

Mā tō tātou takiwā
For our District

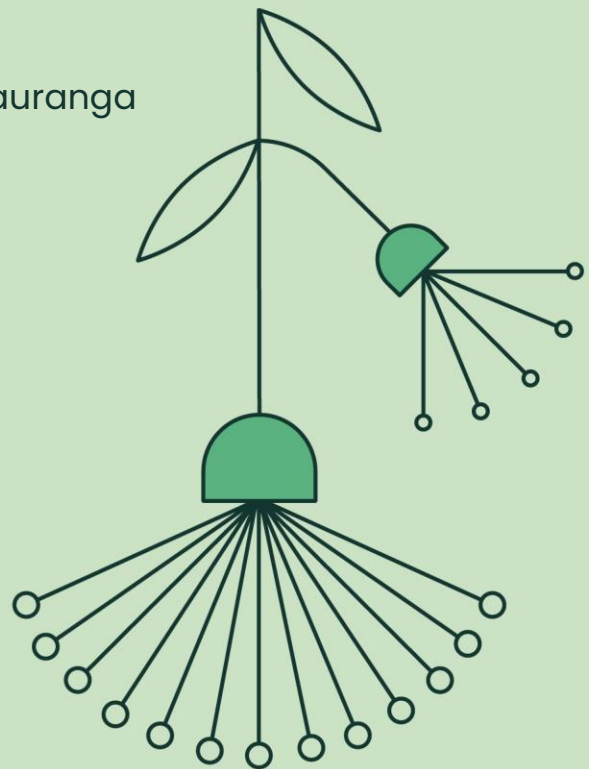
Strategy and Policy Committee

Kōmiti Rautaki me Kaupapa Here

SPC23-6

Thursday, 28 September 2023, 9.30am

Council Chambers, 1484 Cameron Road, Tauranga



Strategy and Policy Committee

Membership:

Chairperson	Mayor James Denyer
Deputy Chairperson	Cr Richard Crawford
Members	Cr Tracey Coxhead Cr Grant Dally Cr Murray Grainger Cr Anne Henry Cr Rodney Joyce Cr Margaret Murray-Benge Deputy Mayor John Scrimgeour Cr Allan Sole Cr Don Thwaites Cr Andy Wichers
Quorum	Six (6)
Frequency	Six weekly

Role:

- To develop and review strategies, policies, plans and bylaws to advance the strategic direction of Council and its communities.
- To ensure an integrated approach to land development (including land for housing), land use and transportation to enable, support and shape sustainable, vibrant and safe communities.
- To ensure there is sufficient and appropriate housing supply and choice in existing and new urban areas to meet current and future needs.

Scope:

- Development and review of bylaws in accordance with legislation including determination of the nature and extent of community engagement approaches to be deployed.
- Development, review and approval of strategies and plans in accordance with legislation including
- determination of the nature and extent of community engagement approaches to be deployed.
- Subject to compliance with legislation and the Long Term Plan, to resolve all matters of strategic policy outside of the Long Term Plan process which does not require, under the Local Government Act 2002, a resolution of Council.

- Development of District Plan changes up to the point of public notification under the Resource Management Act 1991.
- Endorsement of the Future Development Strategy and sub-regional or regional spatial plans.
- Consider and approve changes to service delivery arrangements arising from service delivery reviews required under the Local Government Act 2002 (provided that where a service delivery proposal requires an amendment to the Long Term Plan, it shall thereafter be progressed by the Annual Plan and Long Term Plan Committee).
- Where un-budgeted financial implications arise from the development or review of policies, bylaws or plans, recommend to Council any changes or variations necessary to give effect to such policies, bylaws or plans.
- Listen to and receive the presentation of views by people and engage in spoken interaction in relation to any matters Council undertakes to consult on whether under the Local Government Act 2002 or any other Act.
- Oversee the development of strategies relating to sub-regional parks and sub-regional community facilities for the enhancement of community wellbeing of the Western Bay of Plenty District communities, for recommendation to Tauranga City Council and Western Bay of Plenty District Council.
- Consider and decide applications to the Community Matching Fund (including accumulated Ecological Financial Contributions).
- Consider and decide applications to the Facilities in the Community Grant Fund.
- Approve Council submissions to central government, councils and other organisations, including submissions on proposed legislation, plan changes or policy statements.
- Receive and make decisions and recommendations to Council and its Committees, as appropriate, on reports, recommendations and minutes of the following:
 - SmartGrowth Leadership Group
 - Regional Transport Committee
 - Any other Joint Committee, Forum or Working Group, as directed by Council.
- Receive and make decisions on, as appropriate, any matters of a policy or planning nature from the following:
 - Waihi Beach, Katikati, Ōmokoroa, Te Puke and Maketu Community Boards.
 - Community Committee.

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 Committee as it deems appropriate.

Power to sub-delegate:

- The Committee may delegate any of its functions, duties or powers to a subcommittee, working group or other subordinate decision-making body subject to the restrictions within its delegations and provided that any such sub-delegation includes a statement of purpose and specification of task.
- Should there be insufficient time for Strategy and Policy Committee to consider approval for a final submission to an external body, the Chair has delegated authority to sign the submission on behalf of Council, provided that the final submission is reported to the next scheduled meeting of the Strategy and Policy Committee.

Notice is hereby given that a Strategy and Policy Committee Meeting will be held in the Council Chambers, Barkes Corner, 1484 Cameron Road, Tauranga on:
Thursday, 28 September 2023 at 9.30am

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1 KARAKIA

Whakatau mai te wairua	Settle the spirit
Whakawātea mai te hinengaro	Clear the mind
Whakarite mai te tinana	Prepare the body
Kia ea ai ngā mahi	To achieve what needs to be achieved.
Āe	Yes

2 PRESENT**3 IN ATTENDANCE****4 APOLOGIES****5 CONSIDERATION OF LATE ITEMS****6 DECLARATIONS OF INTEREST**

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest that they may have.

7 PUBLIC EXCLUDED ITEMS**8 PUBLIC FORUM**

A period of up to 30 minutes is set aside for a public forum. Members of the public may attend to address the Board for up to five minutes on items that fall within the delegations of the Board provided the matters are not subject to legal proceedings, or to a process providing for the hearing of submissions. Speakers may be questioned through the Chairperson by members, but questions must be confined to obtaining information or clarification on matters raised by the speaker. The Chairperson has discretion in regard to time extensions.

Such presentations do not form part of the formal business of the meeting, a brief record will be kept of matters raised during any public forum section of the meeting with matters for action to be referred through the customer relationship management system as a service request, while those requiring further investigation will be referred to the Chief Executive.

9 PRESENTATIONS

10 REPORTS

10.1 SUBMISSION ON BUILDING CONSENT SYSTEM REVIEW: OPTIONS PAPER CONSULTATION (2023)

File Number: A5678083

Author: Katy McGinity, Senior Policy Analyst

Authoriser: Rachael Davie, Deputy CEO/General Manager Strategy and Community

EXECUTIVE SUMMARY

For the information of the Strategy and Policy Committee, this report presents a submission made by Western Bay of Plenty District Council on the following matter:

(a) MBIE: Building consent system review: options paper consultation (2023).

RECOMMENDATION

1. That the Senior Policy Analyst's report dated 28 September 2023 titled 'Submission on Building Consent System Review: Options Paper Consultation (2023)' be received.
2. That the submission, shown as **Attachment 1** to this report, be received by the Strategy and Policy Committee and the information noted.

ATTACHMENTS

1. **Submission on building consent system review: options paper consultation (2023)**  



Western Bay of Plenty District Council
1484 Cameron Road,
Greerton, Tauranga 3112
P 07 571 8008
E customer.service@westernbay.govt.nz
westernbay.govt.nz

4 August 2023

Ministry of Business, Innovation and Employment
Consultation: Review of the Building Consent System
Building System Performance
Building, Resources and Markets
Ministry of Business, Innovation and Employment
PO Box 1473 Wellington 6140
New Zealand

By email: building@mbie.govt.nz

Name: Mayor Denyer
Organisation: Western Bay of Plenty District Council
Postal Address: Private Bag 12803, TAURANGA 3143
Daytime telephone: 0800 926 732
Email address: katy.mcginity@westernbay.govt.nz

Building consent system review: options paper consultation (2023)

We appreciate the opportunity to provide feedback to the building consent system review: options paper consultation (2023).

Council supports MBIE's focus on the whole of building consent system and supports the breadth of the review.

Background

Western Bay of Plenty District Council is a territorial local authority covering approximately 195,000 hectares. The population of the district is currently around 58,000. Towns in the District include Te Puke Ōmokoroa, Katikati, Waihi Beach, Maketu and Pukehina.

We are a fast-growing district, and our population is expected to exceed 70,000 by 2041. We are classified as a 'Tier one' Council in terms of the Nation Policy Statement on Urban Development. We are currently progressing the Medium Density Residential Standards (MDRS) plan change which will enable more medium density developments and we expect this will impact building consent numbers and complexity.



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The resource consents for Stage 1 of the Rangioru Business Park (35 hectares) have now been granted, and we are expecting multiple industrial and commercial applications for building consent to follow. The Business Park will eventually be a total of 148 hectares.

In the year to June 2023, we processed 992 building consents. The Western Bay of Plenty sub-region is one of the fastest growing areas in New Zealand. The need to deliver growth and providing efficient and effective building control services is well understood by Council.

Submission points

Our submission points are set out below, in response to the questions posed by the consultation.

We are more than happy to discuss any matters for clarification or to expand further.

Yours sincerely,

A handwritten signature in black ink that reads "James Denyer".

James Denyer
Mayor
Western Bay of Plenty District Council



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P 07 571 8008
E customer.service@westernbay.govt.nz
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Promoting competition in the building regulatory system

Questions about promoting competition in the building regulatory system		
1	What options are more likely to promote and give competition more prominence in the building regulatory system and its decision-making, given the costs and risks?	<p>It is difficult to see how the role of promoting competition among the building system is a role for building consent authorities.</p> <p>It is important for Councils to maintain a sense of neutrality across the building consent process and any promotion of competition may be perceived as Council not meeting this duty and favouring a particular supplier.</p>
2	Are there other regulatory and non-regulatory options that would promote and give competition more prominence in the building regulatory system and its decision making	<p>Currently, the assessment of products used in consent applications is onerous. It requires a risk-based assessment by the building consent authority and with the introduction of multiple new products (with no consenting history) every year and the inability to rely on warranties the need to get it right is paramount.</p> <p>The creation of a national product certification system and/or register by MBIE would provide significant use to building consent authorities and enable quicker decision making.</p> <p>In addition to this, it is suggested that the process around the supply of statements of conformity to the Building Code could be improved. It is recommended that this process is reviewed in order to make it more independent.</p>
3	What other options or potential combinations would work together to give effect to competition	See answer to question 1 above.



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P 07 571 8008
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	as an objective in the building regulatory system?	
4	Do you agree with MBIE's preferred approach to progress options 2 (introduce competition as a regulatory principle) and 4 (issue guidance on promoting competition) as a package? Please explain your views.	The promotion of competition is ultimately the role of the Commerce Commission and the introduction of it as a regulatory principle and producing guidance around it does not change this.



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 P 07 571 8008
 E customer.service@westernbay.govt.nz
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Removing impediments to product substitution and variations

Questions about removing impediments to product substitutions and variations	
<p>5</p>	<p>Do you agree with MBIE's preferred approach to progress all the options to improve product substitutions and variations (including for MultiProof) together as a package? Please explain your views.</p> <p>While we support the creation of greater efficiencies across the building consent system however have identified some risks around the proposed options.</p> <p>Compatibility of products There appears to be no consideration of how products work together and how this can be considered when a product is substituted for another. The risk of product clashes needs to be considered in this context. It should be noted that some products work as a 'system' and part of the system cannot be a simple substitution.</p> <p>Zones As above there appears to be no consideration of a particular products suitability for the durability zone in which it is being used.</p> <p>The above matters need to be addressed before any type of product substitution is progressed.</p>
<p>6</p>	<p>What impacts will the options regarding product substitution and variations to consents have? What are the risks with these options and how should these be managed?</p> <p>The definitions of 'minor variation' and 'deviate significantly' need to be made clearer. Would these apply to specific situations or a specific product?</p> <p>The scope of this change needs to be narrowed while ensuring that any liability to Building Control Authorities is reduced as much as possible.</p>
<p>7</p>	<p>What impacts will the options regarding MultiProof have? What</p> <p>Council supports the use of the MultiProof system and encourages greater use of it across the sector. It is recommended that</p>



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	<p>are the risks with these options and how should these be managed?</p>	<p>MBIE promote the system more and look at ways it can be made more accessible with an easier pathway for 'sign up'.</p> <p>We are generally supportive of options 1 and 2 and suggest that this may encourage more developers to use the MultiProof system.</p>
<p>8</p>	<p>Are there any other options to improve the system and make product substitutions and variations to consents, and MultiProof, more effective and efficient?</p>	<p>The creation of a national product certification system and/or register by MBIE would provide significant use to building consent authorities and enable quicker decision making.</p>



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Strengthening roles and responsibilities

Questions about options to clarify roles and responsibilities and strengthen accountability		
9	Do you agree with MBIE’s preferred approach to progress options 1 (guidance) and 2 (declaration of design compliance requirement) as a package? Please explain your views.	<p>Yes, while certain roles and responsibilities are already made clear in the Act, additional guidance would provide the necessary information to fill any gaps.</p> <p>Building consent authorities are only part of the approach to provide assurance. Assurance begins with good quality design, followed by quality workmanship.</p>
10	Should there be a requirement for a person to be responsible for managing the sequencing and coordination of building work on site (option 3)? Please explain your views.	<p>A person to manage the sequencing and coordination of building work on site would be beneficial and mean that building inspectors would have someone specific to talk to.</p> <p>It is suggested that the existing site licence provisions could be utilised for this purpose.</p>
11	What are the risks with these options and how should these be managed	<p>There is a risk that one person being responsible for the sequencing of events may become solely liable for everything and viewed as potential ‘scapegoat’.</p> <p>Provisions need to be put in place to safeguard the role and that on person to ensure that liability sits across the wider build and building companies are still held accountable.</p>
12	Do you agree the declaration of design compliance should be submitted by a person subject to competency assessments and complaints and disciplinary processes? Please explain your views.	<p>Yes, competency of designers is a key area where improvements could be made.</p> <p>Currently, there is no requirement around what level of building a designer can undertake work on. This is resulting in the building consent authority having to manage any anomalies through the consent process.</p>



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E customer.service@westernbay.govt.nz
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		This is not the role of the building consent authority, and the onus should be on the designer to provide the requisite evidence in line with the building code.
13	What information should be provided in a declaration of design compliance? Would the detail and type of information required in Form2A (Certificate of design work) be sufficient?	<p>A declaration of design compliance should state how the design is complying with the Building Code. Currently, compliance with the building code appears to be seen as an individual rather than a shared responsibility. Requiring more parties to state how their work applies to the code will help lift the standard.</p> <p>Form2A is currently very generic and does not provide enough detail for the building consent authority to rely on. The declaration of design compliance could help improve this.</p>
14	Should the declaration of design compliance replace the certificate of design work (for restricted building work)? Please explain your views.	Potentially yes, as per above answers.
15	When might a design coordination statement be required? What should be the responsibilities and accountabilities of the person providing the design coordination statement?	The design coordination statement should provide tangible evidence of a person's qualifications to undertake design at the level aligned with what is proposed in the application.
16	Should there be restrictions on who can carry out the on-site sequencing and	The person carrying out the on-site sequencing should be suitably qualified. The site licence provisions could be expanded to include different categories



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	coordination role? Would the site licence be sufficient to fulfil this function?	of building NCA levels in order to meet this. Any competency relating to a site licence needs to be independently assessed not self nominated or declared.
17	What other options should be considered to clarify responsibilities and strengthen accountability?	There is currently the expectation that the building consent authority is responsible for picking up every issue and problem. The building consent is seen as a guarantee that absolutely everything is complied with and is free of defects. This over reliance on building consent authorities' leads to a disproportionate amount of responsibility on them, which should not be the case. We continue to support a change to the current liability settings. Liability and responsibility are critical as ensure that everyone is on the same path. As it stands, it appears that parts of the industry are aware of their ability to opt out of their responsibility.

Producer statements

Questions about producer statements		
18	Do you agree with MBIE's preferred approach to progress option 2 (non-prescriptive legislation and guidance)? Please explain your views.	We support the provision of guidance around this topic. Guidance is a powerful tool and coupled with a degree of prescription helps avoid ambiguity.
19	What should be the purpose of producer statements and what weight should be given	Producer statements should be able to be relied upon and provide building consent authorities with the appropriate level of assurance.



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	to them?	It is recommended that incorporating producer statements back into the Building Act should be considered.
20	Should there be restrictions on who can provide a producer statement? Please explain your views.	Producer statements should be provided by those who are suitably qualified. Evidence of this could be included as part of the statement. However, it should not be the role of the building consent authority to assess an individual's qualifications. What is required should be prescribed and managed by MBIE.
21	What is the appropriate criteria to assess the reliability of producer statements?	<p>The qualification and level of insurance/indemnity of those making the producer statements should be included as part of the criteria.</p> <p>The level of cover set out in a producer statement should be appropriate for the scale of the job being undertaken. It would be helpful for this this to be something that could be considered by the building consent authority when assessing producer statements as this shows that they are placed to undertake the type of work set out in the statement and therefore providing further assurance.</p> <p>It would be helpful for a central register to be created. Those on the register should meet the prescribed competency and hold the appropriate level of insurance cover.</p>
22	What other risks need to be managed?	There doesn't appear to be consideration for how problematic producer statement authors can be managed. There needs to be a system in place to manage poor performance and a mechanism for where Council can raise concerns about a particular producer statement author with



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		avenues for investigation and/or independent review.
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New assurance pathways

Question about taking a more risk-based approach under current settings		
23	What extent would MBIE guidance assist building consent authorities to better take a risk-based approach under existing regulatory settings?	<p>A risk-based approach is already adopted by most building consent authorities however the currently liability settings remain a major barrier and without a change to these the management of risk remains disproportionately with building consent authorities. Guidance from MBIE assisting building consent authorities to better take a risk-based approach would be helpful.</p> <p>Currently, there is a limited evidence base which building consent authorities can rely on to support decisions made in relation to risk-based assessments. For example, IANZ assessors can sometimes take a narrow view of risk-based assessments so being able to rely on guidance from MBIE on this would be useful. It is recommended that any promotion of a risk-based approach needs to be across the sector.</p>

Question about options for self-certification		
24	To what extent would self-certification align assurance with risk levels and sector skills?	<p>While there is merit in the idea of self certification, an appropriate system needs to be put in place and managed by MBIE. The creation of a register of who can provide self certification and details of their insurance would help provide the</p>



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		<p>assurance needed.</p> <p>Building consent authorities need to be assured that they won't be held responsible or liable for errors and misconduct beyond their control.</p>
25	<p>MBIE has identified three desired outcomes for certification (high confidence that work complies with the Building Code, remedy for non-compliant work and that careless or incompetent certifiers are identified and held to account). Do you agree with the three proposed outcomes and the means to meet these outcomes? Please explain your views.</p>	<p>We are supportive of the three outcomes however suggest that mechanisms need to be put in place for building consent authorities to be able to raise complaints and concerns about incompetent certifiers.</p> <p>It is suggested that Section 19 of the Building Act needs to include reference to self-certification.</p>
26	<p>What are the potential risks for self-certification and how should these be managed? Is there any type of work that should not be able to be self-certified?</p>	<p>Insurance remains a risk and self certification may start to be recognised as a risk. Consideration of a central liability fund through levy of members or insurance underwritten by central government may wish to be considered.</p>



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E customer.service@westernbay.govt.nz
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Commercial consent

Questions about the option of a new commercial consent process		
27	To what extent would the commercial consent process align assurance with risk levels, the respective skills of sector professionals and building consent authorities?	<p>The commercial sector is best placed to manage its own risk. However, building consent authorities still provide value in this space and should maintain involvement in an audit capacity.</p> <p>It is recommended that the installation of passive fire systems and any other specialised sub-trades needs to be regulated and managed.</p>
28	Would it enable a more agile and responsive approach to dealing with design changes as construction progresses? Please explain your views.	As above.

Questions about the design considerations for the commercial consent process		
29	What should be the scope of the commercial pathway? Should it be mandatory for Commercial 3 buildings and voluntary for Commercial 1 and 2 buildings? Please explain your views.	<p>Commercial 3 and potentially Residential 3 consents could potentially be delegated to a more appropriate taskforce, rather than left the existing in building consent authorities.</p> <p>Building consent authorities continue to add value to Commercial 1 and 2 building consent processes.</p>
30	Do you agree with the proposed roles, responsibilities and	If these pathways were to progress the liability of the building consent authority needs to remain clear throughout.



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	accountabilities? Please explain your views.	
31	What would be the risks with the commercial consent pathway and how should they be managed? Please comment on entry requirements, site coordination, overall responsibility for the quality assurance system, third party review and what (if any) protections would be needed for owners of commercial buildings.	There is a risk that this change will shift a significant amount of risk to the private sector without considering changes to liability settings first.

Question about options for new pathways to provide assurance		
32	Do you agree with MBIE's preferred approach to progress policy work on the detailed design of the two new assurance pathways, repeal the inactive risk-based consenting provisions in the Building Amendment Act 2012 and issue guidance for building consent authorities? Please explain your views.	<p>This option covers a significant change that requires further consideration.</p> <p>Workshops with MBIE and Council representatives may be helpful to help facilitate this</p>



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 E customer.service@westernbay.govt.nz
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Better delivery of building consent services

Questions about providing greater national direction and consistency	
<p>33</p>	<p>Which options would best support consistency and predictability given costs, risks and implementation timeframes? Please explain your views</p>

There are benefits to all of the options outlined however barriers to overcome, these are outlined below:

Option 1 – Councils currently set their own processes and get audited on these. While nationally consistent processes and requirements would benefit the wider consenting process there is a risk that a monopoly could be created. To reduce this it is recommend hat the process is overseen by MBIE.

It should be noted that to some extent option 1 is already happening with some organisations in the private sector and clusters of building control authorities joining together to create greater efficiencies.

Option 2 – we welcome a review of the building consent application and processing systems currently in use in order to identify a national approach. Again, a monopoly in this space has already been created and as a result costs have risen considerably. We encourage the leadership of MBIE to consider the use of systems and technology as there is a need for greater consistency around this.

Option 3 – Remote inspection technology is okay in theory for a low-level inspection however it has not saved time and does result in reduced quality. In addition, it is limited by mobile coverage which given



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		<p>the nature of remote inspections is problematic.</p> <p>Remote inspections should not be mandatory. Remote accessibility is restricted in a lot of places across New Zealand, and it should ultimately be up to the Building control authority to use this function as a choice.</p> <p>Option 4 – Training costs for building control authorities have risen considerably recently and while Council has instigated a Cadet programme to stop gap the shortage of natural resource a centralised training may be the solution.</p> <p>It is difficult for building control authorities to find the appropriate resource for suitable staff to train and manage these types of programmes. It could be better managed by Central Government and would contribute significantly to the consistency of training across building control authorities.</p> <p>Monopolisation of training is a risk to council. Current providers including BOINZ charge exorbitant fees for training which is prohibitive to councils to use to train the appropriate number of staff.</p>
34	What other costs and risks need to be considered?	The risk of monopolisation of certain aspects of the building consent system needs to be considered in addition to the to building consent authorities.
35	Are there any other options that would support consistency and predictability?	It is recommended that to ensure consistency and reduce the risk of monopolisation, these systems are managed by MBIE.



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1484 Cameron Road,
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E customer.service@westernbay.govt.nz
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		It is also recommended that competency assessments for building control officers are also centralised and managed by MBIE.
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Questions about boosting capacity and capability		
36	Which options would most alleviate capacity and capability constraints given costs, risks and implementation timeframes? Please explain your views.	<p>Sector workforce capacity and capability constraints are significant. There is a significant skill shortage across the building industry, and we support initiative to help boost capacity and capability. Given this, Option 3 is the best option to alleviate these constraints.</p> <p>Some Councils already work alongside each other to share information and resource however option 3 would ensure a more consistent approach is taken nationally.</p> <p>We support the idea of specialist expertise being available for Councils to utilise when looking for help on a particular subject.</p> <p>It should be noted that timeframes are not just the responsibility of building consent authorities alone and the wider industry needs to be held accountable to meet their respective timeframes too. The use of technology could help this.</p>
37	What other costs and risks need to be considered?	<p>The lack of streamlined technology across the building consent process remains a barrier and needs to be seriously considered to create efficiencies and alleviate the above constraints.</p> <p>The new applicant portal utilised by many</p>



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		Councils is an example of the way technology can benefit the wider consent system as it has created greater transparency for owners to see the status of their application and where there may be any delays in the system.
38	Are there any other options that would alleviate capacity and capability constraints?	Option 3 + streamlined technology.

Questions about achieving greater economies of scale		
39	What are the biggest barriers to voluntary consolidation? How could these be overcome?	<p>The major barriers to voluntary consolidation are as follows:</p> <ul style="list-style-type: none"> • Public perception – applicants like to know that inspections are being carried out by local people with local knowledge and expertise. • Geography: The location of offices and the time it takes to travel to sites is a barrier. • Resource – the capacity for building control authorities to manage a voluntary consolidation is a barrier. • Systems – different councils have different systems and there will be a significant cost to amalgamate these in the event of a voluntary consolidation.
40	Which options would best support building consent authorities to achieve greater economies of scale given costs, risks and implementation timeframes? Please explain your views.	Option 2 – The creation of a national body to undertake large scale consents relating to central government infrastructure projects, packhouses, factories etc would significantly support a building consent authorities' ability to achieve greater economies of scale.



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41	What other costs and risks need to be considered?	The creation of a national building consent authority carries the risk of resource being diverted away from existing building consent authorities.
42	Are there any other options that would support building consent authorities to achieve greater economies of scale?	<p>The submission points outlined above set out several options that would support building consent authorities to achieve greater economies of scale. A summary of these is set out below:</p> <ul style="list-style-type: none"> • Self certification • Commercial consents pathways • Creation of a product register • The creation of a national body to undertake large scale consents relating to central government infrastructure projects, packhouses, factories etc would significantly support a building consent authorities' ability to achieve greater economies of scale. <p>It is also recommended that a centralised alternative solution register is explored. This would help building consent authorities with decision making and the processing of consents and should also include information about products and systems that are not working. Further support of information sharing across building consent authorities is set out below.</p>



Western Bay of Plenty District Council
1484 Cameron Road,
Greerton, Tauranga 3112
P 07 571 8008
E customer.service@westernbay.govt.nz
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Better performance monitoring and system stewardship

Questions about system stewardship		
43	<p>Will these initiatives enable MBIE to become a better steward and central regulator and help achieve the desirable outcomes? Please explain your views.</p>	<p>Yes.</p> <p>The primary focus of the building consent system should be to provide assurance that good quality, safe, healthy, and resilient buildings are built. It is Central Government’s responsibility is to provide this assurance through monitoring Building Control Authorities, builders, and product performance; evaluation; performance reporting; policy advice; policy and operation design; legislative design; information provision; standard setting and capability building.</p> <p>Central Government should continue to lead the regulation and certification of products and should provide compliance that are clear for modern methods of construction.</p>
44	<p>What initiatives should be prioritised and why?</p>	<p>See question 42</p>
45	<p>What else does MBIE need to do to become a better steward and central regulator?</p>	<p>There is a general desire from Building Consent Authorities for MBIE to take greater ownership across the consenting landscape. This includes but is not limited to the provision of guidance, training, templates, and the development of acceptable solutions. Some further specific examples are set out below:</p> <p>Product register As outlined above the creation of a product register would hugely benefit building control authorities.</p> <p>Systems/technology</p>



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1484 Cameron Road,
Greerton, Tauranga 3112
P 07 571 8008
E customer.service@westernbay.govt.nz
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		<p>Establishing processes and creating greater consistency and control of systems and technology used across the consenting process would also hugely benefit building control authorities.</p> <p>Sharing of data It is recommended that MBIE make better use of determinations made. Determination numbers, timeframes and outcomes could provide useful information about where training is needed and where clarification or legislative change is required.</p> <p>In addition, we would appreciate analysis of request for information to identify areas for further education, training, guidance templates, or development of acceptable solutions.</p> <p>As stated in previous submissions, it would also be useful to see a record of the number of pass/fails and reasons for failure. This information would be useful for training purposes and to build confidence and trust in the system. Being able to see other building consent authorities reasoning and rationale for approval and exemptions would be valuable.</p> <p>Ultimately, the sharing of data, information and decisions will help lift the standard nationally.</p>
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 1484 Cameron Road,
 Greerton, Tauranga 3112
 P 07 571 8008
 E customer.service@westernbay.govt.nz
 westernbay.govt.nz

Better responding to the needs and aspirations of Māori

Questions about options to better respond to the needs and aspirations of Māori		
46	Will these options help address the issues that Māori face in the building consent system? Please explain your views.	<p>The Building Consent process, in its current format, does not work for the development of Māori owned land.</p> <p>The Building Code process needs to be reviewed in relation to multiple owned land. Multiple owned land does not carry the same level of risk as Unit titled land, as it cannot be on sold in the same way.</p> <p>While there is merit in each option, they will not address the constraints that exist outside of the building consent process including lending for multiple owned land, landowner consent issues, Māori land Court processes, district planning requirements and building code requirements relating to fire safety and its application to Marae.</p>
47	Which of the three options identified would have the most impact for Māori? Please explain your views.	<p>Option 1 – A lot of Councils are already undertaking the role of navigator between building consent teams and Māori in the context of Māori land and Marae. These relationships are already established, and the navigator role may not be necessary.</p> <p>Option 2 – The main barrier for many council teams who have Te Ao Māori expertise is bridging the gap between this and the need for technical knowledge around Building Act requirements. The development of a new centre of excellence may help with reducing this barrier.</p> <p>Option 3 – Further guidance for building</p>



Western Bay of Plenty District Council
1484 Cameron Road,
Greerton, Tauranga 3112
P 07 571 8008
E customer.service@westernbay.govt.nz
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		control authorities is welcomed however it is suggested that it is also needed for applicants to provide a more rounded approach.
48	What are the risks with these options and how should they be managed?	There is a risk that the options will result in a 'one size fits all' approach which would not benefit Māori.
49	Where should the navigator role sit and what responsibilities should it have? Should it include assisting Māori through the wider building process?	As outlined above, this role is already being undertaken by a lot of Councils and may not be necessary.
50	What should be the scope, function, and responsibilities of the centre of excellence? What participation should Māori in the workforce have in this centre of excellence?	The centre of excellence should compliment existing processes and provide the technical knowledge around building consent processes.
51	What other options to improve the system and make it more responsive to Māori needs and aspirations should be considered?	As outlined above, it is recommended that an acceptable solution for fire safety design at Marae is created to provide greater efficiencies in this area. Life safety and IQP processes are currently a significant financial cost to Marae.



Western Bay of Plenty District Council
1484 Cameron Road,
Greerton, Tauranga 3112
P 07 571 8008
E customer.service@westernbay.govt.nz
westernbay.govt.nz

Addressing the interface between the building and resource consent systems

Question about addressing the interface between the building and resource consent processes		
52	<p>What other options to address the issues arising from overlaps between the building and resource consent processes should be considered?</p>	<p>As it currently stands there is a distinct disconnect between the building and resource consent processes.</p> <p>Natural hazards and climate change The different treatment of natural hazards between these two processes is particularly problematic. While the resource consent system bases its treatment of natural hazard on the District Planning maps the building consent process uses GIS mapping. In addition, it appears processes base decisions on different modelling scenarios with resource consents requiring 1 in 100 years and building consents requiring 1 in 50 years.</p> <p>Both of these factors can result in inconsistencies across applications and lead to poorer outcomes for applications and Councils alike.</p> <p>Terminology Aligning the terminology used between the two processes would help build understanding.</p> <p>Project information memorandums Project information memorandums (PIM) are undertaken by our Council regardless of whether they are requested by the applicant or not. They form the basis of all decision making throughout the building consent process.</p>



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1484 Cameron Road,
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P 07 571 8008
E customer.service@westernbay.govt.nz
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		<p>Better use of these documents may help bridge this disconnect through assisting applicants with better management of the sequencing of events throughout the course of application. In particular, the use of a PIM would ensure that if a resource consent is required, it is completed prior to a building consent application being lodged.</p> <p>Education Further education around these processes may also help bridge the disconnect. While a range of resources are already available to applicants including access to GIS systems and the opportunity for a pre-application meeting confusion around the purpose of the processes continues to exist.</p>
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General

General comments		
53	Do you have any other comments?	We are more than happy to discuss any matters for clarification or to expand further.

10.2 SUBMISSION ON CRITICAL INFRASTRUCTURE PHASE ONE CONSULTATION**File Number:** A5678085**Author:** Katy McGinity, Senior Policy Analyst**Authoriser:** Rachael Davie, Deputy CEO/General Manager Strategy and Community**EXECUTIVE SUMMARY**

For the information of the Strategy and Policy Committee, this report presents a submission made by Western Bay of Plenty District Council on the following matter:

- a) Submission on Strengthening the Resilience of Aotearoa New Zealand's Critical Infrastructure System phase 1 consultation.

RECOMMENDATION

1. That the Senior Policy Analyst's report dated 28 September 2023 titled 'Submission on Critical Infrastructure Phase One Consultation' be received.
2. That the submission, shown as **Attachment 1** to this report, be received by the Strategy and Policy Committee and the information noted.

ATTACHMENTS

1. **Submission on Strengthening the Resilience of Aotearoa New Zealand's Critical Infrastructure System phase 1 consultation**  



Western Bay of Plenty District Council
1484 Cameron Road,
Greerton, Tauranga 3112
P 07 571 8008
E customer.service@westernbay.govt.nz
westernbay.govt.nz

4 August 2023

National Security Group
Department of the Prime Minister and Cabinet
Level 8 Executive Wing, Parliament Buildings,
Wellington 6021
New Zealand

Consultation: Strengthening the resilience of Aotearoa New Zealand's critical infrastructure system

By email: infrastructureresilience@dpmxc.govt.nz

Name: Mayor Denyer
Organisation: Western Bay of Plenty District Council
Postal Address: Private Bag 12803, TAURANGA 3143
Daytime telephone: 0800 926 732
Email address: katy.mcginity@westernbay.govt.nz

Strengthening the resilience of Aotearoa New Zealand's critical infrastructure system

We appreciate the opportunity to provide feedback to strengthen the resilience of Aotearoa New Zealand's critical infrastructure system.

We note that there was limited engagement with local government on this consultation. This is disappointing given the sector is a provider of several pieces of critical infrastructure currently including the three waters and roads.

Background

Western Bay of Plenty District Council is a territorial local authority covering approximately 195,000 hectares. The population of the district is currently around 58,000. Towns in the District include Te Puke Ōmōkoroa, Katikati, Waihī Beach, Maketu and Pukehina. We are a fast-growing district, and our population is expected to exceed 70,000 by 2041.

The district has approximately 910km of sealed roads, 163km of unsealed roads and 1073km of network connections to state highways. In addition to



Western Bay of Plenty District Council
1484 Cameron Road,
Greerton, Tauranga 3112
P 07 571 8008
E customer.service@westernbay.govt.nz
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this we currently provide 146.1km of stormwater pipes, 7 stormwater pump stations, over 60 wastewater pump stations and 10 water treatment plans.

We provide a significant amount of infrastructure and understand first hand the impact recent events have had on our networks ability to respond to the needs of our communities.

Submission points

Western Bay of Plenty District Council supports the points set out in the submission of Taituarā (Local Government Professionals Aotearoa) on this matter and provides the following additional comments identified as important to our District:

Climate change

Climate change is identified as one of four global megatrends posing challenges for our critical infrastructure system. We agree with this assessment, however, submit that climate change is already (not will) having direct and indirect impacts on our infrastructure.

Our district, like many others, has experienced these impacts firsthand multiple times this year alone with extreme weather events impacting infrastructure across the district including bridges and roads.

It should be noted that Councils and communities across Aotearoa are already undertaking planning in response to climate change, and this needs to be considered as part of this process alongside local government.

As a Council we have recently undertaken exposure assessments on key pieces of Council owned infrastructure in order to prioritise assets where further work on options to improve resilience will be undertaken. This will inform our asset management approach and Infrastructure Strategy going forward. Many coastal communities are considering their own responses to climate change with many considering developing climate change adaption plans, and the possible use of a Dynamic Adaptive Policy Pathways (DAPP).



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1484 Cameron Road,
Greerton, Tauranga 3112
P 07 571 8008
E customer.service@westernbay.govt.nz
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Communities are what drive emergency responses and any planning around resilience needs to consider what they are already doing and aspire to achieve.

Affordability

The financial implications of enhancing infrastructure resilience are high. There appears to be limited information around the financial aspects and/or associated costs of the proposed changes in the consultation document.

As set out in the Taituarā submission, any funding supplied by central government comes from the taxpayer and in the local government context, the ratepayer. Rates affordability is already a key issue for many households.

The affordability of any proposals must be a key factor that is considered.

Minimum resilience standards

When setting minimum reliance standards, consideration also needs to be given to the presence and design of infrastructure and its impact on the environment (not just the environment's impact on infrastructure).

In addition, it is recommended that the assets' location and factors such as managed retreat also needs to be considered to inform any decision making.

We are more than happy to discuss any matters for clarification or to expand further.

Yours sincerely,

A handwritten signature in black ink that reads "James Denyer".

James Denyer
Mayor
Western Bay of Plenty District Council

10.3 SUBMISSION ON GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT 2024**File Number:** A5694217**Author:** Katy McGinity, Senior Policy Analyst**Authoriser:** Rachael Davie, Deputy CEO/General Manager Strategy and Community**EXECUTIVE SUMMARY**


For the information of the Strategy and Policy Committee, this report presents a submission made by Western Bay of Plenty District Council on the following matter:

- (a) Government Policy Statement on Land Transport 2024.

RECOMMENDATION

1. That the Senior Policy Analyst's report dated 28 September 2023 titled 'Submission on Government Policy Statement on Land Transport 2024' be received.
2. That the submission, shown as **Attachment 1** to this report, be received by the Strategy and Policy Committee and the information noted.

ATTACHMENTS

1. **GPS Land Transport 2024-34 - Final Submission** 



Western Bay of Plenty District Council
1484 Cameron Road,
Greerton, Tauranga 3112
P 07 571 8008
E customer.service@westernbay.govt.nz
westernbay.govt.nz

15 September 2023

Te Manatū Waka (Ministry of Transport)
PO Box 3175
Wellington 6140
New Zealand
By email: GPS@transport.govt.nz

Name: Mayor Denyer
Organisation: Western Bay of Plenty District Council
Postal Address: Private Bag 12803, TAURANGA 3143
Daytime telephone: 0800 926 732
Email address: katy.mcginity@westernbay.govt.nz

Draft Government Policy Statement on land transport 2024/25–2033/34

We appreciate the opportunity to provide feedback on the Government Policy Statement on Land Transport (GPS). We don't wish to appear to speak to our submission.

The Western Bay of Plenty District Council generally supports the submissions of Taituarā and the Bay of Plenty Regional Transport Committee. There are several additional comments we wish to raise and emphasise for your consideration.

Background

Western Bay of Plenty District Council is a territorial local authority covering approximately 195,000 hectares. The population of the district is currently around 58,000. Towns in the district include Te Puke, Ōmokoroa, Katikati, Waihī Beach, Maketu and Pukehina. We are a fast-growing district, and our population is expected to exceed 70,000 by 2041.

The district has approximately 915km of sealed roads, 157km of unsealed roads and 1073km of network connections to state highways. We provide a significant amount of roading infrastructure and have experienced first hand the impact of recent weather events on our network. In the year-to-date, emergency works alone have cost upwards of \$20 million well above the annual average of less than \$1 million.



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1484 Cameron Road,
Greerton, Tauranga 3112
P 07 571 8008
E customer.service@westernbay.govt.nz
westernbay.govt.nz

Council has an integral role in responding to the needs of our communities and the burden of increasing costs coupled with a constrained labour market has resulted in additional pressure being felt. Local government needs support from central government in order to provide the necessary levels of service to our communities and ensure safe access is maintained across the network.

Submission points

The below sets out in more detail our individual submission points.

Strategic priorities

We are supportive of the strategic priorities set out in the plan. These align well with the current Bay of Plenty Regional Land Transport Plan and also reflect Council's strategic goals agreed through the development of our Transportation Activity Plan. However, as also mentioned below, it is recommended that further thought is given to aligning the strategic priorities and activity funding classes. We would prefer to see a more direct correlation between the two to increase visibility of where the funding is going.

Strategic Investment Package

The plan sets out the strategic projects to guide National Land Transport Programme (NLTP) development. It is disappointing to see most of the key transport routes in the Western Bay of Plenty excluded from this list.

State Highway 29

While it is encouraging to see Tauranga to Tauriko – SH29 included as a key project, these enabling works sit primarily outside of our roading network and it is recommended that this project be extended to consider the entire SH29 corridor over the Kaimai Ranges and connecting to SH1.

Capacity improvements on SH1 network in the Waikato have caused an increase in the volume of traffic on SH29 with more people choosing to travel via this route. This is expected to continue to increase with the signalling of Cambridge to Piarere – SH1 as a key project.

Increased volumes of traffic on this nationally strategic route have raised concerns in terms of safety, access, and economic productivity. This route



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1484 Cameron Road,
Greerton, Tauranga 3112
P 07 571 8008
E customer.service@westernbay.govt.nz
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provides an essential link for economic access given its role connecting the Port of Tauranga to the areas of production in the region and inter-regionally to the Waikato and wider country. We wish to see improvements made to this route to mitigate these concerns including treatments to support the strategic status of this route. By way of example this would include, but is not limited to, capacity and safety improvements such as four laning, intersection upgrades (including safety treatments for intersections with local roads) and separated lanes.

State Highway 2

State Highway 2 is deemed one of the least safe stretches of road in New Zealand and we would hope that the continued prioritisation of safety through the strategic priorities would result in the appropriate investment being made to improve this. We acknowledge the works undertaken so far and are pleased to see the safety improvements made or underway, however there is still much needed to be completed.

We seek assurance that SH2 projects between Tauranga and Waihi, that address safety and capacity issues, continue to be prioritised and funded. In particular stage 2 of the Takitimu North Link including the Ōmokoroa Road/SH2 Interchange, SH2 Ōmokoroa Intersection improvements, SH2 Waihi to Ōmokoroa (Safer Corridor) and SH2 Katikati Urban (previously Katikati Bypass).

These projects should not be considered as just four-laning projects, but projects to deliver safety and facilitate modal shift in the wider peri-urban environment. They will support the introduction of reliable public transport to growth areas, enable housing, improve freight reliability and increase community wellbeing.

Rail

We are supportive of further investment in rail networks and the utilisation of rail corridors for the movement of freight in order to help remove heavy vehicles from the roading network. While efforts have been made to expand the activity class to include freight utilisation, we wish to see greater emphasis and more funding allocated to this. Investigation of passenger rail (both inter-regional and commuter services) in our district is also important to support longer term growth and modal shift.



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1484 Cameron Road,
Greerton, Tauranga 3112
P 07 571 8008
E customer.service@westernbay.govt.nz
westernbay.govt.nz

We also recommend that funding be assigned to improving the safety of level crossings across New Zealand.

Investment in land transport

We strongly support the proposed substantial increase in the funds available in the National Land Transport Fund (NLTF) and that Network maintenance and asset renewal activities be undertaken to minimise future costs.

We suggest that it would be helpful for the previous year's level of funding to be included in the draft document in order for a comparison of funding levels to be undertaken.

Activity Class – Funding ranges

We are supportive of the NLTF activity classes largely following on from the GPS 2021, with the addition of the new activity class of inter-regional public transport. However, we seek further clarification on two aspects.

Firstly, guidance is sought on how it is envisioned that the partnerships between entities would work for this new activity class. It is submitted that a consistent approach across the country must be taken and therefore further guidance is required.

Secondly, clarification is sought on who will be able to access the funding under the new activity class. Typically, we have been able to access funding for public transport infrastructure such as bus shelters through the low-cost low-risk work category under the local road improvements activity class. Assurance is sought that we will still be able to access funding for these types of projects with the creation of the new activity class.

In addition, as mentioned above it is recommended that further thought is put around aligning the strategic priorities and activity funding classes in order for there to be a direct correlation between the two in order to increase visibility of where the funding is going.

Safety activity class

We are supportive of funding being reallocated from Road to Zero to the state highway and local road improvements activity class. This change will



Western Bay of Plenty District Council
1484 Cameron Road,
Greerton, Tauranga 3112
P 07 571 8008
E customer.service@westernbay.govt.nz
westernbay.govt.nz

make it easier for Council to undertake safety improvements alongside other pieces of work which leads to a more efficient work programme.

Resilience

We are supportive of resilience being included as a strategic priority and further investment to enable the transport system to be better placed to cope with natural and anthropogenic hazards. However, we seek clarification on where in the NLTF activity classes resilience sits and confirmation that it is the intention for it to span multiple activity classes.

It is also recommended that consideration is given to the creation of a well-defined work category for resilience investment. This would enable resilience improvements funding to sit alongside other work categories and be used on preventative interventions before an event takes place (or for non qualifying emergency works post events). This proactive approach would result in efficiencies across the network and equip the network to be better prepared for the types of weather events we have recently experienced instead of reacting and undertaking emergency work after the event.

Activity class spend – local road

We are strongly supportive of the increased funding made available for local road improvements and local road maintenance. We welcome any additional funding made available to enable us to deliver the customer levels of service necessary for our district. While we are supportive of and work to facilitate the provision of public transport, however we note that the proposed funding range for public transport infrastructure (improvements) is significantly higher than the local road improvements activity class.

It is suggested that further consideration is given to the many rural communities who do not receive the full benefit of public transport services in their areas and request increased funding be allocated for local road improvements and maintenance as opposed to public transport infrastructure.

Walking and Cycling Improvements

We continue to support and recognise the role walking and cycling plays in land transport and the opportunities it presents. We request that this continue to be prioritised.



Western Bay of Plenty District Council
1484 Cameron Road,
Greerton, Tauranga 3112
P 07 571 8008
E customer.service@westernbay.govt.nz
westernbay.govt.nz

We are pleased to see continued development of the New Zealand Cycle Network included in the GPS as its own activity class. We continue to progress projects in our district. Projects such as these not only connect communities, but also develop healthier communities and bring economic growth.

We are more than happy to discuss any matters for clarification or to expand further.

Yours sincerely,

A handwritten signature in black ink that reads "James Denyer".

James Denyer
Mayor
Western Bay of Plenty District Council

10.4 SUBMISSION ON WESTERN BAY OF PLENTY DEVELOPMENT PLAN: MAJOR CAPEX PROPOSAL LONG-LIST CONSULTATION

File Number: A5723010

Author: Tracey Miller, Strategic Advisor Resource Management

Authoriser: Rachael Davie, Deputy CEO/General Manager Strategy and Community

EXECUTIVE SUMMARY

For the information of the Strategy and Policy Committee, this report presents a submission made by Western Bay of Plenty District Council on the following matter:

- (a) Transpower's Western Bay of Plenty Development Plan: Major Capex Proposal long list for consultation.

RECOMMENDATION

1. That the Strategic Advisor Resource Management's report dated 28 September 2023 titled 'Submission on Western Bay of Plenty Development Plan: Capex Proposal long-list consultation' be received.
2. That the submission, shown as **Attachment 1** to this report, be received by the Strategy and Policy Committee and the information noted.

ATTACHMENTS

1. **Submission on Transpower's WBOP Development Plan long list**  

Western Bay of Plenty Development Plan: Major Capex Proposal long-list consultation

Specific questions

We have developed specific questions, which are throughout the consultation paper and consolidated below. These are intended to help you respond to our consultation, but you are not obliged to answer any or all of these questions and are welcome to raise other issues that are relevant to our project.

This is a downloadable template, which may be helpful for you to use.

Attachment 1 – Investment need, Regulatory process for investment approval	
Question 1	Do you agree with our assessment of the need to invest in more transmission capacity to serve the Western BOP? Are there any other issues or considerations relating to the need that we should incorporate into the investigation?
Response	Yes, we agree there is a need to invest in more transmission capacity to serve the Western Bay of Plenty. Population growth in the Western Bay of Plenty is set to continue increasing, combining with an increase in electricity use there is a strong need to ensure a resilient supply of electricity to the region. There is a need to consider how we could work together to increase the prospect of largescale sustainable electricity generation within the region as well as the uptake of renewable electricity generation within the region, e.g., solar panels. The consultation documentation infers a very limited or 0% increase in the use of renewable energy in the region e.g., solar power. While we understand that Transpower and Powerco are not responsible for power generation we believe there is a role for these two distributors to play in supporting and enabling sustainable electricity supply as much as possible.
Attachment 2 – Long-list of options	
Question 2	Are there any other options we should add to our long-list?
Response	No we are not aware of other options that should be added to the long-list. From the information provided it appears that there will be a need for a combination of options. Non transmission options, e.g., new power

	<p>supply generation and building new assets for transmission is of particular interest to Western Bay of Plenty District Council.</p> <p>Upgrading and enhancing existing assets where there is already infrastructure in place is less significant as there are likely to be less impacts on the community.</p> <p>We understand that the Kaimai hydro scheme is the only significant generation within the region and as stated in the long list document it already offsets peak loads at Tauranga and is not sufficient to avoid the problem. However, it would be good to understand this in further detail, e.g., is there any additional capacity in the hydro scheme to create additional supply.</p> <p>We are also keen to understand further Transpower and Powerco’s role in supporting new dispatchable generation and Western Bay’s role in enabling this process.</p> <p>We understand that Transpower and Powerco are incorporating inputs into the Governments NPS – Renewable Generation policies to enable and encourage small scale community renewable generation schemes including associated (or stand alone) battery storage.</p>
Question 3	Are there any other criteria we should consider when evaluating our long-list of options and reducing it to a short-list?
Response	It is not clear what criteria will be used to determine the short list, e.g., the MCA has not been made available. Within attachment 2 – Long list of options, there are comments which would benefit from further explanation to understand whether the option is not valid. For example, the Substation Upgrade, line B4, Powerco have said the upgrade is impractical due to a lack of available road reserve. To improve the capacity of the substation it would seem it would be worth considering additional designation / purchase of land. Overall, it would be good to understand whether some of the options in the long-list have been further investigated to be able to be ruled out.
Question 4	Are there any constraints or limitations we might not be aware of regarding any options?
Response	It is not clear based on the information provided where the locations of all of the options are. Providing the location of the options on a map would be useful so that we can provide further detailed feedback on options. <p>Unless there appears to be significant consenting challenges whether from a local, regional or central government level it would seem that the ideal solution for power supply / transmission / generation should be</p>

	identified and then the consenting challenges worked through on the basis that adequate power infrastructure is critical to maintaining functioning towns, populations.
Attachment 3 – Information for proponents of non-transmission solutions	
Question 5	<p>This document serves as a Request for Information for non-transmission solutions (e.g., grid scale batteries). Any submission on this aspect should provide as much detail on the NTS as possible.</p> <p>Ideally this should include:</p> <ul style="list-style-type: none"> • Sufficient technical detail to enable an assessment of the option • The number of MWs that could be made available • Detail of any market benefits • The location of where the service would be provided • The option(s) timing in terms of construction and availability.
Response	<p>Western Bay of Plenty District Council would not generally be directly involved in any non-transmission solutions. However, our District Plan encourages and enables small scale solutions such as individual or small community scale off-grid power generation as permitted activities.</p> <p>There may be some very small (inconsequential) individual projects we are not aware of at a planning level.</p> <p>There is one suggested small scale community solar scheme for a 32 lot lifestyle development.</p> <p>Western Bay of Plenty District Council require all streetlights in new subdivisions to be LED and fitted with remote controllers for future 'smart' operation.</p>
Attachment 4 - Scenarios	
Question 6	Do you agree with our proposal to use our NZGP1 EDGS variations as the basis for our market scenarios for this investigation?
Response	N/A (outside of our area of expertise).
Question 7	Are you aware of any new industrial/commercial or residential developments that will significantly impact demand that are not mentioned above? If so, what are they?
Response	<p>WBOPDC Significant Projects</p> <p>Residential:</p> <p>Plan Change 92:</p>

	<p>This plan change is in recognition of the Governments NPS-UD and subsequent MDRS legislation which enables intensification. The plan change relates to Ōmokoroa and Te Puke. Additional rules relating to infill subdivision (brownfield development) have also been introduced.</p> <p>Ōmokoroa</p> <p>Overall long term growth projection for Omokoroa: 2023 - 2028: Current population of approx. 4,900 people expected to increase to 6,800. 2028 – 2050: Population expected to be between 12,000 to 13,000 people.</p> <p>The plan change area is currently subject to two active consents: Classic Developments – 156 dwelling units developed progressively over the next 2 to 4 years.</p> <p>Omokoroa Country Club (OCC) – 153 villas, 48 apartments and a 71-bed care home to be developed over the next 5 years.</p> <p>Te Puke</p> <p>Overall longterm growth projection for Te Puke 2023 - 2032: Current population of approx. 9,700 people expected to increase to 12,500-13,000.</p> <p>Council is undertaking a spatial planning exercise for Te Puke, 'The Te Puke Spatial Plan', will determine where and to what extent growth will occur in Te Puke. The Te Puke Spatial Plan will consider in detail community aspirations as well as opportunities and constraints for the area. It is likely that the identification of new greenfield land areas for urban development will be identified. The Te Puke Spatial Plan will provide direction for any necessary plan changes to enable the outcomes of the Te Puke Spatial Plan to be achieved.</p> <p>Active large-scale consents</p> <p>North Twelve Ltd – Approved subdivision (RC13244) combined 'turnkey' housing development comprising 149 allotments with the potential for the subsequent dwelling units to exceed the number of lots with townhouse and duplex housing typologies proposed. Site is accessed via an extension to Dunlop Road. The first stage of the development is nearing completion. The number of dwelling units may reduce in the short term due to market forces.</p>
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	<p>Zest – Approved subdivision (RC13237) adjacent and to the west of the above. A combined 'turnkey' housing development comprising 357 allotments again with the potential for the subsequent dwelling units to exceed the number of lots with townhouse and duplex housing typologies proposed.</p> <p>Minden Lifestyle Zone This zone has been quite active since its conception with many developments now completed and built on.</p> <p>Currently the only development of any significance is a recently consented 32 lot lifestyle subdivision near the top of Minden Road. This is the development that may incorporate some (private) solar energy co-generation to supplement the grid supply as mentioned in our question 5 response.</p> <p>Waihi Beach Significant developments include: Takhar Estate – Consented 66 lot subdivision accessed from 'The Crescent'. Thus far only earthworks have been undertaken.</p> <p>Eastern Town The development of a new town (referred to as 'the Eastern Centre') in the east of the Western Bay of Plenty sub-region has been proposed to respond to growth challenges in the region. This was signalled through the Urban Form and Transport Initiative (UFTI) and is identified in the draft Future Development Strategy and is also a Priority Development Area through SmartGrowth. The Eastern Centre is envisaged as a new, greenfield development of approximately 800 ha that could be home to a future population of up to 40,000 people when fully developed. Council, alongside Ministry of Housing and Urban Development are currently developing a Business Case for this project.</p> <p>Industrial Development General</p> <p>Rangiuru Business Park Transpower are already aware of this industrial area as it's included in table 2 of attachment 4.</p>
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	<p>Please be aware that 'Quayside Developments' (an investment arm of the BOP Regional Council) is actively beginning development of the first stages of Rangiuru with an approved earthworks consent as well as subdivision consent for the first stage (approx. 29 lots) and earthmoving under way.</p> <p>Comvita are also developing a facility just to the south of this industrial zone.</p> <p>Washer Road Te Puke</p> <p>A Private Plan Change was recently approved (2022) to create additional Industrial land for Te Puke. A new roundabout is to be constructed at the intersection of Jellicoe Street and Cameron Road. Activity is low in this industrial zone however there is an active subdivision consent (RC14086) to split the land into three titles. Subdivision is often a pre-cursor to enable other activities however Council is not aware of the landowners plans in this regard.</p> <p>Katikati</p> <p>Council's Industrial zone in Katikati (south of Marshall Road). Other than the activities already long established within this zone there has not been any further uptake since the zone was 'revised' around 10 – 15 years ago. However, Quayside Developments have more recently expressed an interest in pursuing development in this area.</p> <p>The SmartGrowth Strategy 2023 is a spatial planning document that considers how urban form, infrastructure, transport, community development and the environment need to be looked at together to achieve effective growth in the Western Bay of Plenty. This includes information on infrastructure. The SmartGrowth Strategy also includes a Future Development Strategy (FDS) as required by the NPS-UD. The FDS sets the high-level vision for accommodating urban growth over the long term and identifies strategic priorities to inform development related decisions such as District Plan zoning. The draft FDS as well as the broader SmartGrowth Strategy will be available on 18th September to 20 October 2023 for submissions.</p> <p>Industrial Land Study (SmartGrowth). A technical report by Aurecon is now available to the public via the SmartGrowth website. This work identified future options for industrial land in the sub-region to supply</p>
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	<p>approximately 4-500ha of industrial / business land. Three 'shortlisted' sites have emerged and are centred around the Western Corridor, Pukemapu and Ōmokoroa. Note that as stated in the Aurecon report, there is further work to do in order to refine the various sites studied in the report.</p> <p>Other sources on information for reference</p> <p>SmartGrowth – Housing and Business Capacity Assessment (HBA) 2022 Summary (available on the SmartGrowth website) Western Bay, TCC and Bay of Plenty Regional Council are required to undertake a Housing and Business Capacity Assessment in response to the National Policy Statement on Urban development. The section entitled 'Housing Bottom Lines' includes a table that shows the number of new houses needed over the short, medium and long term (out to 2052). There is also information in the HBA on long term planning for future Industrial Land requirements.</p> <p>The Urban Form and Transport Initiative (UFTI) (SmartGrowth website) sets out integrated land use and transport programme and delivery plan for the Western Bay of Plenty.</p>
Question 8	Do you consider our demand assumptions appropriate for this investigation? Please provide us with any information about development in the region that doesn't appear in our document and which you consider could help inform our forecasts.
Response	Yes the demand assumptions are appropriate however, It appears that some long-term development forecasts are not listed in table 2. Please refer to our response to question 7 above.
Question 9	Are you aware of any new generation which would directly affect peak demand in the Western Bay of Plenty for this investigation? Regardless of whether is embedded or grid scale.
Response	No we are not aware of any significant new generation projects other than the possible small scale solar that may (or may not) go ahead as part of the Minden lifestyle development – see our response to question 5.
Question 10	Do you consider our generation assumptions appropriate for this investigation?
Response	Yes. However, Council is not aware of the projects as alluded to by Transpower in the General Assumptions section of attachment 4. In

	addition, we are not aware of any other new or co-generation projects in the region.
Question 11	Are our proposed scenario weightings reasonable?
Response	N/A
Question 12	What assumptions should we make when valuing the cost of not being able to supply demand (pre-contingency) because of no investment in the grid in our base case or counterfactual?
Response	This is not easily able to be answered without understanding the types of assumptions and weighting being made generally. Western Bay of Plenty District Council support the need for investment in infrastructure to ensure a continuous and resilient electricity network supply.
Attachment 5 – Investment Test parameters	
Question 13	Do you consider the proposed calculating period to 2050 appropriate for this investigation?
Response	Yes this is appropriate. Council undertakes a range of planning processes that focus on short, medium and long term. Councils long term planning (LTP) looks 10 years ahead and is reviewed every 3 years. The Future Development Strategy as required by the National Policy Statement on Urban Development is a 30 year plan that identifies housing and business land and infrastructure. The SmartGrowth Industrial Land Study is looking 30 years ahead. The SmartGrowth Strategy itself is a 50-year plan.
Question 14	Do you consider our proposed Value of Expected Unserved Energy of \$31,500/MWh to be appropriate for valuing unserved energy?
Response	Western Bay of Plenty District Council support the need for investment in infrastructure to ensure a continuous and resilient electricity network supply.
Question 15	Do you consider a discount rate of 5% (with sensitivities of 3% and 7%) to be appropriate for this investigation?
Response	This is not easily able to be answered without understanding the types of assumptions and weighting being made generally. Western Bay of Plenty District Council support the need for investment in infrastructure to ensure a continuous and resilient electricity network supply.

Question 16	Are there other market costs or benefits which should be reflected in our Investment Test analysis?
Response	It is not clear what is being included in the investment test analysis. A 'wellbeing' approach e.g., economic, social, cultural and environmental analysis should be being applied to the test analysis to ensure that all aspects of our communities are being considered.

11 INFORMATION FOR RECEIPT