te Papa project initially.

Not a Decision to Sell: Inclusion in ARR does not mean immediate sale but recognises a property is not required for operational purposes or is available for strategic disposal.

Annual Review: An annual review of property holdings will be conducted, managing non-operational properties through ARR.

Case-by-Case Assessment: Potential sales will be assessed individually, adhering to legislative and policy requirements.

Project Objectives of the Asset Realisation Reserve

- (a) Financial: Generate targeted revenue.
- (b) Efficiency: Streamline processes and optimise resource use.
- (c) Compliance: Adhere to policies and legal requirements.
- (d) Stakeholders: Engage effectively with stakeholders.
- (e) Market Optimisation: Achieve the best sale prices.
- (f) Holding Income: Maximise income from properties pending sale.

- (g) Risk Management: Mitigate potential risks.
 - (h) Transparency: Maintain transparency with stakeholders.
 - (i) Sustainability: Consider long-term sustainability impacts.
167. The ARR approach enables strategic management of Council properties, supporting key projects and future planning while providing financial flexibility. The project plan includes careful evaluation, stakeholder engagement, compliance with policies, and strategic market analysis to achieve the best outcomes.

Strategic Acquisitions – 483 Cameron Road

168. The Council's acquisition of the property at 483 Cameron Road offers significant strategic advantages. Key benefits include:
- (a) Prime Location and Accessibility: Situated on a prominent corner with three road frontages, the property provides excellent accessibility and visibility, enhancing its suitability for community use and integration into the city's transport network.
 - (b) Immediate Utility and Cost Savings: The property allows for the development of an indoor sports facility, eliminating the need to rebuild the QE2 Centre at Memorial Park. This retrofitting opportunity not only expedites the project timeline but also reduces construction risks and costs, delivering substantial savings to Council and ratepayers.
 - (c) Flexibility and Futureproofing: With its commercial zoning and high car park ratio, the property offers multiple alternative use options. This flexibility ensures that the Council can adapt the property to meet future needs or resell it if necessary, providing a reversible and strategic investment.
 - (d) Enhanced Community Outcomes: By advancing the Memorial Recreation Hub Project, the property supports the Council's commitment to delivering community-centric facilities. This aligns with the Council's strategic goals of providing well-planned city infrastructure and supporting business and education.
 - (e) Environmental and Economic Impact: The property's location on the Cameron Road transport spine encourages alternative transport choices, potentially reducing congestion and the city's carbon footprint. Additionally, the acquisition underpins land value and offers a commercially viable asset with the potential for rental income increases.
 - (f) Operational Efficiency: The property includes significant parking amenities, which can be managed separately to optimise usage and revenue. This ownership structure ensures efficient land use and supports the Council's broader strategic initiatives.
169. In summary, the purchase of 483 Cameron Road enables Tauranga City Council to strategically manage its resources, deliver on key projects, and support future city planning and community needs, all while providing financial and operational flexibility.

Te Manawataki o Te Papa – Council Partnership

170. Te Manawataki o Te Papa is a transformative redevelopment of Tauranga's Civic Precinct, which will reinvigorate the city centre and make it the cultural, historic, economic and social centrepiece of New Zealand's fastest growing city.
171. The land underlying the Civic Precinct has been the subject of disputed ownership since it was acquired by the Crown from the Church Missionary Society in the 1860s, in breach of the understanding mana whenua had when the land was first sold. Tauranga City Council, in collaboration with iwi and hapū, sought and implemented a joint ownership solution which has restored the mana of the whenua to its original owners.
172. This project saw Tauranga City Council win the 2023 Te Tohu Waka Hourua – The Buddle Findlay Award for Maori-Council Partnerships with its 'Joint Land Ownership – the Right thing to Do' Project at the 2023 Taituara Local Government Excellence Awards.

Strategic Disposals & Public Private Partnerships – Marine Precinct

173. Tauranga City Council approved the sale of the Marine Precinct at Sulphur Point and the Vessel Works business to Sam Rofo or his nominee, aligning with its long-term economic and marine industry development vision.
174. The sale supports creating a marine service facility for all operators, focusing on superyacht maintenance and refits. This transition addresses the Marine Precinct's operating losses and aligns with Tauranga's strategic goals, ensuring sustainable growth and allowing the Council to allocate resources to other projects.
175. The Marine Precinct is crucial for Tauranga's maritime activities. Upgrades to key wharf infrastructure are essential, including Bridge Wharf, Fishermans Wharf, and a new Marine Precinct Offloading Wharf. The Council has allocated \$38 million to these projects, to ensure that infrastructure meets future demands. This infrastructure will be delivered by the Marine Precinct developer, in partnership with Council.

STRATEGY, GROWTH & GOVERNANCE**City Planning & Growth***Advocacy & Partnership*

176. Advocacy, collaboration and partnership with partners and stakeholders is required to effectively manage the city's growth. This occurs in a range of ways, often through the local SmartGrowth Partnership. Key highlights in recent years are:
- (a) Effective engagement with central government to achieve improved understanding of the urban growth challenges and potential solutions for the city, with some changes to government policy being implemented as a result. These include changes to the National Policy Statement for Freshwater Management to provide a consenting pathway for urban development.
 - (b) Effectively advocating for a future-proofed NZTA plan for long-term improvements to SH29 at Tauriko, to support current and future growth opportunities and inter-regional transport demands, with the new government adopting this project as a Road of National Significance.
 - (c) Ensuring the updated SmartGrowth Strategy (including the Future Development Strategy) is focused on the need to provide sufficient development capacity, in particular more development sooner in the strategic Western Corridor area (both residential and industrial).

Housing Supply & Development Capacity

177. The city's acute housing challenges in respect of supply and affordability have been a focus over the last few years, as well as associated challenges with providing sufficient business land. The city's jurisdictional boundaries are heavily constrained, requiring agreement with the neighbouring Western Bay of Plenty District Council in respect of future residential and industrial areas. Highlights over the last few years include:
- (b) Development of spatial plans to support existing communities and future development in Te Papa, Otumoetai and the Mount / Arataki.
 - (c) Making decisions on Plan Change 33 to enable medium and high-density intensification across the city, which is expected to deliver 18,000 homes over the next 30 years.
 - (d) Notifying plan changes for Tauriko West (4,000 homes) and Upper Ohauiti (400-500 homes) as well as a plan change for over 100ha of additional industrial land as an extension to the Tauriko Business Estate.

- (e) Progressing urban development outcomes, including affordable housing, on council owned land at Smiths Farm and Parau Farm, Bethlehem; and surplus land around the Pāpāmoa East Interchange in Pāpāmoa East.
- (f) Unlocking external funding and off-balance sheet financing to enable infrastructure investment to support growth projects like the Pāpāmoa East Interchange, Cameron Road stage 2 and the Tauriko West enabling works.

Addressing Pressing Resource Management Issues

178. The City's resource management issues extend beyond just managing growth and include matters such as managing the effects of natural hazards and climate change and addressing existing effects of land use activities on other uses. There has been a focus on following two key resource management issues over the last few years:
- (g) Determining a pathway to address the impacts of emitting industry in the Mount Maunganui industrial area, with a focus on developing more appropriate planning provisions through a proposed plan change 38.
 - (h) Ensuring critical natural hazard and resilience planning matters are addressed (e.g. through Plan Change 27 Flooding from Intense Rainfall).

The Future

179. While significant progress has been made on key City Planning & Growth issues, it is well-recognised that further sustained efforts are required to fully address the growth management challenges the city and sub-region faces, especially in respect of the funding and financing associated with the infrastructure required to support planned growth.

Strategy & Corporate Planning

Our Direction

180. Recognising that Council's documented strategic direction was dated, incomplete and in places inconsistent, work commenced in 202 on a comprehensive refresh.
181. In June 2022, informed by over 10,000 contributions from community members about their aspirations, priorities and challenges, Council adopted the vision for Tauranga. This comprises three main pillars:
- the environment – prioritising nature;
 - community and inclusivity – lifting each other up; and
 - vibrancy – fuelling possibility.
182. In December 2022, Council adopted the framework for its strategic direction under the heading 'Our Direction', a single document that links the vision for Tauranga, Council's own adopted community outcomes (what it wants to achieve), its approaches (how it will work to achieve them), and its strategies and action and implementation plans to make this happen.
183. In August 2023, Council adopted two new strategies (*Tauranga Matauranui* – Inclusive City Strategy, and *Tauranga Taurikura* – Environment Strategy) and nine new action and investment plans (including Tauranga's first Climate Plan) to complete the framework at that time. We will continue to update and refresh the contents of the Our Direction framework, including the recent adoption of the Urban Design action and investment plan, for example, but for the first time in many years, Council has a complete and coherent documented strategic direction.

Long-term Planning

184. In July 2021, Council adopted the 2021-31 Long-term Plan, including an unprecedented capital investment programme. This plan, the first adopted by the Commission, marked a

significant step forward for Tauranga and aimed to progressively address underinvestment in the city's infrastructure needs and inadequate and ageing community facilities.

185. In June 2022, Council amended the 2021-31 Long-term Plan to incorporate the refreshed civic centre masterplan, Te Manawataki o Te Papa, and commit to a \$300 million investment in developing the city centre.
186. In April 2024, Council adopted the 2024-34 Long-term Plan which continues to build upon the foundation laid in the previous plan, emphasising delivery and the completion of projects, as well as continuing an emphasis on ensuring that everyone contributes their fair share to ensure the financial burden is not unreasonably placed on general ratepayers.
187. Across those three planning processes, more than 5,000 formal submissions were received and countless more residents and ratepayers were involved in other engagement opportunities.

Property Acquisitions & Disposals Policy

188. In October 2021, Council adopted the property acquisitions and disposals policy following the review of three existing policies. This made it easier for people to understand why a property is being bought or sold by council, and easier for council staff to apply a single consistent process. It also introduced, after many years of discussions, the opportunity for mana whenua to purchase council property through a right of first refusal at market value – which is assessed by independent registered valuers – before it is offered for sale through an open market process. The policy was the first of its kind in Aotearoa New Zealand and is considered another positive step towards recognising the significant role that mana whenua have in building, protecting and celebrating Tauranga, its environment and its people.

Democracy Services & Governance Services

Representation Review

189. The Commission reviewed the city's representation arrangements in 2021. The Local Government Commission determination was released on 7 April 2022, after hearing appeals and objections, and upheld Council's Final Proposal for a mayor and nine councillors (eight single member general wards and the Māori ward, Te Awanui). With the Minister of Local Government reappointing the Commissioners for a new term running from 26 April 2022 to July 2024, there was no election held in 2022 and the arrangements take effect for the 20 July election.

Elections 2024

190. In their terms of reference, the Commissioners were required by the Minister of Local Government 'to work with the Council to encourage quality candidates to stand for election'. The Commissioners defined the attributes that they believe reflect a quality candidate and, while recognising that one person will not necessarily have all these attributes, they see the mayor and councillors collectively holding these attributes to ensure a high performing council.
191. To help prepare people interested in standing as elected members, a candidate information evening was held on 19 February 2024, with approximately 120 people attending. 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 clinics being held on 20 March, 24 April and 8 May.
192. Nominations opened on 26 April 2024 and closed at 12 noon on 24 May, with 86 nominations received.
193. The election campaign to inspire people to stand for office has been completed. A variety of strategies will be used in the next phase of the campaign to attract a wide range of voters, including our harder-to-reach communities, encouraging them to enrol and, most importantly,

to vote. We'll use social media, media, short videos, and targeted advertising throughout the campaign.

LGOIMA Practice & Compliance Report

194. On 3 February 2021 the Chief Ombudsman, Peter Boshier, published his [latest four reports](#) into Local Government Official Information and Meetings Act 1987 (LGOIMA) practice and compliance at local authorities. We were one of the four councils reviewed. In his review, the Ombudsman recognised that Tauranga City Council takes a proactive approach to its LGOIMA responsibilities and practices.

Strategic Māori Engagement

195. Te Manawataki o Te Papa partnership: The Commissioners have supported the Executive in establishing partnership documentation leading to the joint land ownership being finalised in May 2024.
196. Papakāinga Development Contributions grants were established in 2021, setting aside a meaningful fund to remove barriers to Māori landowners developing housing solutions on Māori land.
197. Te Pāhou was returned to Ngāi te Ahi and Ngāti Hē in 2024, reconnecting hapū with traditional burial grounds that had been alienated by transport solutions for the wider community.
198. Te Rere o Omanawa was developed as a partnership with Ngāti Hangarau in 2019, in a response to health and safety risks at Omanawa Falls. The results see significant cultural and safety enhancements, with ongoing partnership arrangements including Māori Kaitiaki Rangers to guide activities and Kaitiaki Services to give positive cultural input and improve visitor activities and safety. Its effectiveness sees this initiative confirmed as a finalist in this year's Taituara Awards, to be decided in June 2024.
199. Whareroa Futureproofing: Commissioners agreed in principle to return Ōmanu land to Whareroa Marae to provide the hapū with options as ongoing impacts continue to build in the form of industrial pollution, sea level rise inundation, and flooding.

CORPORATE SERVICES

Legal, Risk & Procurement

Legal

200. Since 2021, the Commission has overseen a dramatic reduction in the number of disputed matters we are managing. While the volume of community investment and project work has exponentially increased, it has not led to an increase in legal disputes. In fact, proportionally the number of material disputes has reduced. This is directly correlated to a maturing of corporate governance where, for example a Board for TMOTP was put in place to ensure better discipline. This has in turn allowed skilled commercial and legal staff to resolve several legacy disputes and matters from prior Council terms and spend time anticipating and supporting those teams with high-risk challenges.

Risk & Assurance

201. During the Commission's tenure, Council has navigated an ever-changing risk profile – for example:
- Supply Chain Disruptions: Post COVID-19 pandemic, geopolitical tensions, and natural disasters have highlighted vulnerabilities in global supply chains, leading to delays, increased costs and the need for more resilient supply chain strategies.
 - Economic Uncertainty: Global economic instability, inflation and fluctuating interest rates have created financial risks for enterprises, impacting investment, pricing and consumer demand.

- Climate Change and Environmental Risks: The increasing frequency and severity of climate-related events such as floods pose operational, financial and reputational such as those manifested during the Auckland Anniversary floods.
- Health and Safety Risks: New risks as services and workforces change within council - requiring robust health and safety measures to protect employees and maintain operations.
- Reputational Risk: Increased public scrutiny of Council behaviour, social responsibility, and ethical practices.

202. While these risks are understood and have manifested themselves during the Commission's tenure, the work we have undertaken will mean that elected members will be in an informed position to take appropriate measures, as risks continue to evolve.

Procurement

203. With annual contracts (and spend) now more than \$300M a year, procurement processes have never been so important in ensuring value for money for the community. The Procurement team has been able to manage this pipeline through Commission-approved investments in policy and systems changes.

Performance, Monitoring & Assurance

204. During the Commission's tenure there has been a notable creation and maturing of Business Intelligence, allowing the data and analytics function to broaden and council to become a technical leader amongst NZ councils. This has included embracing performance measures to show our accountability to council and our community.

205. A world-class 3D model of the city has been developed and is ready for deployment.

206. The CPAD team has rolled-out a number of processes, guidelines and reporting processes to assist delivery teams and provide organisational and governance awareness of the progress and status of the capital programme.

207. Over the past two years, the team has also facilitated project manager training for over 75 staff and supported staff to gain professional accreditation in project management.

People, Performance & Culture, Health & Safety

Job Description Project

208. In 2021, it was agreed that we should develop and implement a remuneration strategy including the provision of tools and information that enhance transparency. As part of this project, we moved from SP5 job evaluation methodology to SP10 - enabling more precise grading of roles and more accurate comparisons against the market. This allowed us to provide rewards that support the attraction, engagement, and retention of a workforce capable of delivering to council's Strategic Plan. HR (now People, Performance and Culture - PPC) engaged with people leaders from across the organisation to update job descriptions and prepare evaluations and grade over 600 roles. 2022's Remuneration Review included training and education sessions for all teams in the organisation, explaining how roles are graded and pay is decided.

SuccessFactors

209. The implementation of the SAP SuccessFactors as our new Human Resources Information System (HRIS) is well in-train. This may replace CHRIS in the future, as well as Saphire and numerous bespoke and spreadsheet-based solutions. CHRIS has been in place with minimal upgrades for nearly three decades. SuccessFactors will help us save time, improve accuracy and visibility of data, and provide insights into people and careers.

Learning & Development Programme

210. Prior to 2021, internal organisation-wide learning was non-existent. The Learning & Development team, supported by the wider PPC team and external providers as required,

now offers a highly sought-after suite of regular training, with many courses booked-out months in advance. This suite is designed to enhance both personal and professional growth and cover a range of topics including leadership, communication and presentation skills, productivity and resilience.

211. Council recently won the Learning and Development Capability (Large Organisation) category at the HRNZ awards for the implementation of the leadership change programme (with support from Institute for Strategic Leadership, which provides the My Team Pulse survey and Wired-Up tools).

Technology/Digital Services

212. We have invested in the following technological advancements under the Commission's tenure:

- Improved Resident Engagement: Online support for residents, answering queries, processing service requests and providing information on services, thereby improving responsiveness and satisfaction. Includes LTP Consultation technology – Consult24.
- Public Safety: Providing infrastructure for services such as TTOC can help in analysing crime patterns and deploying law enforcement resources more effectively.
- Smart City Development: This includes smart lighting, environmental monitoring (air quality, noise levels), and smart parking solutions, which have improved the efficiency and sustainability of urban environments.
- Efficient Resource Management: Climate Modelling is helping us understand and respond to climate change impacts more effectively. This has informed policies and initiatives aimed at sustainability and resilience.
- Pilot Programmes and Collaborations: Pilot programmes are being used to test technologies in specific areas like waste collection.
- Training and Development: Investing in training to understand and manage these technologies is crucial. This includes upskilling in data analysis, cybersecurity and the operation of new tech tools.
- Security Maturity Programme: The security maturity programme, and in particular the GRC (Governance Risk and Compliance) area has made significant headway - this has seen over 100 artifacts covering policies, processes and practices being defined and implemented into the way we work as an organisation.
- Pay Card Industry Data Security Standards (PCIDSS) Compliance.
- Moving to the cloud: Decommissioning datacentres, realising a cost saving and reducing the load on support teams.
- Modernising the council's platforms and processes to support the effective delivery of services to our community.
- The advent of City Operations has also led to a logistics and planning solution to ensure that new standards of civic pride are sustained.

213. Throughout the financial year digital services has continued to deliver support to the business for the introduction of new systems and processes to improve operations. The costs of these services have been included in forecasts throughout the year. As discussed in the March quarterly report to Strategy Finance and Risk Committee more digital project expenditure has been undertaken than budgeted in order to meet the requirements of the business.

214. These projects include the introduction of SAP Success Factors delivering people and productivity tools, development of systems to exit Ozone which is councils previous out-dated enterprise system as well as supporting new businesses such as bringing in house city operations services.

215. Many of these new and upgraded systems though not fully budgeted at the beginning of the year have been delivered in a way to ensure the benefits to the organisation and community are maximised. Whilst these costs have exceeded digital project budgets, they have been managed by offsetting reductions in digital operating costs, depreciation and within Council's overall budgets to minimise any direct impact on ratepayers and ensure that the efficiency of any changes are realised into the future.
216. In addition, the costs of delivering digital services are moving from a capital-based model to an operating model as the digital sector transforms to software as a service. This has challenged Council's traditional funding model where rates and user fees fund operating costs whilst debt is used to fund capital costs.

Community Relations

Media

217. The Media Impact Score has been consistently higher than the national local government average (1.8) over the last 12 months, with a 2.4 average. Over the last three years, TCC media coverage has been consistently more positive, as a result of:
- Governance stability and unity
 - Proactive storytelling covering the huge increase in capital projects and city improvements
 - Reactive responses to media enquiries which offer balance and rationale to complex council decisions.

Social Media

218. Our social media approach and content has changed over the last three years from mostly operational posts (e.g. dog registrations and adoptions) to showing the variety of mahi taking place across the council at a time of significant growth. We have focused on more engaging formats, like video, and in future, will pursue more simple polls to help gauge community sentiment and foster city pride. We have also recently launched an Instagram page and will continue to explore digital channels as the traditional media landscape changes.

Engagement

219. We have moved to a place-based system where our senior advisors have engagement oversight of all the projects in a geographical area, so that we're better able to bundle engagement arrangements and speak with one council voice. This is most evident in the Mount and the city centre, given the number of council projects underway in those areas. Last year we launched a digital engagement platform and our surveys are now reaching larger audiences. We have focused on being as transparent as possible with our engagement and communication approaches, whether we are simply informing or whether there is opportunity for community involvement/design, which has been especially important with so many projects in the delivery phase.

Campaigns & Design

220. We have built an in-house team to create and execute large scale campaigns to help communicate and engage with our communities. A few years ago, we relied on external creative agencies for big campaigns, achieving mixed results. Having this resource in-house means we can better tailor our messages and create content that will better resonate with our communities.

REGULATORY & COMPLIANCE

Key account management

221. We initiated our Key Account Management service in March 2022, in response to feedback from large developers and significant projects across the city. The Account management service supports applicants in navigating our regulatory processes by providing a single point of contact, agreed levels of communication through the project lifecycle, collaboration across the Council and allowing strong relationships to be developed. The account managers support staff by providing timely input, freeing them up to focus on their core technical work.
222. Initially, the service was offered to several projects in a proof-of-concept phase. By April 2023, in response to demand, we expanded the team and implemented cost recovery for the service provided. We are receiving excellent feedback from customers, including land developers, medium-density residential builders, large-scale vertical project developers, and our internal capital project teams. The range of customers continues to grow through positive recommendations from existing customers and service promotion through our website and industry newsletters.

LIM and property files

223. Our LIM (Land Information Memorandum) and Property files team has a history of delivering quality work in a timely manner, enabling our community to make well-informed decisions on property purchases. Historically, timeliness exceeded 90%, until the current year when we have faced some significant challenges. Note that the 2023/2024 figures do not yet include work undertaken for May and June 2024. We expect the average timeliness at year-end to be approximately 83%.

TOTAL LIMs Issued					
YEAR	3/5 DAY RESIDENTIAL	10 DAY RESIDENTIAL	10 DAY COMMERCIAL	TOTAL	TIMELINESS
2019/20	549	2439	167	3155	No data
2020/21	810	2802	206	3818	99%
2021/22	560	2790	194	3544	92%
2022/23	6	2729	220	2955	93%
2023/24	259	1922	126	2307	79%

224. We receive excellent feedback about the service our team provides and continue to have a very high net promoter score of 55 (a score above 0 is good, above 20 is great and above 50 is amazing).
225. Our recent focus has been to ensure we are well set-up for the future, with a team dedicated to LIM and Property files, a focus on training and a complete review of the information we provide in LIMs. This will ensure the recipients of a LIM receive current, accurate, relevant and easily understandable information. Commencing this work now means that there will be a seamless transition to potential regulatory changes expected in 2025.

Environmental Regulation

Alcohol Licensing

226. Since 2021, a minimal number of venues have closed (mainly due to Covid-related issues), but overall, the number of clubs and off-licences has remained steady, while on-licences have increased by 18% (from 212 to 251).
227. At the end of 2022, District Licensing Committee contracts came up for renewal and the opportunity was taken to appoint a Committee which is more representative of the community, and with better flexibility in running hearings when required. Four Commissioners/Chairs were appointed, along with four additional members who are available to support the Commissioners.
228. The new Local Alcohol Policy will take effect shortly, with changes aimed to reduce alcohol harm including:
- No new bottle stores in areas where the deprivation index is 9 or 10

- A change to the closing time for on-licensed premises in the city centre to 2am, instead of the current 3am closing time
- a range of discretionary conditions that can be applied to off-licensed premises.

229. Now that the Policy has been finalised, we are looking at the setting of appropriate licensing fees and charges. Alcohol licensing fees are set by legislation and have not increased since 2013. The legislation does allow for local bylaws to be set that address any shortcomings in the current alcohol fees and a number of councils across New Zealand are implementing this option. An *Alcohol Licensing Fees Bylaw* will be drafted to this end and provided for incoming Council consideration.

Environmental Health

230. The Environmental Health team is a Recognised Verification Agency approved by the Ministry for Primary Industries to verify Food Control Plan businesses and National Programme businesses. Our Agency status was approved for a further three years in 2022.

231. 957 food business are currently registered with Tauranga City Council, although there are actually more food businesses than this operating, as some are registered with the Ministry for Primary Industries (e.g. restaurant chains such as McDonalds and KFC, several supermarkets, and custom Food Control Plan businesses such as Bidfood, Gilmours and Bake Shack). All are checked for compliance and the number has remained relatively stable over the last three years.

232. The team operates under an externally-audited Quality Management System developed and approved by the Ministry for Primary Industries in 2019. The operation and implementation of our System is externally verified by surveillance audit every year, with a full audit taking place every three years. Compliance requires continual training, calibration, internal auditing, record keeping, and improving systems and processes each year. The most recent surveillance audit was successfully completed in April 2024 and the IANZ auditor was very complimentary about the team's commitment to continuous improvement.

233. The team also registers and inspects a number of other city premises, such as hairdressers (165), campgrounds (10), Funeral Directors/Mortuaries (8) and waste management (4).

Animal Services

234. There has been a steady increase in the number of known dogs in the city, growing from 15,153 in 2021 to 15,822 now. Registration is a focus for the team and remains steady at 96% of all known dogs. Dog registration fees have not risen proportionately with cost increases over the last few years, with fees rising by only \$8 since 2019. The new fees for this coming year have been adjusted in accordance with cost increases and set at \$125. We will be working hard to communicate these changes and encourage compliance.

235. There has also been a steady increase in the calls for services that we receive and respond to, growing from 4,270 in 2021 to a projected 5,241 this year. Most of these relate to roaming and barking dogs.

236. The Commission approved the budget for the much-needed upgrade of the pound facility, which is currently underway. The most important work focuses on three stages: an extension of the reception/public facing area (staff health and safety); an exercise area for long-stay and aggressive animals; and a renovation to existing storage areas to provide a new 'vet/nurse and storage area'. This work is progressing well and we expect to have stage 2 completed by late-July, with stage 3 to follow once some demolition work has been done.

237. There have been 12 summary court prosecutions since the Commission was established, with the most significant in terms of public interest being that of Chopper, a Rottweiler dog that attacked a local veterinarian, causing significant arm injuries and personal trauma.

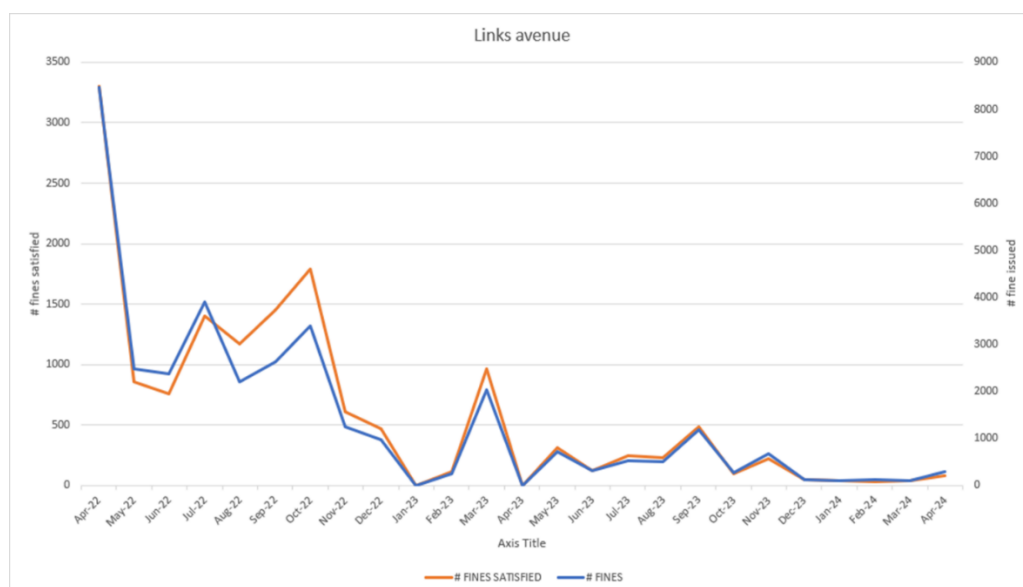
238. This case was significant in respect of the point of law that was upheld, and also for the unprecedented attention it gained across New Zealand and other countries through social media. The victim and our Animal Services staff required support throughout this time due to

the volume and type of commentary directed at them, and it also highlighted the emotional toll (on both sides) that such incidents can cause.

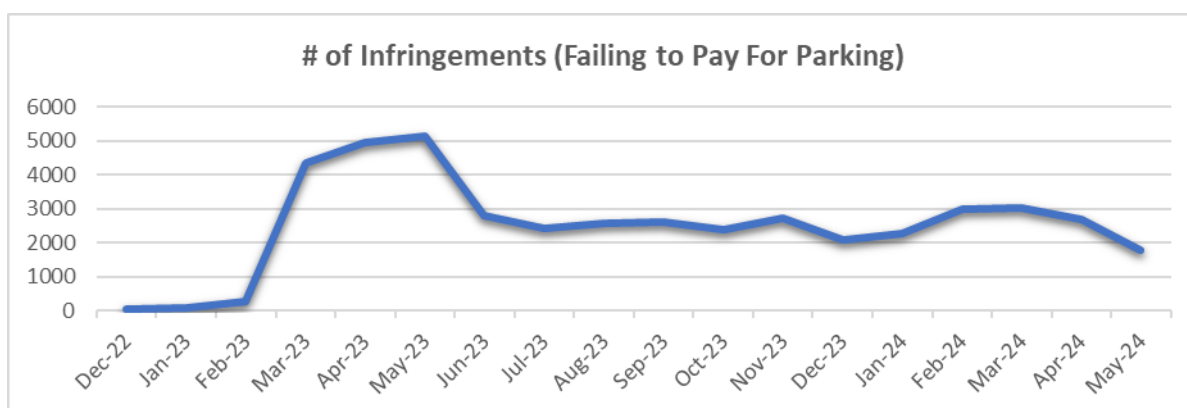
239. The Tauranga Animal Services Facebook page went live on the social media platform on 1 July 2022. Since its creation, the goal continues to be 'the go-to place for information for dog owners in Tauranga'. This is another way to reach the dog-owning community and provide relevant messaging.
240. Initial expectations were conservative - however we outgrew those expectations very quickly, gaining 1,954 followers in the first four months, 2,283 in the first six months, and 2,851 in the first 12 months. We are now well on-track to be reaching over 3,500 people within two years of the page being established.

Bylaw Compliance & Enforcement

241. On 29 March 2022, the Links Avenue bus lane came into operation. Over a 2-week period, 8,451 warning notices were issued to the owners of offending vehicles. On 11 April 2022, 'live' enforcement commenced. In the first four weeks of enforcement, an average of 2,700 infringement notices were issued per week. A peak of 994 infringements were issued in one day. As expected, infringement numbers dropped significantly after the first three months and significant safety and traffic improvements have been achieved.



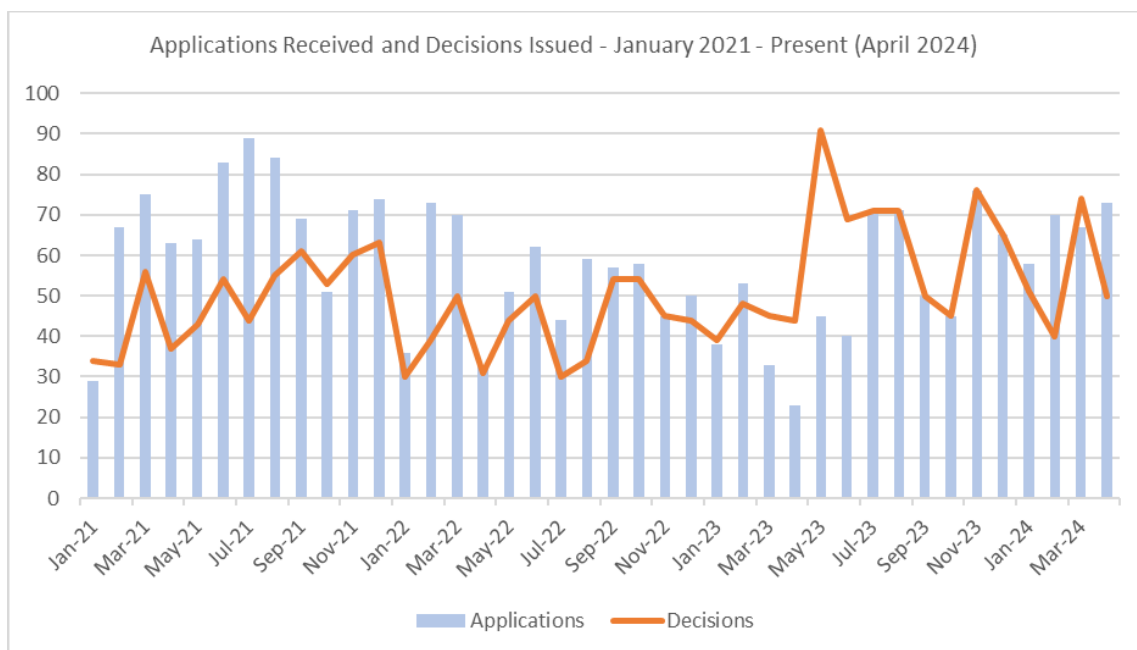
242. During the same period, 6,155 infringements have been issued for illegal use of the Hairini bus lane and 5,668 for the Hewletts Road bus lane.
243. In December 2022, paid parking was re-introduced in the City Centre. This followed two years of free time-restricted parking, which was introduced as a post-COVID incentive. For the first three months, an educational approach was taken before infringements were issued. Infringements remain relatively high, after a peak when the paid parking was first re-introduced.



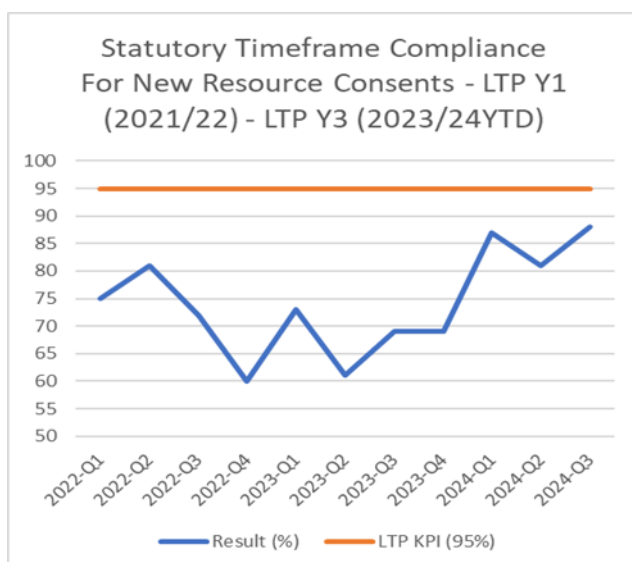
244. License Plate Recognition (LPR) technology has been in use in Tauranga since late-2020, initially to enforce time restrictions in the city centre. From December 2022, it has also been used to enforce paid parking, along with time restrictions across the city. This technology has become ubiquitous nationally and internationally in recent years and provides a highly-effective method to encourage good compliance levels. The system utilises high-resolution cameras and automatic licence plate recognition to identify vehicles without parking payments, and vehicles which have remained parked in the same GPS location for longer than permitted.
245. Sadly, in the past 12 months, there has been a significant increase in incidents of aggression towards our Parking Officers, including threatening/intimidating behaviour and assaults. This has resulted in us rethinking how we conduct parking enforcement. This has centred mostly around the continuing use of technology to issue infringements that can be served by post, thereby reducing interactions with offending drivers.
246. In the future, monitoring and enforcement of paid parking at boat ramps and the enforcement of the Cameron Road bus lane/clearway, once it is fully operational, will be a focus.
247. On 7 June 2023 the Self-contained Motor Vehicles Legislation Act became law, making freedom camping in a non-self-contained vehicle illegal unless allowed by a local bylaw, as well as strengthening standards, changing infringement fees and exempting people experiencing homelessness from the Act. For Tauranga City Council, the main change was an adjustment in our infringement fees, which increased to reflect this law change. Freedom camping was already permitted only in self-contained vehicles in Tauranga and there was therefore no impact on our bylaw.
248. Our approach to managing homelessness was also unchanged, as we were following direction from Central Government prior to the law change in that the Freedom Camping Act was not a tool for managing homelessness. We continued to connect individuals experiencing homelessness with appropriate support services.
249. Between January 2021 and the law change, 2,971 infringements were issued for breaches of the bylaw. Since 7 July 2023, 1,316 infringements have been issued. Infringement levels have continued to increase and this trend could be attributed to a general growth in this activity post-COVID. A decrease in complaints this financial year could suggest that while compliance levels have not improved, the nature and location of offending has shifted away from some locations that affect residents.
250. In collaboration with Whareroa Marae, a Kaitiaki role was established to act as 'guardian' over Whareroa Reserve. The specific purpose of the Kaitiaki is to exercise kaitiakitanga, provide a Kaitiaki presence in a positive manne, and protect and restore the mauri of Whareroa through the application of Mātauranga. This has had a significant and positive impact on the area since its inception in December 2021. Anecdotally, reports of antisocial behavior have decreased and compliance with local bylaws has improved.

Environmental Planning

251. Over the past four years, Council's Environmental Planning function has processed, issued decisions on and monitored a number of significant resource consent applications for activities which will significantly shape Tauranga into the future.
252. Since 2021, Council has received over 2000 applications for resource consents and other associated RMA approvals. Although there was a slight dip in the number of applications received during mid-late 2023, numbers have since recovered to similar levels experienced through 2021 and 2022.



253. With Tauranga City growth continuing, we are continuing to process applications relating to significant proposals for housing, infrastructure, and community activities.
254. In addition to processing and monitoring consents and the various functions supporting those processes, Council has continued to provide a high level of responsiveness to calls from the public in relation to compliance with city plan rules and/or resource consents. Calls have decreased somewhat from 6500 noise complaints and 400 RMA incidents in 2021, to 4500 noise complaints and 200 RMA incidents this year.
255. A steady uplift in applications through 2020-2021 proved particularly challenging to manage as, like many councils across the country, Tauranga City faced difficulties recruiting qualified planners in a tight market. Although the market remains difficult, efforts to develop and retain staff, including the introduction of a graduate programme, have helped to ensure we are better-equipped to process consents.



256. More recently, significant effort has also been invested in process improvement, with a focus on improving the timeliness and efficiency of decision-making. To date, this has seen significant improvements, with timeframe compliance currently tracking close to 90%, compared to a low of 60% in 2022.
257. In addition to process improvements, 2023/24 has seen the introduction of a new system for processing and managing resource consent applications, replacing Ozone. In addition to

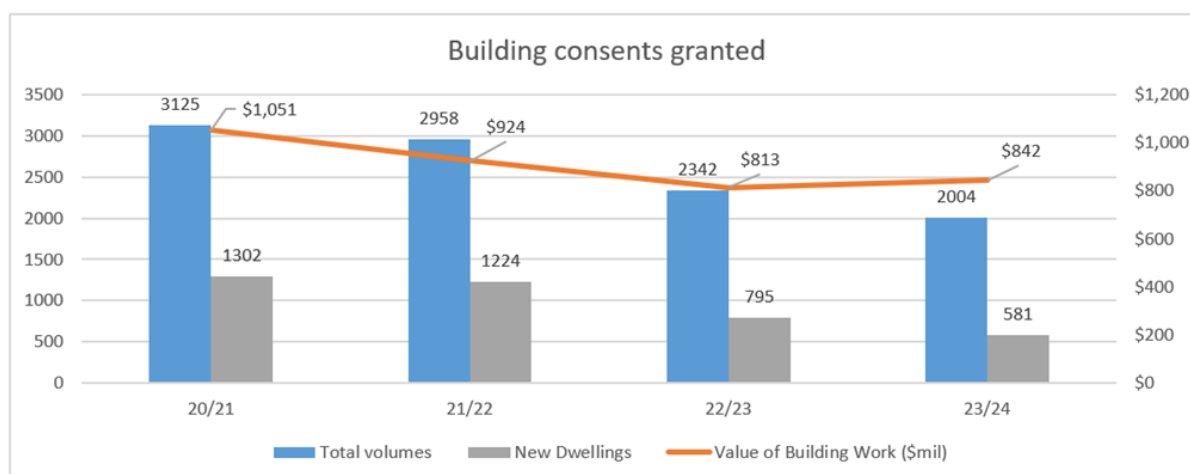
improving processing, this has resulted in major improvements for reporting and transparency, to supporting better administration of the function. Further enhancements will continue and are expected to deliver ongoing improvements for applicants, while delivering greater efficiencies for processing staff.

258. Following the successful integration of the planning function, work has commenced on developing similar capabilities for the monitoring and compliance function, to provide better management of complaint response, consent monitoring and enforcement, while also linking those activities with resource consents to provide a more connected experience. It is expected that roll-out for resource consent monitoring will start at the beginning of 2024/25, alongside the implementation of process improvements targeting the monitoring function.

Building Services

Building Consents

259. Over the past four years, the throughput of our Building Consent processing teams has been significant, with over 10,000 building consents granted. Following a lull in 2020 caused by COVID-19, the 2021 calendar year saw a record for the volume of building consent applications received. As a result, the volumes granted in 2020/21 and 2021/22 were significantly higher than in previous years. However, this has since dropped as result of a contraction in the housing market. This financial year, we are on-track to grant just over 2,000 consents, approximately two-thirds of the volume processed in 2020/21 and 2021/22.
260. This same pattern is evident in the number of new dwellings consented – a high of 1,302 consented in 2020/21 dropping to a forecasted 581 for the current financial year. This amounts to a total of 3,902 new houses that have been consented.
261. The value of the consented building over this same period is significant, with over \$3.6 billion of building work consented. The value of works hasn't shown the same level of decline as the volume of consents, however, and the forecast total value for the current financial year is higher than last year, despite being 15% down by volume. This is in part due to a shift in the type of consented works, away from more simple and cheaper developments to larger and more complex developments.
262. In particular, there has been a notable shift over the past four years in the consented housing types. We have seen a significant decrease in simple standalone, single-storey houses and an increase in the more complex 2/3-storey townhouses. The total value of building works is also driven in part by a small number of very large commercial projects, including the new Winstone Wallboards factory in Tauriko and the projects in our city centre - 38 Elizabeth and the Elizabeth Towers, Northern Quarter, 2 Devonport Road, 90 Devonport Road and Te Manawataki o Te Papa, all of which have been processed in-house by our commercial processors.
263. Another notable shift in the past four years is in the inspection wait time. In 2020, the average inspection wait time consistently exceeded 20 working days, and as a result, caused significant industry frustration. In comparison, the average wait time has consistently been less than a week since late-2021 and more recently, has often been less than 24 hours.
264. The volume of building inspections has reflected the reduction in consent volumes, albeit with a slight delay. This current financial year, we are on-track to complete nearly 18,000 inspections, compared with 25,809 in 2020/21. With nearly 90,000 inspections in the past four financial years, our building inspections team is certainly one of our biggest customer-facing areas.



Recruitment & Retention

265. Resourcing has always been a challenge for Tauranga City Council's Building Consent Authority (BCA) and for all BCAs nationwide. In mid-2021, we commenced a new programme of taking on trainee Building Control Officers (BCOs), committing to providing approximately 12 months of training before they were able process or inspect building consents unsupervised. In the 24 months that followed, we employed 18 trainee BCOs, with some achieving competency within nine months and with only a couple leaving the organisation.
266. To improve the retention of our existing BCOs, we implemented a competency-based remuneration structure in mid-2021. We have seen an increase in more complex work over the past four years, and as such, having BCOs with higher competency is key to the delivery of this work. This approach has significantly reduced attrition.

Accreditation & Quality Management

267. The BCA is regularly audited by external auditor IANZ (International Accreditation NZ), on behalf of MBIE. Prior to 2021, there had been a particular focus on Tauranga by IANZ and MBIE and frequent audits had identified a high number of non-compliances which had to be rectified to maintain accreditation under the Building Regulations. At times, we had been unable to clear the non-compliances within the required timeframes, resulting in monthly monitoring by IANZ. Our 2021 assessment saw Tauranga drop from a high-risk to a low-risk BCA and our audit frequency extend to two years, for the first time in a number of years. Our 2023 assessment saw the number of non-compliances drop even further, from 16 in 2021 to only 8 in 2023. This reflects a significant improvement in our Quality Management System and our team's adherence to it.

Compliance

268. In 2021, we filed charges against Pools Plus More Limited for constructing a number of pools and, more importantly, pool fences without the appropriate building consents. They were sentenced in April 2022 and fined \$18,750. Following this prosecution, the company sought retrospective consents for some but not all of their work, on behalf of the property owners, but then went into voluntary liquidation. We have continued to work with the affected owners to legalise their pools and minimise the impact of the company's offending.
269. Our compliance team has been heavily involved in dealing with the impacts of landslides across the city, particularly in having to issue a number of dangerous building notices across the Maungatapu peninsula in 2022 and 2023.
270. We inspect over 3000 private pools every three years to ensure pool safety barriers are in place to help keep children safe. Every commercial building goes through the Building Warrant of Fitness process annually, and has an on-site audit completed by our staff. These are just a few of the ways our compliance team directly ensures that our community is kept safe from harm.

CITY DEVELOPMENT & PARTNERSHIPS

City Partnerships

271. Specialist fundraising team: a new City Partnerships team was established in June 2022, which for the first time included dedicated resources to support external fundraising. Since then, the team has secured a total of \$45,917,776 towards a wide range of citywide projects and facilities, including \$33,385,559 towards projects within the city centre (see Appendix A).
272. Tauranga Energy Consumer Trust (TECT) funding and long-term strategic relationship: in July 2023, TECT confirmed a 'Founding Funder' contribution of \$21 million towards the Museum and Exhibition Gallery as part of the Te Manawataki o Te Papa civic precinct development. This is the largest amount of funding that TECT has ever contributed to any project. TECT has indicated that this is the beginning of a long-term strategic relationship with Council to help fund much-needed community facilities and amenities.
273. Te Manawataki o Te Papa Limited: the team supported the establishment of a new council-controlled organisation, Te Manawataki o Te Papa Limited, tasked with governing the delivery of the civic and waterfront development projects. This included the appointment of four independent directors with significant skills and experience in the delivery of large, complex capital projects, and specialist legal and commercial expertise. The board has operated effectively in governing the delivery of the programme, while providing everyone, including our funders, partners and the wider community, with confidence that the projects will be delivered efficiently and effectively.
274. Te Manawataki o Te Papa Charitable Trust: the team also supported the establishment and administration of a new council-controlled organisation, Te Manawataki o Te Papa Charitable Trust, which owns the land referred to as 'Site A' of the civic precinct. This signified a unique pathway forward in partnership with the Otamataha Trust, to help reconcile past events and restore mana to hapū and iwi. The Prime Minister of the time praised the work by all "to find a unique way to redress past wrongdoings, while establishing a special connection to the site that will reinvigorate the city centre."
275. Bay Venues funding review: in May 2023, we undertook a review of council funding of Bay Venues Limited and its capital structure to ensure ongoing sustainability. Several recommendations were approved by Council and have since been implemented.
276. City Partnerships Specialist role: through the establishment of this role, relationships between council and the four Mainstreet organisations have improved and there are many more opportunities for collaboration. Mainstreets are better supported in their important work and subsequently, they are in a stronger position to deliver better outcomes for their areas of interest.
277. City Centre Development Incentive Fund (CCDIF): in April 2023, the scope of this fund was amended to include three other areas of focus, in addition to incentivising residential development in the city centre:
- Supporting short- and medium-term car parking interventions;
 - Supporting a programme of activations and events to increase vibrancy; and
 - Providing short-term support for disrupted businesses in the city centre.
278. City Centre Safety and Engagement Advisor role: a key success of the CCDIF has been the establishment of an on-the-ground role as a response to multiple concerns from businesses about safety in the city centre. There has been an overwhelmingly positive response to the establishment of this role, which works closely with businesses, social agencies, the community and NZ Police, and its creation has made a tangible difference to the feeling of safety and security in the city centre.

Civic Development

279. He Puna Manawa: to make way for the new civic precinct, the old council buildings at 95 Willow Street were demolished in the second half of 2022, with an interim library and customer service centre, He Puna Manawa, opening at 21 Devonport Road earlier the same year. The development of He Puna Manawa in Goddards Arcade ensured there was continuity of library service and ongoing activation and vibrancy in our city centre, while the new Library and Community Hub is constructed at Te Manawataki o Te Papa.
280. Civic administration building: construction of council's new administration building at 90 Devonport Road started in January 2023 and is due for completion in early-2025, bringing council administration staff together under one roof for the first time since 2014. Once complete, the building, owned by Willis Bond and leased by council for fifteen years, will be the largest mass timber office building in New Zealand and has set new standards for sustainability in development and construction. The economic impact of having 800 TCC staff based in the city centre on a daily basis will be significant, especially when combined with other private sector development underway within close proximity.
281. Waterfront redevelopment: in September 2022, Council adopted the Tauranga Moana Waterfront Plan. The suite of works approved is now well underway and will help reinvigorate our waterfront and improve connections to Te Awanui Tauranga Harbour. Completed projects to date include:
- Cargo Shed improvements and seismic strengthening
 - Development of an enlarged, 150-space Dive Crescent car park
 - Installation of a railway underpass to connect the Strand Extension to a new southern boardwalk
 - Redevelopment of Tunks Reserve and the Elizabeth Street East streetscape.
282. Waterfront projects completed in 2024: an additional suite of significant waterfront projects will be completed by the end of 2024, ready for summer use. These include:
- Northern seawall with specially designed water pods to attract marine life
 - Beacon Wharf and surrounds
 - Waterfront North promenade and boardwalk
 - Waterfront North green/grass event space
 - Destination playground
 - Southern boardwalk connecting Waterfront South to the Strand Extension.
283. Te Manawataki o Te Papa: the refreshed masterplan for the civic precinct, to be called Te Manawataki o Te Papa ("the heartbeat of Te Papa"), was adopted by the Commission in December 2021. Following this, the Commission approved the Te Manawataki o Te Papa Masterplan as part of the 2021–31 Long-term Plan Amendment. This vibrant new civic space will include a Library and Community Hub, Museum, Exhibition Gallery and a Civic Whare (modern town hall/Council chamber), alongside important upgrades to Baycourt and Tauranga Art Gallery. Site works are well underway for the Library and Community Hub, which is on-track to be completed by mid-2026. The Museum, Exhibition Gallery and Civic Whare will be completed by mid-2028.

City Development

284. City Centre Action and Investment Plan (CCAIP): *the* CCAIP was adopted by Council in August 2022, setting the 10-year strategic direction and vision for the city centre: Te Rapunga Ora ki Te Papa – a great place to live, work, learn and play.
285. Governance framework: the city centre portfolio governance framework was created in January 2024 to take a place-based and whole-of-city-centre approach to projects and activities in this area. A supporting city centre taskforce was also established to ensure collaboration across capital delivery activities such as asset renewals, operational activities and commercial developments.

286. Delivery plans: guided by the key objectives in the CCAIP and feedback from city centre stakeholders, the team has taken a holistic and area-wide view to prepare cohesive plans for delivery within the city centre, including:
- An accessibility audit and accessibility improvements to our city centre streets and public spaces
 - Public realm design guidelines to provide clear design direction
 - A signage and wayfinding masterplan for a more holistic approach to navigation, signage and wayfinding across the city centre, including opportunities for storytelling
 - A Playful Streets strategy to enhance the nature of the city through ‘play-along-the-way’ interventions on key city centre routes between carparking buildings and the new waterfront playground
 - An amenity lighting plan with a focus on encouraging the use of carparking buildings
 - An indicative masterplan for a cultural and historical precinct to capture the work done to date by council and its key partners, including the Elms and mana whenua, in this part of the city.
287. Enabling movement pilot: together with our Transport team, the team designed and delivered the city centre enabling movement pilot in March 2024. The pilot has introduced wider footpaths, greener spaces, and one-way streets to parts of Harington, Hamilton, Wharf, Spring and Willow Streets, to help people move around the city centre more easily, and reduce the need for road closures during construction. The pilot will be in place for two years and learnings will influence permanent streetscape upgrades from 2026 onwards.
288. Red Square upgrade: the design for the Red Square “sanctuary space” has been finalised and includes the installation of the first work commissioned by the city’s new public art trust FONT, which has selected Peata Larkin as their first artist. Onsite construction is underway and the project will be complete by August 2024.
289. Laneway connecting Durham and Grey Streets: design work is progressing on a new mid-block laneway to support pedestrian connections between the Grey Street retail precinct, the University of Waikato, and the future public transport spine on Durham Street. Council purchased 79 Grey Street to enable the link in April 2023 and will be demolishing the building on the site in June.
290. Community Stadium at Tauranga Domain: following extensive stakeholder and community engagement, a staged approach to the construction of a community stadium at Tauranga domain was approved, beginning in year nine of the 2024–34 Long-term Plan. The stadium is appropriately scaled for a city of Tauranga’s current size and future projected growth, and it is designed for multi-purpose use, with a focus on enabling year-round community use alongside major sporting and performance events. The staged approach will enable cost-effective delivery while making the most of existing facilities on Tauranga Domain in the interim.

City Centre Communication & Engagement

291. Communications and engagement strategy and plans: the team developed an overarching communications and engagement strategy to support the narrative around the city centre transformation and the implementation of projects across the area. Our key goals have been centred around raising awareness, building trust and confidence, and supporting our funding aspirations. Project-specific communications and engagement plans have also been developed and continue to be implemented as the team shares the journey of our city centre transformation with stakeholders and the wider community.
292. Community consultation and engagement: the team has supported the project teams with surveys, campaigns, events and ongoing one-to-one engagement, to get community feedback and input into project design and decision-making, where appropriate. This includes:

- The 2021-31 Long-term Plan Amendment consultation campaign, *It's Time*, to seek feedback on the redevelopment of the civic precinct in the heart of our city
- Community consultation on a proposal to set up a council-controlled organisation to own and jointly govern the land at Site A of the civic precinct
- Community consultation on the establishment of a council-controlled organisation to oversee the successful delivery of Te Manawataki o Te Papa
- A community survey, with an independent market research company, to gauge initial community support for the proposed community stadium at Tauranga Domain
- Visiting local schools in Tauranga to get 'expert' input from children into the new waterfront playground design
- Targeted stakeholder engagement sessions for the innovation space and multi-sensory room in the new Library and Community Hub building.

293. City centre walking tours: staff walking tours around the city centre have proved so popular that the team has started rolling them out to our partners and will also offer them to the wider community later in the year. Feedback has been overwhelmingly positive, with people excited about the transformation and encouraged to see so much activity and investment, including private development, in the city centre.
294. Storytelling: the team has worked closely with local and national media to ensure they have the information and material they need to tell the story of Tauranga's city centre transformation. We've also been involved with King Street Media in the creation of a documentary series to tell the story of the Te Manawataki o Te Papa site from an historical perspective.
295. Hapū and iwi partners: we continue to work closely with our hapū and iwi partners, at a governance level as well as at a cultural advisory and design reference group level for projects underway. The latter applies right through to the communications collateral being developed across all of the projects underway and planned for the city centre.
296. Working with other partners and stakeholders: the team continues to work closely with partners and stakeholders such as Priority One, University of Waikato, Tauranga Business Chamber and Downtown Tauranga, to ensure they have the most up-to-date information and collateral about the city centre and can share that with their own networks.
297. Marketing campaigns: a range of successful marketing campaigns have been run to raise awareness and support for the transformation of the city centre, including our foundation It's On! campaign, and a comprehensive Summer/It's On in our City Centre campaign to encourage people to visit the city centre. Events such as 'Children's Day in the city centre', held in March 2024, helped to draw thousands of people into the area and raise awareness of the projects taking place. This particular event was very well received and included a 'kidstruction' zone where children had the opportunity to get up close to heavy machinery on the Te Manawataki o Te Papa site.
298. Timelapse cameras: several timelapse cameras have been set up at key city centre sites so we can capture the historical transformation taking place over an extended period of time, and share that progress with our community.

Appendix A

Project	Funder	Amount
Te Manawataki o Te Papa	DIA 'Better Off' Funding	\$12,100,000
	TECT	\$21,000,000
Destination skatepark zones 1 & 2	TECT	\$1,023,000
	Lotteries	\$528,847
	NZCT	\$459,370
	Project Tauranga	\$200,000
Destination skatepark zones 3 & 4	Grassroots Trust	\$250,000
	The Lion Foundation	\$35,000
	NZCT	\$200,000
Marine Parade coastal pathway	MBIE Tourism Infrastructure Fund	\$800,000
	Port of Tauranga	\$162,000
Mauao viewing platform	Port of Tauranga	\$150,000
Living Seawall at The Strand	Port of Tauranga	\$385,559
Tauranga Art Gallery HVAC system	Pub Charity Limited	\$200,000
Merivale Community Centre	TECT	\$300,000
	Lotteries	\$500,000
	BayTrust	\$300,000
Crown Infrastructure Partners	Flood Resilience Programme	\$7,324,000
TOTAL		\$45,917,776

ATTACHMENTS**Nil**

12.9 City / Regional Deals update**File Number: A15995616****Author: Paul Davidson, Chief Financial Officer
Annabel Bayes, Strategic Advisor to the Mayor and Chief Executive****Authoriser: Barbara Dempsey, Acting Chief Executive****PURPOSE OF THE REPORT**

1. To provide Council with an update on the Western Bay of Plenty Subregion City Deal.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "City / Regional Deals update".
- (b) Endorses staff to continue to work on the development of a City / Regional Deal with key partners and government.

EXECUTIVE SUMMARY

2. Tauranga City has been working with its surrounding Council partners; Western Bay of Plenty District Council and Bay of Plenty Regional Council, and economic development agency Priority One to develop a City / Regional Deal framework to enable a strong position for the subregion, to propose a proof-of-concept model to work with the Government and further develop in partnership, one of the country's first City / Regional Deal.
3. The structure supporting this deal is outlined in this paper together with some of the key elements of the deal and how this will progress in the future.

BACKGROUND

4. Over the last year Tauranga City Council has worked with key partners in the Western Bay of Plenty on the development of City / Regional Deals. During this time, we have had many discussions with Ministers, advisors (from the current and previous government) and government agencies around how these deals might be developed, governed and delivered when applied in both a Western Bay of Plenty and New Zealand context.
5. Tauranga fully supports the City / Regional Deal model focused on economic growth and productivity and as a means to provide policy reform, certainty of funding and financing as well as the development of new and innovative funding and financing tools to support the delivery of infrastructure in the city and region.
6. Importantly the City / Regional Deal is seen as a key mechanism to allow for a longer term and more certain delivery plan for infrastructure.
7. Staff continue to work on a proposed model for our sub-region deal and continue to engage with Government on the development of a proof-of-concept Deal which will ensure an enduring and scalable outcome, which meets the Government's ambition to drive the implementation and delivery of key infrastructure projects across New Zealand through meaningful partnerships.

8. This would allow new policy and legislative tools to be developed, refined and implemented in partnership, with the expectation that the framework created will be fit-for-purpose and facilitate the development of deals with other cities and regions.
9. A working structure for the development of a city / regional deal is in place including:
 - (a) A working group of senior staff from partnering Councils and Priority One
 - (b) Officials Advisory Group consisting of the Chief Executives of Tauranga City Council, Western Bay of Plenty District Council and Bay of Plenty Regional Council
 - (c) Leadership Group consisting of the Mayors and Chairs of the partnering Councils.
10. Framework documents have been developed which outline:
 - (a) Deal objectives
 - (b) Parameters and criteria for including projects / initiatives within the deal.
 - (c) Potential project portfolios
11. The next stage of work, currently underway includes the assessment of existing funding and financing options, and new funding and financing opportunities and tools that could be introduced or adopted.
12. Engagement with Government to progress the deal framework, structure and delivery model is underway and we propose the proof-of-concept pilot, alongside the ongoing work to introduce legislation and develop the required policy settings, as an effective way to bring this initiative and policy to fruition for both central and local government.

STRATEGIC / STATUTORY CONTEXT

13. This report is consistent with wider strategies to continue to plan and develop Tauranga and the sub region, investing in the key infrastructure required for the growing City.

FINANCIAL CONSIDERATIONS

14. The financial implications of investment in the city through a city / regional deal are included within the relevant local authority or agency plans noting that significant funding and financing gaps currently exist both in totality and in terms of the timing of projects, whereby needed investment is delayed due to lack of funding and financing capacity and/or funding cycles. The City / Regional Deal seeks, amongst other things, to provide greater certainty around funding and financing over longer terms than currently exist, as well as providing the opportunity to develop new and innovative funding and financing tools to further promote and ensure investment in infrastructure.

LEGAL IMPLICATIONS / RISKS

15. No significant risks are noted at this stage in the development of a City / Regional Deal.

CONSULTATION / ENGAGEMENT

16. Many of the projects and work programmes that will be developed into the City / Regional Deal already exist in local government or other partner budgets and have been consulted on as part of the development of these budgets.

SIGNIFICANCE

17. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
18. In making this assessment, consideration has been given to the likely impact, and likely consequences for:

- (a) the current and future social, economic, environmental, or cultural well-being of the district or region.
 - (b) any persons who are likely to be particularly affected by or interested in the proposal.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
19. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of low significance.

ENGAGEMENT

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

NEXT STEPS

21. Staff will continue to work with partners, agencies and Government on the development of a City / Regional Deal.

ATTACHMENTS

Nil

12.10 Final Report to Minister of Local Government

File Number: A15990846

Author: Cashy Ball, Strategic Advisor

Authoriser: Barbara Dempsey, Acting Chief Executive

PURPOSE OF THE REPORT

1. The purpose of this report is for the Council to approve the final report to the Minister of Local Government, from the Commission, as required under Section 258U of the Local Government Act 2002.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Final Report to Minister of Local Government"; and
 - (b) Approves the final report to the Minister, as tabled at the meeting.
-

BACKGROUND

2. The Minister of Local Government (Minister) appointed Commissioners to Tauranga City Council pursuant to section 258F of the Local Government Act (2002) (LGA). The term of the Commission commenced on 9 February 2021, with four commissioners appointed to replace the existing mayor and councillors. The original term of the Commission was to end the day after the results were announced for the general elections on 8 October 2022.
3. However, on 21 April 2022, the Minister terminated the current Commission, effective 25 April 2022, and appointed the same four Commissioners for a new term beginning 26 April 2022 and concluding the day after the results are announced for a general election in July 2024.
4. The Election date has been set down for 20 July 2024.

STRATEGIC / STATUTORY CONTEXT

5. Pursuant to section 258U of the LGA, the Commission is required to provide a final report to the Minister. The LGA specifies requirements for the final report, including reporting back against the Commission's Term of Reference, and providing any recommendations to the Minister.

OPTIONS ANALYSIS

6. The LGA outlines specific requirements for inclusion within the report, however, there is discretion for the Commission to determine the priority areas and recommendations deemed appropriate to report back to the Minister.
7. A final report will be tabled at the meeting, for Commission approval.

FINANCIAL CONSIDERATIONS

8. There are no direct financial implications in approving a final report to the Minister, although the final report is likely to include consideration of key financial considerations for the Council.

LEGAL IMPLICATIONS / RISKS

9. Delivering a final report to the Minister is a legislative requirement for the Commission under section 258U of the LGA.

CONSULTATION / ENGAGEMENT

10. The nature of a final report does not require consultation or engagement.

SIGNIFICANCE

11. The LGA requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
12. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
 - (a) the current and future social, economic, environmental, or cultural well-being of the district or region
 - (b) any persons who are likely to be particularly affected by, or interested in, the matter.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
13. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of low significance.

ENGAGEMENT

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

NEXT STEPS

15. Following Council approval, the final report will be presented to the minister, who will in turn, provide a copy to the Council and make the report publicly available.

ATTACHMENTS

Nil

12.11 Briefing to Incoming Council

File Number: A15990850

Author: Cashy Ball, Strategic Advisor

Authoriser: Barbara Dempsey, Acting Chief Executive

PURPOSE OF THE REPORT

1. The purpose of this report is for the Council to approve the Briefing to the Incoming Council, from the Commission.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Briefing to Incoming Council"; and
 - (b) Approves the Briefing to Incoming Council, as tabled at the meeting.
-

BACKGROUND

2. Following three and a half years of Commission appointment, the Tauranga City Council will be returning to democracy, following the general election of 20 July 2024.
3. An opportunity exists for the Commission to provide a briefing report to the incoming Council, regarding what the Commission deem to be the key challenges and opportunities for the city and the Council.

STRATEGIC / STATUTORY CONTEXT

4. There is no legislative or statutory requirement for the outgoing Commission to provide a brief to the incoming Council. However, it could be deemed advantageous for the Commission to articulate some of the challenges they have been working to address, and explain the strategies being utilised to address those challenges.
5. The Commission was appointed by the Minister of Local Government to address specific risks for the city, and a continuation of strategic approach to address those risks would enable a consistent trajectory to minimise or eliminate the risks identified.

OPTIONS ANALYSIS

6. As a non-statutory document, the content of a brief to the incoming Council is entirely at the discretion of the Commission. The Commission has been involved in the development of a proposed brief, which will be tabled at the meeting.
7. The Council has three options in regard to the brief;
 - (a) Approve the proposed Briefing to Incoming Council (to be tabled); or
 - (b) Approve a Briefing to Incoming Council, incorporating amendments as defined; or
 - (c) Choose not to provide a Briefing to Incoming Council.

FINANCIAL CONSIDERATIONS

8. There are no direct financial implications in approving a Briefing to Incoming Council, although the briefing is likely to include consideration of key financial factors for the Council.

LEGAL IMPLICATIONS / RISKS

9. There are no specific legal requirements or risks associated with providing a briefing.

CONSULTATION / ENGAGEMENT

10. The nature of a brief does not require consultation or engagement.

SIGNIFICANCE

11. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
12. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
- (a) the current and future social, economic, environmental, or cultural well-being of the district or region
 - (b) any persons who are likely to be particularly affected by, or interested in, the matter.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
13. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of low significance.

ENGAGEMENT

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

NEXT STEPS

15. Subject to Council approval, the Briefing to Incoming Council will be provided to the new Mayor and Councillors upon the announcement of election results.

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 4 March 2024	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information s7(2)(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 - Public Excluded Minutes of the Council meeting held on 13 May 2024	s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information s7(2)(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
14.3 - Public Excluded Minutes of the Council meeting held on 20 May 2024	s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons s7(2)(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	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>supplied or who is the subject of the information</p> <p>s7(2)(c)(i) - The withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied</p> <p>s7(2)(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</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>	
14.4 - Chief Executive's Annual Performance Review 2023/24	<p>s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p> <p>s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	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
Confidential Attachment 1 - 12.7 - Pōterīwhi Recreation and Housing Concept Plan Update	<p>s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p> <p>s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	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

15 CLOSING KARAKIA