

**MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
STRATEGY AND POLICY COMMITTEE MEETING NO. SPC24-3
HELD IN THE COUNCIL CHAMBERS, 1484 CAMERON ROAD, TAURANGA
ON WEDNESDAY, 15 MAY 2024 AT 9.30AM**

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

Mayor J Denyer (Chairperson), Cr T Coxhead, Cr G Dally, Cr M Grainger, Cr A Henry, Cr R Joyce, Cr M Murray-Benge, Deputy Mayor J Scrimgeour, Cr D Thwaites and Cr A Wichers.

3 IN ATTENDANCE

J Holyoake (Chief Executive), R Davie (Deputy CEO/General Manager Strategy and Community), A Curtis (General Manager Regulatory Services), C Crow (General Manager Infrastructure Group), E Watton (Strategic Policy and Planning Programme Director), N Rutland (Environmental Planning Manager), T Clow (Principal Policy Lead: Environmental Planning), C Gaunt (Senior Kaupapa Māori Planner), C Mclean (Director Transportation), K Little (Operations Manager), K McGinity (Senior Policy Analyst), C McGirr (Policy Analyst), I Kruis (Resource Recovery and Waste Team Leader), H Wi Repa (Governance Systems Advisor), P Osborne (Senior Governance Advisor) and R Leahy (Governance Advisor).

4 APOLOGIES

APOLOGY

RESOLUTION SPC24-3.1

Moved: Cr M Grainger

Seconded: Cr A Henry

That the apologies for absence from Cr A Sole and lateness from Deputy Mayor Scrimgeour be accepted.

CARRIED

5 CONSIDERATION OF LATE ITEMS

Nil

6 DECLARATIONS OF INTEREST

Nil

7 PUBLIC EXCLUDED ITEMS

Nil

8 PUBLIC FORUM**Alie Henderson – Chairperson Public Art Ōmokoroa Incorporated**

Ms Henderson was in attendance on behalf of Public Art Ōmokoroa Incorporated to speak to their submission on the Draft Public Art Policy. She noted the below points:

- There were some exciting opportunities for public art initiatives in Western Bay of Plenty. Research showed the positive impact art had on community wellbeing.

9.33am Deputy Mayor Scrimgeour entered the meeting.

- Public Art Ōmokoroa felt the policy lacked substance and did not include a dedicated department or role in Council that could assist with the implementation of public art.
- The policy should have stronger statement that included a clear vision, values and purpose for public art. Furthermore, the policy lacked bi-cultural initiatives and did not have a commitment to Te Tiriti o Waitangi.
- It was not viable for small groups to fund and take ownership of public art. Many groups did not have any ongoing funding to sustain an insurance budget or negotiate legal implications regarding the ownership of public art. Flexibility and partnership options were vital for groups like Public Art Ōmokoroa to continue.

Ms Henderson responded to pātai as below:

- There was no dedicated position within Council for public art. A dedicated role may not be feasible from a budget perspective however, the document should at least reference an ad hoc advisory group.
- There were opportunities for private sponsorship of public art as long as it did not become a marketing initiative for the sponsor. For this reason it was noted that philanthropic funding was most appropriate for public art.

9 PRESENTATIONS

Nil

10 REPORTS

10.1 SUBMISSION ON THE BAY OF PLENTY REGIONAL COUNCIL LONG TERM PLAN 2024-34

The Committee considered a report dated 15 May 2024 from the Policy Analyst. The report was taken as read. The following comments were noted:

- Since the submission had been submitted, a new regional park (Noble Park) had been gifted to Regional Council.
- It was likely that Regional Council would consult with the public on how Noble Park should be used recreationally.

RESOLUTION SPC24-3.2

Moved: Cr R Joyce

Seconded: Cr T Coxhead

1. That the Policy Analyst's report dated 15 May 2024 titled 'Submission on Bay of Plenty Regional Council's Long Term Plan 2024-34' be received.
2. That the following submission, shown as **Attachment 1** to this report, be received by the Strategy and Policy Committee and the information noted.
 - a. Submission to Bay of Plenty Regional Council's Long Term Plan 2024-34, dated 9 April 2024.

CARRIED

10.2 SUBMISSION ON GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT 2024-2034

The Committee considered a report dated 15 May 2024 from the Policy Analyst. The report was taken as read. The following comments were noted:

- The Minister of Transport had recently commented on the Roads of Regional Significance. It was important for Council to identify and support roads of regional significance within the District.
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RESOLUTION SPC24-3.3

Moved: Cr A Henry

Seconded: Cr M Murray-Benge

1. That the Senior Policy Analyst's report dated 15 May 2024 titled 'Draft Government Policy Statement on Land Transport 2024-2034' be received.
2. That the following submission, shown as **Attachment 1** to this report, be received by the Strategy and Policy Committee and the information noted.
 - (a) Submission on Government Policy Statement on Land Transport 2024-2034.

CARRIED

10.3 SUBMISSION ON THE DRAFT BAY OF PLENTY REGIONAL LAND TRANSPORT PLAN 2024

The Committee considered a report dated 15 May 2024 from the Senior Policy Analyst. The report was taken as read. The following comments were noted:

- Rail was good for freight, however, passenger rail would be hard to achieve as Western Bay of Plenty had a widely-distributed rural population. It was noted that there were pockets of dense population such as Ōmokoroa and Te Puke that could benefit from passenger rail, however the feasibility of passenger rail would need to be considered.
 - The Takitimu North Link Stage 1 Revocation was a separate project to the Takitimu North Link Stage 2 and was still high on the list of projects within the plan.
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RESOLUTION SPC24-3.4

Moved: Cr A Henry

Seconded: Cr T Coxhead

1. That the Senior Policy Analyst's report dated 15 May 2024 titled 'Submission on the Draft Bay of Plenty Regional Land Transport Plan 2024' be received.
2. That the following submission, shown as **Attachment 1** to this report, be received by the Strategy and Policy Committee and the information noted.
 - a. Submission on the draft Bay of Plenty Regional Land Transport Plan 2024

CARRIED

10.4 SUBMISSION ON THE PROPOSAL TO MAINTAIN AND EXPAND NEW ZEALAND FOOD SAFETY'S CORE REGULATORY SERVICES UNDER THE FOOD ACT 2014

The Committee considered a report dated 15 May 2024 from the Policy Analyst. The report was taken as read.

Staff responded to pātai as below:

- The Ministry of Primary Industry was implementing a levy for food safety regulation. The levy would start at \$57.50 and increase to \$115.00 by 2027.
- The Ministry was seeking to introduce a raft of initiatives in the regulatory food space. The levy would apply to all food businesses including suppliers and distributors.
- It was clarified that the levy would apply to packhouses.
- The risk rating of the business activity would determine the monitoring regime. There would be no discount for the levy, despite some businesses requiring more monitoring than others.

RESOLUTION SPC24-3.5

Moved: Cr A Henry

Seconded: Cr M Murray-Benge

1. That the Policy Analyst's report dated 15 May 2024 titled 'Submission on the proposal to maintain and expand New Zealand Food Safety's core regulatory services under the Food Act 2014' be received.
2. That the following submission, shown as **Attachment 1** to this report, be received by the Strategy and Policy Committee and the information noted.
 - a. Submission on the proposal to maintain and expand New Zealand Food Safety's core regulatory services under the Food Act 2014, dated 15 March 2024.

CARRIED

10.5 ADOPTION OF SECTION 17A REPORT FOR WESTERN BAY OF PLENTY DISTRICT COUNCIL'S TRANSPORTATION ACTIVITY

The Committee considered a report dated 15 May 2024 from the Senior Policy Analyst who provided an overview of the report and the recommendations presented.

Staff responded to pātai as below:

- The Section 17A report did not require public consultation and was therefore deemed low significance in terms of Council's Significance and Engagement Policy.

- The Section 17A report did not have costs associated with preparing the report as they were operational costs met through existing budgets. There may be costs implications if the report had to be redone.
 - There were substantial changes to delivering of services, however, the level of service had not changed. Analysis had shown Council would save money by using internal professional services.
 - Since securing the new roading contract there had been more responsiveness to service requests, which was an improvement on what had previously been achieved.
 - Council was working towards engaging local contractors and had been in discussions with Māori owned businesses.
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RESOLUTION SPC24-3.6

Moved: Cr M Grainger

Seconded: Cr G Dally

1. That the Senior Policy Analyst's report dated 15 May 2024 titled 'Adoption of Section 17A Report for Western Bay of Plenty District Council's Transportation Activity' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That the Strategy and Policy Committee adopt the Transportation Activity – Section 17A Review report (**Attachment 1** of this report).

CARRIED

10.6 REQUEST FOR APPROVAL TO COMMENCE PAPA KĀINGA PLAN CHANGE

The Committee considered a report dated 15 May 2024 from the Principal Policy Lead: Environmental Planning who provided a brief summary of the report and next steps.

Staff responded to pātai as below:

- Council did not need to use independent commissioners for the panel, however it was one option to be considered. A decision on using independent commissioners could be decided at a later date.
 - The current rules would require 2000m² of land per dwelling, equating to five dwellings per hectare. Staff would be looking at other District Plans to see how their rules were developed.
 - The development would not be a medium-density development. The goal was different to other plan changes such as Plan Change 92.
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- 15 years ago Council introduced rules to enable papakāinga development. At the time it was felt those rules would be enabling, however, there was an opportunity to extend the District Plan to include other zones and types of land tenure.
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RESOLUTION SPC24-3.7

Moved: Cr A Henry

Seconded: Cr M Grainger

1. That the Principal Policy Lead: Environmental Planning's report dated 15 May 2024 titled 'Request for Approval to Commence Papakāinga Plan Change', be received.
2. That the report relates to an issue that is considered to be of medium significance in terms of Council's Significance and Engagement Policy.
3. That the Strategy and Policy Committee approve the commencement of a District Plan Change to better enable papakāinga in the District, and request staff to progress the District Plan Change in accordance with the phases and timeframes outlined in this report, and the Communications and Engagement Plan (**Attachment 2** of this report).

CARRIED

11 INFORMATION FOR RECEIPT

11.1 CIRCULAR ECONOMY FOR THE WESTERN BAY OF PLENTY REPORT

The Committee received a report dated 15 May 2024 from the Policy and Planning Manager. The report was taken as read.

Staff responded to pātai as below:

- The cost of the report was split between Tauranga City Council (\$66,000), Bay of Plenty Regional Council (\$31,000) and Western Bay of Plenty District Council (\$36,000). Council's contribution came from the Waste Minimisation Levy.
 - Insinkerator waste disposal systems created more biosolids in wastewater treatment plants, which increased the operational costs of those plants. Composting was the best way to get rid of organic waste.
 - It was difficult to obtain consent for new landfills or to expand existing landfills. Existing landfills were filling up. Circular economies diverted waste from landfill.
 - Recycling was no longer the gold standard in waste minimisation as it was a linear process. Recycled product ended up in landfill after one or two uses.
 - The three councils would meet again to develop definite actions. There was discussion about creating a role that would coordinate between all three councils and sector professionals, however this was still being considered.
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- There were pros and cons with anaerobic digestors. If Council considered utilising this process, it would need to ensure that no microplastics were being put back into the system.
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The Meeting closed at 10.50am.

Confirmed as a true and correct record by Council on 27 June 2024.