



# Infrastructure and Planning Committee

## *Te Komiti Whakarite Mahere*

Thursday, 14 November 2024  
*Rāpare, 14 Whiringa-ā-rangi 2024*

Tōtara Room, Whakatāne District Council  
14 Commerce Street, Whakatāne  
09:00 am

Chief Executive: Steven Perdia  
Publication Date: 8 November 2024



**A Membership - *Mematanga***

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Mayor Dr Victor Luca

Councillor John Pullar - Chairperson

Councillor Andrew Iles - Deputy Chairperson

Deputy Mayor Lesley Immink

Councillor Toni Boynton

Councillor Gavin Dennis

Councillor Wilson James

Councillor Julie Jukes

Councillor Tu O'Brien

Councillor Ngapera Rangiaho

Councillor Nándor Tánczos

**B Delegations to the Infrastructure and Planning Committee - *Tuku Mahi ki te Komiti*****B Delegations to the Infrastructure and Planning Committee - *Tuku Mahi ki te Komiti***

To monitor and advise on the implementation of Council's Infrastructure Strategy, capital works programme, operational service delivery, and related policy and bylaws.

- a. Monitor the operational performance of Council's activities and services against approved levels of service.
- b. To monitor the progress of projects in Council's capital works programme and have input into and make decisions on the development of proposals, options and costs of projects.
- c. Approval of tenders and contracts that exceed the level of staff delegations.
- d. Consider and approve changes to service delivery arrangements arising from the service delivery reviews required under section 17A LGA 2002 that are referred to the Committee by the Chief Executive.
- e. Monitor the development and implementation of associated Central Government Reform programmes including the transition programme for Three Waters reform.
- f. Develop and review associated bylaws (Note: the Council cannot delegate to a Committee to "make" (adopt) a bylaw).
- g. Develop, review and approve strategies, policies and plans on matters related to the activities of this Committee (Note: The Council cannot delegate to a Committee the adoption of the policies associated with the Long-term Plan)
- h. Approve Council submissions to Central Government, Councils and other organisations including submissions to any plan changes or policy statements on matters related to the activities of this Committee

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## **1 Apologies - *Te hunga kāore i tae***

### **1 Apologies - *Te hunga kāore i tae***

At the time of compiling the agenda, an apology was received from Councillor Iles.

### **2 Acknowledgements/Tributes - *Ngā mihimihi***

An opportunity for members to recognise achievements, to notify of events, or to pay tribute to an occasion of importance.

### **3 Conflicts of Interest - *Ngākau kōnatunatu***

The Elected Member Register of Interest is available on the Whakatāne District Council website. If you wish to view the information, please click this [Register Link](#).

Members are reminded of the need to stand aside from decision making when a conflict arises between their role as an elected member and any private or other external interests they might have. Elected Members are also reminded to update their register of interests when changes occur.

#### **1. Financial Conflict**

- Members present must declare any direct or indirect financial interest that they hold in any matter being discussed at the meeting, other than an interest that they hold in common with the public.
- Members cannot take part in the discussion, nor can they vote on any matter in which they have a direct or indirect financial interest, unless with an approved exception.
- Members with a financial interest should physically withdraw themselves from the table. If the meeting is public excluded, members should leave the room.

#### **2. Non-Financial Conflict**

- If a member considers that they have a non-financial conflict of interest in a matter they must not take part in the discussions about that matter or any subsequent vote.
- Members with a non-financial interest must leave the table when the matter is considered but are not required to leave the room.

## **4 Public Participation- *Wānanga Tūmatanui***

### **4.1 Public Forum**

The Committee has set aside time for members of the public to speak in the public forum at the commencement of each meeting. Each speaker during the forum may speak for five minutes. Permission of the Chairperson is required for any person wishing to speak during the public forum.

**4.2 Deputations- *Ngā Whakapuaki Whaitake***

With the permission of the Chairperson, Elected members may ask questions of speakers. Questions are to be confined to obtaining information or clarification on matters raised by a speaker.

**4.2 Deputations- *Ngā Whakapuaki Whaitake***

A deputation enables a person, group or organisation to make a presentation to Committee on a matter or matters covered by their terms of reference. Deputations should be approved by the Chairperson, or an official with delegated authority, five working days before the meeting. Deputations may be heard at the commencement of the meeting or at the time that the relevant agenda item is being considered. No more than two speakers can speak on behalf of an organisation's deputation. Speakers can speak for up to 5 minutes, or with the permission of the Chairperson, a longer timeframe may be allocated.

With the permission of the Chairperson, Elected members may ask questions of speakers. Questions are to be confined to obtaining information or clarification on matters raised by the deputation.

**5 Confirmation of Minutes - *Te whakaaetanga o ngā meneti o te hui***

The minutes from the Infrastructure and Planning Committee meeting held on Thursday, 26 September 2024 can be viewed via the Council website.

Click on the link below in order to view the 'unconfirmed minutes'.

[Infrastructure & Planning Committee | 26 September 2024 | Whakatāne District Council](#)



## 6 Reports - *Ngā Pūrongo*

### 6 Reports - *Ngā Pūrongo*

#### 6.1 Infrastructure and Planning Report November 2024



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To: **Infrastructure and Planning Committee**  
Date: **Thursday, 14 November 2024**  
Author: **B Gray / General Manager Infrastructure**  
Reference: **A2780936**

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#### 1. Reason for the report - *Te Take mō tēnei rīpoata*

This report updates and informs the Infrastructure and Planning Committee on the implementation of Council's Infrastructure Strategy, capital works programme, operational service delivery and related policy and bylaws.

#### 2. Recommendation/s - *Tohutohu akiaki*

THAT the Infrastructure and Planning Update Report November 2024 report be **received**.

#### 3. Standing Agenda Items

##### 3.1. Capital Delivery

##### 3.1.1. *Transport*

- Good progress is being made with delivery projects.
- As a result of NZTA funding changes, council has made decisions on the way forward, with a mix of different approaches (deferred, descoped, some further decisions required – early 2025). All of this has been captured and updated in the RAG status below.

##### 3.1.2. *3 Waters*

- Planning delivery for 24/25 is well underway, with many multi-year projects already in construction.
- Two red flags highlighted associated with iwi / community engagement for Murupara and Rūātoki water treatment.
- A programme of work for all consenting is being developed, until the programme is baselined there is some gaps in the RAG status report.

##### 3.2. All Projects – RAG (Red/Amber/Green) Status

For each capital project that is being delivered through the Transportation or Three Waters teams, we have assessed each project to understand the status of the following key components of the project:

**6.1 Infrastructure and Planning Report November 2024(Cont.)**

- Project scope
- Schedule
- Finances
- Risk

An assessment was carried out to determine the status of key components of successful project delivery and a Red / Amber / Green status was assigned. This review is carried out monthly and updated monthly by activity managers and the General Manager as appropriate.

The Red / Amber / Green assessment uses the following criteria:

<b>Red</b>	<b>Significant issues or delays / No plan in place / Immediate action required</b>
Amber	Significant issues – plan in place to address, or Moderate issues which are manageable
Green	No issues / Clear plan in place / On Track

**3.2.1. Red Flag Projects**

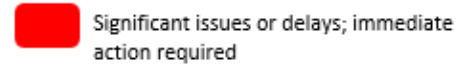
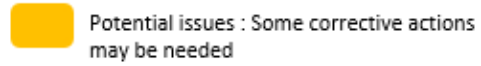
- As highlighted through the RAG Status report, there are some projects which require additional focus in order to get the projects back on track for successful delivery. Table 3 (below) contains details of the proposed 'Go to Green' plans for all red flags identified.

On Track
  Potential issues : Some corrective actions may be needed
  Significant issues or delays; immediate action required

Activity	Project Name	Budget	Scope	Schedule	Financial	Issue	Go to Green Plan
Water	Murupara Treatment Upgrades	2,834,147					Workshops with community / iwi & Taumata Arowai until Dec 24. Planning until end Jan 25. Unlikely to spend full amount in this FY.
Water	Ruatoki Water Treatment	1,355,005					Need iwi agreement (TUT) on approach.

**3.2.2. RAG Status (All active Capital projects for 3 Waters & Transport)**

See below for a list of active projects (excluding RED flags) for both 3 Waters and Transport.



## Infrastructure and Planning Committee - AGENDA

Activity	Project Name	Budget	Scope	Schedule	Financial	Issue
Transport	Resurfacing-Chipseal	4,486,028				
Transport	Mimiha Bridge	2,428,864				
Transport	Pavement Rehab	1,975,989				
Transport	Resurfacing- AC	886,525				
Transport	BOF -Edge to Thorn Cycle Trail	800,103				
Transport	Unsealed Metalling LR	767,965				
Transport	Rewatu underslip	720,000				
Transport	NFA Miscellaneous Projects	379,176				
Transport	Drainage Kerb & Channel LR	363,155				
Transport	Footpath Renewals	355,000				
Transport	Structures Renewals	349,269				
Transport	NFA Smith Road New Bridge	299,069				
Transport	Unsealed Metalling SPR	256,344				
Transport	Drainage-Culverts LR	249,936				
Transport	Resurfacing - Chipseal SPR	245,663				
Transport	Rehab Improvements - LCLR	200,000				
Transport	Traffic Service-Signs LR	173,033				
Transport	Red Deavon curves Design	150,000				

Infrastructure and Planning Committee - AGENDA

Transport	Drainage - Culverts SPR	143,126				
Transport	Structures-Bridges LR	136,717				
Transport	Bridge / Arawa Design	100,000				
Transport	Bridge and structures renewals -Retaining	53,405				
Transport	Blue Rock Quarry design	50,000				
Transport	Safety & Access - LCLR	50,000				
Transport	Goulstone Road Crossings	50,000				
Water	Otumahi Water Storage	4,896,626				
Stormwater	Western Catchment Upgrade	2,617,955				
Stormwater	SW Pump Replacements	2,748,128				
Water	Otumahi Water Storage Pipes	3,880,000				
Water	Equalised Water Network Renewals	2,722,408				
Wastewater	Matata Waste Water Scheme	1,133,255				
Water	Plains Water Backflow Preventors	1,267,017				
Wastewater	Equalised Sewer Network Renewals	1,446,774				
Water	Whakatane Water Backflow Preventors	681,383				
Stormwater	Apanui Linear Park	300,000				
Wastewater	Whakatane Wastewater Discharge Resource Consent	750,000				
Wastewater	Whakatane Upgrade Wastewater Treatment Plant	426,288				
Wastewater	Murupara Wastewater Discharge Resource Consent	912,258				
Stormwater	Whakatāne Stormwater pipes upgrade	649,013				

Infrastructure and Planning Committee - AGENDA

Wastewater	Whakatane Wastewater Rising main renewal	575,254				
Wastewater	Edgecumbe Wastewater Relining	398,890				
Wastewater	Ōhope WWTP renewal & upgrade	213,209				
Wastewater	Edgecumbe Wastewater Rising main renewal	158,835				
Water	Whakatane Water Treatment Plant Upgrade	271,950				
Stormwater	Reactive Emergency Stormwater Renewals	266,511	n/a – Reactive funds			
Wastewater	Reactive Wastewater emergency renewals	266,511	n/a – Reactive funds			
Wastewater	Murupara Sewer Manhole Renew/Upgrade	254,260				
Water	Tāneatua Water Treatment Plant Access Track	50,000				
Water	Equalised Water Network Upgrade	238,081				
Water	Murupara Water Network Renewals	228,438				
Water	Headworks - Otumahi	218,786				
Water	Matata Water Meters	208,330				
Water	Plains Water Mains Renewals	190,365				
Water	Whakatane Water Safety Plans	163,170				
Water	Whakatane Water Model	67,411				
Stormwater	Ōhope Stormwater Upgrades	137,854				
Wastewater	Murupara Wastewater Pipe manholes	129,272				
Wastewater	Equalised Pump Station Renewals	118,026				
Water	Provisional water reactive 'emergency' renewal	108,780	n/a – Reactive funds			

Water	Provisional water reactive 'emergency' renewal	108,780	n/a – Reactive funds			
Wastewater	Whakatane Wastewater model	35,000				
Stormwater	Electrical & Minor replacement	70,000				
Water	Whakatane water losses/Leak detect	71,577				
Wastewater	Pumpstation Pohutu	71,536				
Wastewater	Equalised Sampling/Cond Assess	57,110				
Stormwater	SW 7 Capt Upd from Compre MGM	83,865				
Stormwater	Tāneatua Stormwater Network Renewals	53,302				

#### 4. Waka Kotahi Budget Approvals

A Briefing Session was held on Wednesday, 23 October 2024 to provide an opportunity for Councillors to give direction on their preferred response, to the recent Waka Kotahi budget allocations and subsidy shortfalls. Councillors were supportive of all the recommended options proposed and this resulted in the following next steps:

- Special Purpose Roads – Manage within approved allocation
- Footpaths – Manage within approved allocation plus Yr 1 Surplus Footpath Local Share
- Keepa Road – Pause until further timing information confirmed RE Boat Harbour
- Resilience Funded Projects: Rewatu and Tāneatua – reschedule and progress
- All other Roding Improvement Activities:
  - Defer Walking and Cycling and Safety projects until 2027 period,
  - Retain Local Share for remaining resilience projects until \$100M LCLR funding allocation info is provided by NZTA (expected early 2025)
  - Descope and deliver Goulstone Crossing and return to IPC for options decision (temp bolt on vs AC hump) (expected February 2025)
  - Descope and deliver minimal Speed Management Items (further briefing session to be had on Wednesday, 20 November 2024)
  - Seal Extensions programme TBC – (further briefing session to be had on Wednesday, 20 November 2024)



- IPC decision for Arawa/Bridge Options analysis (expected February 2025)
- Fully fund annual improvements associated with renewals (but hope to get some of the \$100M LCLR funding)
- Transport Planning Activities
  - Defer Network Resilience Programme Business Case (PBC) – leverage off the other similar work underway with Council and rescope in 2027 period
  - Defer Mill Rd/Shaw Rd intersection improvements Business Case until 2027 period and/or further info provided regarding SH30 improvements. In the interim, engage with NZTA about what low-cost minor improvements can be undertaken to improve safety
  - Pokairoa/Ngamotu seal extension PBC – seek PGF funding to progress, if unsuccessful defer to 2027
  - Spatial Plan related items (Transport System PBC, modelling and additional river crossing Detailed BC) – descope and deliver within Total Transport Planning Local Share Budget

## 5. Seal Extension

A Council Briefing session to workshop the updates to the Seal Extension Policy and Prioritisation for the 2024-27 period is scheduled for Wednesday, 20 November 2024.

## 6. Airport Updates

Sunair Aviation are commencing operations from Whakatāne to Gisborne, Napier and Hamilton daily Monday – Friday from 13 January 2025. Communications and advertising for this new service will commence early December 2024.

The Hangar feasibility work is almost complete. We are waiting on market rental appraisals before finalising this work. Once complete Council will ask for Expressions of Interest (EOI's) from possible tenants. Following this, the intention is to present a final business plan to the IPC for approval. Council is working with KANOA – Regional Air Connectivity on this project also. This sits outside of other RIF applications and is endorsed by the MoT.

Phase one of the Airport Terminal development as laid out in the Master Plan 2024 has commenced. This involves carrying out remedial repairs (water tightness, paint touch ups etc) and looking at cost effective methods for making the terminal more functional, this involves a review of furniture. Design ideas are also being worked through with the intention of having the terminal more representative of our community including hapu and iwi.

Revenue from fees and charges are ahead of projections. YTD budget for 2025 is \$16,022.00, actual revenue is \$26,347.00 for this period.

Work has been completed on setting a scope to have a feasibility study completed for a possible solar farm at the airport. We hope to have this work commence this year and completed before April 2025.

## 7. Ports and Harbour Updates

The Boat Wash payment project is now complete and operational. The previous pre-payment options have been replaced with a simple PayWave payment system. This should increase patronage of this asset. Costs are \$2 for one-minute and \$4 for two and a half minutes. A soft launch was undertaken using social media and new signage.

Dredging is due to commence in December 2024 and run until the end of June 2025. In addition to the previous methods of dredging we are trialling a new method of Water Jetting. This is a method whereby the operator blasts high pressure water into the sea floor suspending the particles. These particles are moved downstream by the outgoing tide. This method is allowable under the current consent. This trial is being undertaken to be more proactive in the management of the Whakatāne River channel in particular. We hope this will elevate the need for land-based dredging and mitigate some of the issues from previous years with unacceptable river depth through the Narrows. The trial is slated to last three years subject to effectiveness.

## 8. Smith Road Bridge Installation project



The Smith Road Bridge installation project is being led by Bay of Plenty Regional Council and co-funded by Whakatāne District Council. The project replaces an existing under road culvert with a new bridge, to enhance the biodiversity and water quality in the surrounding area. Construction commenced on Monday, 9 September 2024, is progressing well and is expected to be complete by mid to late November 2024. The above photo was taken on site on Thursday, 24 October 2024.

The deck and beams (two T beams) were installed on the week commencing 28 October 2024, and finishing touches on the bridge will be carried out over the next week or so before the temporary access road is removed and roading is reinstated.

The only variation that affects price is the removal of additional bamboo – all bamboo has now been removed which has significantly improved sight lines. The agreed variation for this is \$4,300.

## 9. Te Mapou Bus Shelter

Through the September IPC meeting, a resolution was passed to continue to progress the bus shelter replacement, shoulder widening for the bus to pull clear of the live lane, and vegetation work to improve visibility. These works are currently being scheduled and planned to be complete as soon as possible. Further updates will be provided as the works progress.

The other associated works (installation of pedestrian refuges and improved signage) will be progressed with NZTA, but timing is not expected in the 2024-27 period due to the current Transport Funding Priorities. Council's transport team will continue to obtain further information about funding opportunities and will keep the Ngāti Hāmua Hapū and IPC up to date.

## 10. Three Waters Reform – Local Water Done Well

As part of the overall three waters programme, Council is currently working on development of the Water Services Delivery Plan as part of meeting government expectations on Local Water Done Well (LWDW).

Water Services Delivery Plans are a way for councils to demonstrate their commitment to deliver water services that meet regulatory requirements, support growth and urban development, and that are financially sustainable. Councils are required to prepare Plans, either individually or with other councils, by 3 September 2025.

Many elements of this programme of work, are complimentary and interdependent with the wider three waters activity, including consent replacements. It will be important that direction and decisions required across the multiple programmes and workstreams are well integrated, aligned and managed.

At the 1 October 2024 meeting, The Steering Group proposed for a discussion to be had with the full Council on the best approach to oversee and give direction on LWDW, this included the option of including the LWDW programme within the terms of reference and remit of the Three Waters Consent Replacement Steering Group. Further discussions were held with the Executive Team as well as elected members and given the scale of interest in LWDW to the full Council, it is proposed that the LWDW programme is reported directly through to the Infrastructure and Planning Committee, with summary information updates included in the Programme Steering Group regular programme progress reporting.

On Wednesday, 23 October 2024, Council had a briefing on LWDW and discussed the various options available to Council for delivery models for three waters services. An update was provided to Councillors on the proposed work plan and timeline for preparation of the Water Services Delivery Plans, and what is required of Councils in preparing these.

Council has contracted MartinJenkins to help work through the preparation of these plans. MartinJenkins are providing similar services to other Councils in the Waikato and Bay of Plenty, so there are synergies and opportunities to reduce duplication across Councils by using them.

A further briefing is scheduled with Council in November to progress the preparation of these plans.

11. Murupara Maara Kai, Kai Rongoa and Composting



On Thursday, 26 September 2024, the Maara Kai and Rongoa community gardens in Murupara installed the composting stations donated by the Council (working with the Carbon Cycle Company). The package included four large compost bins, tools, and an educational workshop funded from council's central government Waste Levy Funding. Two free composting bins and one worm farm were also donated to Tipapa marae.

12. Subsidised Home Composting Scheme (SHCS)



The Council's third SHCS kicked off on Saturday, 28 September 2024. The Solid Waste team (with help from some volunteers) worked over the weekend distributing home composting solutions from the Whakatane Resource Recovery Centre (WRRC).

As shown in the photo above, the scheme was as popular as ever with compost bins, Bokashi units and worm farms available for \$15 each. From Saturday to Monday the team sold 768 units! That number then rose to around 900.

Murupara Service Centre has also distributed 60 compost bins, 30 worm farms and 10 bokashi units.

### 13. Paper For Trees

As well as providing free waste education classes to more than 30 schools in the district, the Council supports the 'Paper for Trees' programme whereby schools collect paper for recycling and are rewarded with native plants for planting. We also provide free recycling collections to the schools taking part. The results for past year are:

- 39 schools and preschools registered in the scheme
- 142 tonnes of paper and cardboard collected and recycled
- 542 native plants planted
- 768 tonnes of CO2 not produced in landfill
- 1138 cubic metres of landfill space saved

### 14. Regional Waste Strategy

Council is part of the Central North Island Waste Liaison Group (CNIWLG) which includes local and regional councils from across the central north island (including Waikato Region, Bay of Plenty Region, Gisborne and Ruapehu Councils). This group comes together regularly for education, networking, discussion and joint projects. The strong relationships forged from this group has advanced the discussion to develop a Waikato and Bay of Plenty Waste Strategy, which would enable strategic projects to be carried out.

The strategy will enable collaborative, strategic projects to be carried out by partnering councils to reduce waste and carbon emissions and will:

- Identify key challenges and opportunities across district and regional boundaries to guide a collaborative approach benefiting councils, communities, and the environment;
- Formalise the relationship between partners for the purpose of future collaborative projects;
- In alignment with Aotearoa New Zealand's Te rautaki para Waste strategy and local WMMPs, establish a vision, a list of objectives and a set of targets for the regional level to shift to a low-emissions, low-waste society built upon a circular economy;
- Enable collaborative work with cross regional significance to be carried out, such as for infrastructure planning;
- Enable funding to be applied for cross regional projects, such as from the Waste Minimisation Fund.

Development of the strategy will be funded by both Regional Council's with input from all local authorities. Whakatane District Council's Solid Waste Team has a staff member (Sheree Kearney) on the procurement panel. As a result of the project, the CNIWLG has also applied to the central government Waste Minimisation Fund to develop a Regional Waste Infrastructure Plan.

## 6.2 Three Waters Consent Replacement Programme Update

### 6.2 Three Waters Consent Replacement Programme Update

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To: **Infrastructure and Planning Committee**

Date: **Thursday, 14 November 2024**

Author: **J Joyce / Programme Manager**

Authoriser: **B Gray / GM Infrastructure and Acting CFO and GM Business Partnering**

Reference: **A2761040**

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#### 1. Reason for the report - *Te Take mō tēnei rīpoata*

The purpose of this report is to update the Infrastructure and Planning Committee on the Three Waters Consent Replacement Programme (the Programme).

#### 2. Executive summary - *Whakarāpopototanga*

Whakatāne District Council owns, operates, and maintains three waters infrastructure: stormwater, wastewater, and municipal water supply, across urban areas within the Whakatāne District. This infrastructure comprises six wastewater treatment plants and their reticulation networks, with plans for an additional wastewater scheme underway. The Council's municipal water supply infrastructure includes ten water supply schemes that draw from several water sources before treatment. Furthermore, stormwater networks exist within major urban areas to manage rainfall runoff and mitigate flooding risks.

The impending expiration of resource consents issued under the Resource Management Act 1991 will necessitate a number of significant upgrades within the Whakatāne District. For the Council, this includes replacing consents associated with four wastewater treatment plants and seven water supply schemes, as well as irrigation for Rugby Park. These upgrades will come with a significant financial cost to the community, as well as increased ongoing operational costs associated with more advanced infrastructure.

#### 3. Recommendation - *Tohutohu akiaki*

1. THAT the Three Waters Consent Replacement Programme Update November 2024 report be **received**; and
2. THAT Councillor Julie Jukes be **appointed** as an additional representative to the Three Waters Programme Steering Group as Chair of the Finance and Performance Committee.

#### 4. Three Waters Programme Steering Group

The Three Waters Programme Steering Group (the Steering Group) met for the first time on Tuesday, 1 October 2024.

**6.2 Three Waters Consent Replacement Programme Update(Cont.)**

Key papers on the agenda included:

1. Programme Steering Group Draft Terms of Reference and appointment of an independent representative.
2. Programme overview and progress update
3. Programme level procurement strategic approach
4. Whakatāne and Edgumbe wastewater working group update.

**4.1. Long term funding and financing of three waters replacement consents**

Upgrades required following replacement of consents will come with a significant financial cost to the community, estimated at around \$200 million to upgrade facilities with increased ongoing operational costs associated with more advanced infrastructure.

Due to the significant funding and financing implications resulting from the three water consents replacement programme, the Programme Steering Group at the 1 October meeting, agreed to invite Julie Jukes as Chair of the Finance and Performance Committee to join the Programme Steering Group.

**4.2. Key actions and or recommendations from the meeting included:**

Report / Key Discussions	Key Actions / recommendations
<b>Local Water Done Well</b>	<ul style="list-style-type: none"> <li>• General update on Council progress to date. Key discussion on where best to oversee and manage the work programme.</li> <li>• <b>PSG proposed that the Local Water Done Well work programme be included within the terms of reference and remit of the Steering Group and seek direction from the Infrastructure and Planning Committee.</b></li> </ul>
<b>Draft Terms of Reference</b>	<ul style="list-style-type: none"> <li>• Draft terms of reference was endorsed for the Three Waters Consent Replacement programme.</li> <li>• <b>PSG agreed to leave the ToR in draft at this time until discussions are had with the Infrastructure and Planning Committee on the possible inclusion of the Local Water Done Well programme.</b></li> <li>• <b>PSG agreed to invite Julie Jukes, as Chair of Council’s Finance and Performance Committee, to join the PSG due to her leadership, knowledge and experience in funding and financing.</b></li> <li>• <b>PSG agreed to seek direction from Council if Local Water Done Well should be included in the remit of the PSG.</b></li> <li>• <b>PSG approved the process to appoint an independent expert representative to the Steering Group. This action is underway.</b></li> </ul>



**6.2 Three Waters Consent Replacement Programme Update(Cont.)**

<p><b>Programme Progress report</b></p>	<ul style="list-style-type: none"> <li>• Progress update on programme delivery.</li> <li>• Some challenges with recruiting programme team resources. Working through all options available, supported by the People Team.</li> <li>• Discussed importance of budget management given the longer term programme of works and resourcing still being worked through.</li> <li>• <b>PSG agreed to meet with relevant co-design groups to build relationships and awareness of the consent replacement programme and wider three water activities for Council.</b></li> <li>• <b>PSG agreed to include a recommendation to the Infrastructure and Planning Committee to seek support for funding any shortfall in budget for this programme of work through internal loan.</b></li> </ul>
<p><b>Programme level procurement plan</b></p>	<ul style="list-style-type: none"> <li>• Outline of strategic approach proposed for the programme level procurement.</li> <li>• Ensure Council meets procurement policy including support and opportunity for local businesses and contractors.</li> <li>• Included a proposal to establish a technical expert panel to support procurement efficiencies in both time and cost, <u>similar to</u> the panel currently in operation for Transport.</li> <li>• <b>PSG agreed for the programme team to continue to work on further detail on establishing a technical expert panel, at the programme level.</b></li> </ul>
<p><b>Whakatāne / Edgecumbe Wastewater</b></p>	<ul style="list-style-type: none"> <li>• Progress update on the Whakatāne / Edgecumbe Wastewater Working Group including ongoing discussions with Fonterra.</li> <li>• Tight consent deadlines requiring further discussions with <u>BoPRC</u>. Meetings underway.</li> <li>• Council undertaking key tasks to better understand standalone and combined options to support future decision making.</li> </ul>

5. Programme Budget

The following budget is included in the Long Term Plan 2023-34 for the Programme.

Activity	2024/25	2025/26	2026/27	2027/28	Total Budget
<b>WATER</b>					
All Equalised Schemes Replacement of Water Take Consents	\$32,634	\$312,199	\$263,373		\$608,206
Rangitāiki Plains Replacement of Water Take Consents	\$0	\$111,500	\$171,765		\$283,265

**6.2 Three Waters Consent Replacement Programme Update(Cont.)**

Murupara Replacement of Water Take Consents	\$43,512	\$44,600	\$0		\$88,112
					<b>\$979,583</b>
<b>WASTEWATER</b>					
Whakatāne Equ. across District Wastewater Discharge Resource Consents (Whak, Edge, Tāne, Te Ma)	\$861,820*	\$1,505,243	\$1,832,160	\$352,462	\$4,551,685
Murupara Wastewater Discharge Resource Consents	\$912,258*	\$613,247	\$114,510		\$1,640,015
					<b>\$6,191,700</b>
<b>PROGRAMME TOTAL</b>					<b>\$7,171,283</b>

\* Also includes budget carried forward for Murupara and Tāneatua wastewater consents from the 2023/24 year.

**5.1. Programme Budget Management**

The current allocated budget of \$7.1M over the next three years is for planning activities to replace consents and does not include any upgrades following consent approvals. These will be budgeted as part of future Annual Plan and Long Term Plan deliberations and decisions.

Given the scale of consent renewals for Council, it is important that there are clear processes in place to manage budget allocation throughout the three year programme, including being able to highlight early any funding constraints and/or challenges that may present.

This programme of work will be regularly reported through to the PSG, who will provide programme oversight and guidance. This group will make recommendations through to IPC and Council for any budget allocation changes required.

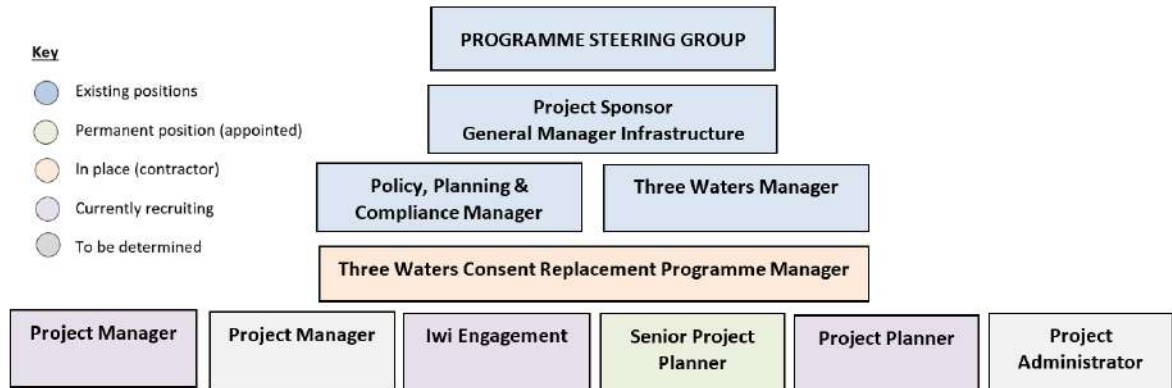
**6. Programme Resourcing**

The Long-Term Plan 2024-34 includes six additional roles (three FTE and three contractors) to support the delivery of the Three Waters Consent Replacement Programme.

The roles are based on the required skills and experience to deliver the work programme and include project management, iwi engagement and planning and consents. The roles will include a mix of contractor and full-time/fixed-term equivalents to support acquiring relevant experience and capability across the three-year work programme.

Recruitment is proving challenging given the expertise required and the demand across local government agencies at present to meet Local Water Done Well and consent replacement requirements under the RMA. The following diagram outlines the programme team structure and current progress to date on recruitment.

**6.2 Three Waters Consent Replacement Programme Update(Cont.)**



**6.1. Recruitment of Roles**

Progress update on recruitment includes:

Role	Status	
<b>Programme Manager</b> <ul style="list-style-type: none"> <li>Programme wide</li> </ul>	External - Contractor	This role is in place. Contract shared with Matatā Wastewater Project (at present).
<b>Project Manager</b> <ul style="list-style-type: none"> <li>Whakatāne and Edgumbe wastewater</li> </ul>	External Fixed term / contractor	The role is currently being advertised on the Council's recruitment platforms. Contractor in place to support short term urgent actions until December 2024. Further support for the long term will be actioned in the new year.
<b>Iwi Engagement Advisor</b> <ul style="list-style-type: none"> <li>Programme wide.</li> </ul>	External Fixed term / contractor	The role is currently being advertised on the Council's recruitment platforms. Initial interviews held.
<b>Project Manager</b> <ul style="list-style-type: none"> <li>Tāneatua wastewater and water</li> <li>Waimana water</li> </ul>	External Fixed term / contractor	This role will be coordinated with Tūhoe in terms of requirements and recruitment. The Programme management team are currently seeking advice from the Council's Tūhoe relationship manager as to the appropriate next steps.
<b>Senior Project Planner</b> <ul style="list-style-type: none"> <li>Whakatane and Edgumbe wastewater senior support</li> <li>Murupara wastewater</li> <li>Matatā wastewater</li> </ul>	Internal Full-time	This role has been filled through an internal recruitment process.

**6.2 Three Waters Consent Replacement Programme Update(Cont.)**

Role	Status	
<b>Project Planner</b> <ul style="list-style-type: none"> <li>• Rangitāiki plains water</li> <li>• Matatā water</li> <li>• Murupara water</li> <li>• Rugby Park irrigation</li> <li>• Rūātoki water<sup>1</sup></li> </ul>	External Fixed term / contractor	The role is currently being advertised on the Council's recruitment platforms. Interviews undertaken – a local contractor option is currently being looked into.
<b>Programme Coordinator</b> <ul style="list-style-type: none"> <li>• Programme wide</li> </ul>	0.6 FTE Internal (shared resource)	Shared role with Environmental Planning and Policy team. Interviews held, preferred applicant identified, reference checking process underway.

**7. Programme Progress**

The following table summarises the current programme and progress to date on relevant projects:

Project	Date	Progress
<b>WASTEWATER CONSENTS</b>		
<b>Whakatāne and Edgcumbe Wastewater</b>	2024 - 2027	Fonterra has approached the Council to explore a potential partnership for developing a combined wastewater treatment plant (WWTP) and discharge system. Both parties are currently evaluating the benefits and risks of this collaboration. Key decisions on the future approach and whether to pursue further investigation into a joint project are expected by late 2024 or early 2025.
<b>Tāneatua Wastewater</b>	2024 - 2027	Awaiting appointment of Project Manager. Several conversations and draft Terms of Reference have been established with Te Uru Taumatua and Te Taraipara o Rūātoki Tribal.
<b>Murupara Wastewater</b>	2024 - 2027	The Murupara Co-design Group, consisting of Ngāti Manawa and the Council, has been established. The Terms of Reference include relationship principles and outlay Ngāti Manawa's aspirations—including the removal of wastewater discharge from the Rangitāiki River—have been agreed upon. The next steps involve creating a project plan and securing a technical team to manage key workstreams such as environmental monitoring, wastewater and discharge system options, cultural narrative, legal and planning considerations, and communications.
<b>WATER CONSENTS</b>		
<b>Whakatane and Ōhope Water</b>	2024 - 2026	

**6.2 Three Waters Consent Replacement Programme Update(Cont.)**

<b>Matatā Water (Jennings Spring)</b>	2025 - 2027	The following water consent projects are all still in the development phase or are awaiting the appointment of a Project Planner to apply for “like for like” consents.
<b>Tāneatua Water</b>	Mid-2024	The Whakatāne/ Ōhope Water Project will build on a comprehensive water roadmap developed in 2021. Supporting Project Manager and Project Planner (Consents) are currently being recruited.
<b>Murupara Water</b>	Late 2024	
<b>Waimana Water</b>	Early 2025	
<b>Rugby Park irrigation</b>	Late 2024 / Early 2025	
<b>Rūātoki Water</b>	n/a	

**8. Co-Design Approach**

Following the successful co-design approach established for the Matatā Wastewater Project, a number of additional co-design structures have been or are planned to be established to support the more complex consent replacement projects. Co-design processes are in the early stages, with progress to continue once the Three Waters Programme Team is fully in place.

<b>Whakatāne/ Edgecumbe Wastewater Consent Replacement</b>	Co-design approach in early stages of establishment. A working group has been established to precede co-design and undertake feasibility work. Once the way forward has been established (joint with Fonterra or standalone) a co-design group will be formed with wider stakeholders, including relevant hapū.
<b>Murupara Wastewater Consent Replacement</b>	Co-design group established in early 2024 with the Council and Te Rūnanga o Ngāti Manawa. Terms of Reference are in place.
<b>Tāneatua Wastewater Consent Replacement</b>	Co-design group established in early 2023 with the Council, Te Uru Taumatua, and Te Taraipara o Rūātoki Tribal. Draft Terms of Reference in progress. It is expected the co-design group will be reset following the appointment of a Project Manager after being on hold.
<b>Water Consent Replacements (Rangitāiki plains, Whakatāne/Ōhope, Matata, Murupara, Waimana, Tāneatua and Rūātoki)</b>	These projects are still in the development phase. They build on a comprehensive water roadmap that was developed in 2021. Standalone schemes with existing water supplies that the Council intends to apply for “like for like consents” will go through standard iwi and hapū consultative processes. This includes water supplies for Waimana, Tāneatua, Murupara, and Rugby Park irrigation.  For more complex schemes necessitating broader strategies and changes to water sources or service areas, co-design or working groups involving iwi and hapū will be required. This pertains to projects such as the Whakatāne and Ōhope scheme, which includes potential integration with the Otumahi Scheme.

## 6.2 Three Waters Consent Replacement Programme Update(Cont.)

	When co-design groups are already established, such as those for wastewater projects, the Council will utilise these to establish or combine co-design initiatives for water.
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### 9. Significance and Engagement Assessment - *Aromatawai Pāhekoheko*

#### 9.1. Assessment of Significance

The decisions and matters of this report are assessed to be of high significance, in accordance with Council's Significance and Engagement Policy.

The following criteria are of particular relevance in determining the level of significance.

- **Level of community interest:** The Three Waters Consent Replacement Programme is expected to generate a moderate level of community interest. A communications and engagement plan will be developed for each of the significant projects which will include engagement with the wider community.
- **Rating / Financial impact:** The financial costs associated with the Three Waters Consent Replacement Programme are included in the Long-Term Plan (LTP) 2024-34. However, this does not include the costs of the subsequent infrastructure upgrades that will be required due to the new consents.
- **Impact on Māori:** The consent replacement programme has a notable impact on Māori, given the strong cultural connections to land, water, and other taonga. The co-design approach with iwi and hapū is intended to ensure that the concerns and aspirations of Māori are integral to the programme's planning and execution.

#### 9.2. Engagement and Community Views

Resourcing is currently being secured to support with Council's ongoing communications and engagement on the programme. This will include the development of a programme level Communications and Engagement Plan.

Relevant consent replacement projects will develop a project plan and include relevant place-based communications and engagement planning as part of this, aligned to the programme level C&E Plan.

### 10. Considerations - *Whai Whakaaro*

#### 10.1. Financial/budget considerations

Project costs are being funded out of the budget for the Three Waters Consent Replacement Programme and are included in the Long Term Plan (LTP) 2024-34.

#### 10.2. Strategic alignment

Meeting the Resource Management Act requirements of replacing expiring consents for water and wastewater has been identified as a strategic project for the Council and is a legal requirement.

## 6.2 Three Waters Consent Replacement Programme Update(Cont.)

No inconsistencies with any of the Council's policies or plans have been identified in relation to this report.

### 10.3. Climate change assessment

The matters in this report are assessed to have low climate change implications and considerations, in accordance with the Council's Climate Change Principles.

### 10.4. Risks

- The 2026 timeframe for replacing the majority of the identified consents will be very challenging to meet, especially for consents associated with the four wastewater treatment plants, given the amount of technical work, partnerships, and community engagement required. To mitigate this, each project will develop a project plan and include adequate planning for any interim approach that may need to be taken if the timeframe(s) cannot be realistically met.
- Obtaining the necessary resource consents will be challenging due to the complex nature of the projects, especially wastewater consents. The most effective way of mitigating this risk is through the co-design and partnership approach process with iwi and hapū that is being implemented as part of the relevant projects.
- Recruiting the right level of skills and experience into the approved roles may prove challenging given the current demand for three waters expertise and support across local government in New Zealand. The programme team are using all recruitment methods and staff advice available to help mitigate this risk.

## 11. Next steps - *Ahu whakamua*

- Continue to manage the Programme Steering Group as per agreed terms of reference.
- Continue recruitment processes for relevant roles to support project development and delivery.
- Continue to establish and work in co-design partnerships for relevant projects.

### 6.3 Airport Master Plan 2024 Report

## 6.3 Airport Master Plan 2024 Report



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To: **Infrastructure and Planning Committee**

Date: **Thursday, 14 November 2024**

Author: **M Read / Team Leader Ports and Airports**

Authoriser: **B Gray / GM Infrastructure and Acting CFO and GM Business Partnering**

Reference: **A2774863**

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### 1. Reason for the report - *Te Take mō tēnei rīpoata*

The purpose of this paper is for the Infrastructure and Planning Committee to review and the Airport Master Plan and adopt the Plan.

### 2. Recommendations - *Tohutohu akiaki*

1. THAT the Infrastructure and Planning Committee **receive** the Airport Masterplan 2024 Report; and
2. THAT the Infrastructure and Planning Committee **adopt** the Whakatāne Airport Master Plan 2024 as appended to this report.

### 3. Background - *He tirohanga whakamuri*

The Airport Master Plan is a summary document of an extensive piece of work dating back to 2022. This Master Plan work consists of a robust full Master Plan and several appendices (four) which cover various topics including aeronautical forecasting. Consultation began in May 2022 and concluded in July 2024. All stakeholders were consulted, advice from Council's Strategic Team is that public consultation was not required. It has been determined that the consultation process used complies with Council's Engagement Policy.

### 4. Issue/subject - *Kaupapa*

The Master Plan meets the following:

- Summarises all Master Plan documentation
- Reduces concepts into specific actions (workstreams)
- Aligns with the current Long Term Plan
- Complies with Council's five Strategic Priorities.

In addition to the specified workstreams, the Master Plan has an abbreviated Strategic Plan including three Strategic Goals. The purpose of this is to give the reader some assurance that this document is a working document with key deliverables.



### **6.3 Airport Master Plan 2024 Report(Cont.)**

The three Strategic Goals (Appendix 1 – Whakatāne Airport Master Plan 2024, page 13) have a focus of being “Open for Business” and promoting the concept that the financial performance of the airport must improve. This in turn will reduce the burden on ratepayers. This will be achieved in conjunction with maintaining safety standards.

The Master Plan has been written in such a way as to strike a balance between providing relevant information and illustrating an achievable and exciting vision for the future.

All Master Plan documents will be publicly available post adoption. This demonstrates transparency and allows individuals and organisations the ability to find information that is not included in the final Master Plan. The Council’s Communication Team will implement the final publication of the Master Plan and to advise on methods to make all information relating to the final Master Plan available online.

#### **5. Options analysis - *Ngā Kōwhiringa***

##### **5.1. Option 1 Adopt the Airport Master Plan – preferred option**

The compilation of the Airport Master Plan has gone through rigorous development involving previous workshops with Councillors, engagement with local Iwi and Hapū and robust user consultation.

###### **5.1.1. *Advantages***

Adoption of the Master Plan is a key step required to start moving forward in the development of the airport and achievement of the strategic priorities set out in the plan.

###### **5.1.2. *Disadvantages***

Not adopting the Airport Master Plan causes unnecessary further delays in the implementation of The Plan.

##### **5.2. Option 2 – Delay adoption of the Airport Master Plan until a further Council Briefing has been undertaken**

Delaying the adoption allows for a further Council Briefing or further consultation to be undertaken if desired.

###### **5.2.1. *Advantages***

Allows for a further Council Briefing or further consultation to be undertaken.

###### **5.2.2. *Disadvantages***

Adoption of the Master Plan is a key step required to start moving forward in the development of the airport and achievement of the strategic priorities set out in the plan, delaying adoption delays the ability to move forward.

### 6.3 Airport Master Plan 2024 Report(Cont.)

## 6. Significance and Engagement Assessment - *Aromatawai Pāhekoheko*

### 6.1. Assessment of Significance

The decisions and matters of this report are assessed to be of low significance, in accordance with the Council's Significance and Engagement Policy.

- **Level of community interest:** the expected level of community interest, opposition or controversy involved is low.
- **Level of impact on current and future wellbeing:** the Master Plan expects to improve the current and future wellbeing of our communities.
- **Rating impact:** the expected costs to the community, or sectors of the community, in terms of rates is expected to improve with the adoption of the plan with the intention to make the airport more financially sustainable.
- **Impact on whānau/hapū/iwi:** thorough engagement hapū and iwi has been undertaken throughout the development of the Airport Master Plan.

### 6.2. Engagement and community views

The compilation of the Airport Master Plan has gone through rigorous development involving previous workshops with Councillors, engagement with local Iwi and Hapū and robust user consultation.

Further engagement on this matter is not being undertaken in accordance with Section 4.2 of the Council's Significance and Engagement Policy. This states that the Council will not consult when there is already a sound understanding of the views and preferences of the persons likely to be affected or interested in the matter.

## 7. Considerations - *Whai Whakaaro*

### 7.1. Financial/budget considerations

The current Long Term Plan budgets have been developed in accordance with the direction provided for by the Airport Master Plan.

There are no further budget considerations associated with the recommendations of this report.

### 7.2. Strategic alignment

No inconsistencies with any of the Council's policies or plans have been identified in relation to this report.

### 7.3. Climate change assessment

Based on this climate change assessment, the decisions and matters of this report are assessed to have low climate change implications and considerations, in accordance with the Council's Climate Change Principles.

### 7.4. Risks

There are no known risks associated with the matters of this report.

### **6.3.1 Appendix 1: Whakatane Airport Master Plan**

#### 8. Next steps - *Ahu whakamua*

- Council's Communications and Engagement team will facilitate publication of the Master Plan and associated documents.
- Council's Airport Team will begin implementation of the Airport Master Plan.

**Attached to this report:**

- Appendix 1: Whakatāne Airport Master Plan 2024

### **6.3.1 Appendix 1: Whakatane Airport Master Plan**




# Whakatāne Airport Master Plan 2024

## *Mahere Ārahi o te Papa Rererangi o Whakatāne*

### Gateway to the Eastern Bay of Plenty






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Our airport:  
where heritage takes flight





## EXECUTIVE SUMMARY WHAKARĀPOPOTOTANGA

Whakatāne Airport is a valued community asset, connecting Whakatāne and the wider Eastern Bay of Plenty to the rest of the country. It plays a vital role in our economic infrastructure, supporting trade, tourism, and overall economic growth for the Eastern Bay of Plenty. The airport has historical ties to Ngāi Taiwhakaea and Ngāti Awa, with opportunities to develop partnerships and joint economic opportunities. Continuous investment and upgrades are needed to maintain and enhance this critical infrastructure.

The current Whakatāne Airport Master Plan was prepared in 2008 by Opus International Consultants. Whakatāne Airport’s 10-year (2012 – 2022) Business Plan was prepared in 2012 and adopted by Whakatāne District Council in 2013. This document is now due for review, and alongside the Statement of Intent (draft FY23), it provides direction for the next Whakatāne Airport Master Plan being developed.

In 2022, Whakatāne District Council engaged Astral Aviation Consultants to prepare the next Whakatāne Airport Master Plan and a draft document was prepared (dated 14 September 2022).

The development of the Airport Master Plan highlights several opportunities and spatial requirements to safeguard the airport’s future. This includes the development of the airport terminal building, a new hangar development to meet projected aircraft demand, building a solar farm as we work towards decarbonisation, new flight training opportunities, and other aeronautical opportunities, including aircraft engineering and non-aeronautical opportunities such as a freight hub and business park.

These opportunities present a chance to enhance the airport’s capacity, operational efficiency, and sustainability. They aid in attracting business and tourism opportunities, growth, and investment, working towards a more sustainable future. Throughout this process, we are committed to ensuring our stakeholders are engaged with, and feedback is considered for future developments.

As a Council, we are focused on providing a vibrant airport as a gateway to the Eastern Bay of Plenty. We encourage growth and investment in our airport and work closely with stakeholders to ensure strong links with the area. At the same time, we make plans for a sustainable future with safety at the forefront.



*Iwi and hapū participation in planning and decision-making is integral to the airport’s future.*

*We acknowledge Ngāi Taiwhakaea and Ngāti Awa and their customary relationship to the whenua of Whakatāne Airport and are committed to further enriching our partnership with Ngāi Taiwhakaea, Ngāti Awa and other local hapū over the coming years.*

**6.3.1 Appendix 1: Whakatane Airport Master Plan(Cont.)**

## OVERVIEW

### TIROHANGA WHĀNUI

The development of the Airport Master Plan began in 2022 with the engagement of external aviation consultants. Consultation and engagement with our stakeholders was also included, and between 2022 and 2023, we heard from our local communities, airport users, joint venture partners, and hapū and iwi.

#### In the Airport Master Plan you will find:

- **Our vision and purpose statements.**
- **Proposed infrastructure development.**
- **Stakeholder consultation and feedback.**
- **Strategic opportunities and workstreams (2024-2029).**
- **Review of current facilities and operations.**
- **Future aircraft and passenger projections.**

Our Airport Master Plan must align with iwi, hapū, and community aspirations and be developed in partnership with our stakeholders.

#### The key requirements of the Master Plan are to:

- Define the airport's objectives and outcomes.
- Update the Whakatāne Airport Business Plan.
- Support the Council's Long Term Plan 2024-2034.
- Consider the financial position and fiscal improvement of Whakatāne Airport including ongoing funding requirements.
- Develop relationships with our partners; Iwi and hapū, joint venture partners, stakeholders, airport users, and the wider community.
- Implementation of kaitiakitanga and sustainability principles.
- The embedding of Whakatāne District Council strategic priorities into airport operations.



6.3.1 Appendix 1: Whakatane Airport Master Plan(Cont.)



## WHAKATĀNE DISTRICT COUNCIL STRATEGIC PRIORITIES NGĀ RAUTAKI MATUA O TE KAUNIHERA Ā-ROHE O WHAKATĀNE

**The Whakatāne District Council has adopted the following strategic priorities as part of the Long Term Plan 2024-2034.**

The Whakatāne Airport will incorporate these strategic priorities into our identified workstreams.



**Enhancing the safety, wellbeing and vibrancy of communities**

*Me mātua whakanui i te marutau, te oranga, me te whitawhita o ngā hapori*



**Strengthening relationships with iwi, hapū and whānau**

*Me mātua whakawhanake i ngā kōtuituinga ā-iwi, ā-hapū, ā-whānau anō hoki*



**Building climate change and natural hazard resilience including our infrastructure**

*Me mātua whakakaha i te aumangea ki te huringa āhuarangi me ngā tūraru matepā taiao*



**Facilitating economic regeneration and responding to development pressures**

*Me mātua whakahaere i te tipuranga o te taiōhanga me ngā tonotono whare*



**Shaping a green District**

*Kia toitū te rohe*

Throughout this Airport Master Plan, the icons above identify which one of the Whakatāne District Council strategic priorities the action refers to.

WHAKATĀNE AIRPORT MASTER PLAN 2024 | 5





## OUR VISION AND PURPOSE TŌ MĀTAU MATAKITENGA ME TE ARONGA

### Vision statement

In preparing the Airport Master Plan, Astral Aviation Consultants undertook extensive stakeholder consultation, leading to the vision statement for the Airport:



*To be a successful small regional airport that enables all facets of local aviation interests, supports the aspirations of mana whenua and the wider Eastern Bay of Plenty community, and is safe, efficient and 'open for business.'*



*In September 2023, Whakatāne District Council adopted the following purpose for Whakatāne Airport.*

*This purpose will take us into the future.*

### Whakatāne Airport purpose statement

Whakatāne Airport connects the past to the future, uniting generations through a shared sense of identity and belonging. Our airport holds a special sense of meaning- a place where cultures meet, stories are shared, and connections are made. We're passionate about engaging with our iwi, hapū and community as partners. Our airport is a critical lifeline link to the outside world. Our focus is to provide a vibrant airport as the gateway to the sunny Eastern Bay of Plenty, where we honour and celebrate a rich cultural tapestry while planning for a sustainable future with safety at the forefront.

**6.3.1 Appendix 1: Whakatane Airport Master Plan(Cont.)**

## AIRPORT ORIGINS NGĀ PŪTAKENGA O TE PAPA RERERANGI

The Whakatāne Airport's land has a rich history tied to Ngāti Awa as mana whenua and local hapū Ngāi Taiwhakaea. Crown acquisition of this land in 1866 due to alleged Ngāti Awa involvement against the Crown in the early 1860s led to grievances and a Deed of Settlement in 2002. This settlement stipulates that if the land is no longer reserved for airport use, it must be returned to Ngāti Awa.

In 1944, the then Whakatāne County and Borough Councils initiated the airport's planning. In 1960, the airport officially opened on land vested in trust to the Councils by the Crown, designating the land for airport and ancillary aviation purposes as needed. Later, a sealed runway for the larger DC3 aircraft was completed in 1962.

The design and build of the existing Whakatāne Airport terminal building was completed in 1974. The terminal building has received the Enduring Architecture Award.

It is scheduled as a built heritage feature in the Operative District Plan and a Category 1 listed building on the New Zealand Heritage List/Rārangi Kōrero.



6.3.1 Appendix 1: Whakatane Airport Master Plan(Cont.)



## CONSULTATION PROCESS TE HUARAHI UIUINGA

The following consultation and engagement has taken place with the community and stakeholders to date.

### Development of Master Plan - Consultation process

Date	Group (s)	Notes
May 2022	35 key stakeholders	Opinions and concerns heard from Taiwhakaea and key stakeholders
July – August 2022	Sixteen groups and service providers	Council heard further feedback and details on specific aspects for airports future.
March 2023	Airport users including hapū	Users briefed by Council and Stephanie Murphy on aeronautical reporting. Requirement for Public Master Plan.
November 2023	Airport users including hapū	Users briefed on progression of Public Master Plan. Feedback on new hangars heard.
16 February 2024	Airport users including hapū	Users updated on progression of Public Master Plan. Feedback on new hangars heard.
21 March 2024	Airport users including hapū	Users advised of further consultation required for Public Master Plan. Concerns heard.
July 2024	Hapū	Final round of consultation before Council adoption.

## AIRPORT PARTNERS NGĀ KŌTUITUINGA PAPA RERERANGI

- Ngāi Taiwhakaea
- Te Rūnanga o Ngāti Awa
- Whakatāne District Council
- Ministry of Transport

### STRATEGIC PRIORITIES



Strengthening relationships with iwi, hapū and whānau  
*Me mātua whakawhanake i ngā kōtuituinga ā-iwi, ā-hapū, ā-whānau anō hoki*



## STAKEHOLDER FEEDBACK TE WHAKAHOKI KŌRERO O TE HUNGA WHAIPĀNGA

Following consultation with stakeholders, we’ve gained insights into Whakatāne Airport and its future. In May 2022, the Council hosted a meeting to hear preliminary views on the Airport and its future development. Thirty-five stakeholder groups, including hapū, attended.

Throughout July and August 2022, the Council spoke with 16 different groups and service providers to gather more details to help plan specific aspects of the airport’s future. Some Council members also participated in these talks. We asked about factors such as the airport’s anticipated future passenger and cargo demand. We discussed the local economy, focusing on vital sectors such as tourism and aquaculture, and explored the potential growth of activities like flight training and recreational flying.

The group explored opportunities for enhancing airport efficiency, including adopting solar power and evaluating current operations and fees. It also discussed specific airport services and infrastructure adequacy for future expansion, addressing aspects like power, water, runways, and compliance with land use regulations.

Hapu consultation was undertaken as part of the formal consultation process.

In addition to this, informal consultation was carried out to ensure this document addressed hapu aspirations and concerns.

### STRATEGIC PRIORITIES



Enhancing the safety, wellbeing and vibrancy of communities  
*Me mātua whakanui i te marutau, te oranga, me te whitawhita o ngā hapori*



Strengthening relationships with iwi, hapū and whānau  
*Me mātua whakawhanake i ngā kōtuituinga ā-iwi, ā-hapū, ā-whānau anō hoki*



### We discussed with our stakeholders:

- Local economy.
- Tourism and aquaculture.
- Potential growth activities such as flight training and recreational flying.
- Airport efficiency and adoption of solar power.
- Infrastructure adequacy for future expansion.
- Future passenger and cargo growth.

6.3.1 Appendix 1: Whakatane Airport Master Plan(Cont.)







# WHAKATĀNE AIRPORT SPATIAL PLAN MAHERE WHAITUA O TE PAPA RERERANGI O WHAKATĀNE






View the Whakatāne Airport spatial plan on the following page.

**KEY:**

**Spatial plan index**

-  Proposed solar farm. Can be located further west if required.
-  Proposed hangar development sites. Flat ground available requiring minimal development.
-  Reserved for aeronautical and non-aeronautical development.
-  Proposed flight school campus.

**Terminal insert:** As demand dictates

-  Extension to current terminal to accommodate additional capacity.
-  New terminal. Retain existing terminal under Heritage NZ requirements.
-  Extension to apron to accommodate new hangar.

6.3.1 Appendix 1: Whakatane Airport Master Plan(Cont.)



6.3.1 Appendix 1: Whakatane Airport Master Plan(Cont.)



## STRATEGIC PLAN 2024 – 2029 MAHERE RAUTAKI

Strategic Goal(s)	Activity	Page	Start/End Dates	Deliverables	Key Stakeholders
<b>2024</b>					
1	Operational airspace development	-	March 2024/ 2026	Improvements to Mandatory Broadcast Zone, Low Flying Zone and noise abatement.	Council. Contractors. Airport users. Airways. CAA. Hapū and Iwi.
2/3	Stimulate aeronautical activity	-	March 2024/ Ongoing	Reach out to existing and new commercial aviation companies including Regional Airline Partners, flight training and parachute operators. Provide General Aviation with an environment to grow including new hangars.	Council. Contractors. Airport users. Commercial aviation operators.
2/3	New hangar development	14	April 2024/ Mar 2025	Present feasibility work to hapū, iwi and airport users. Post consultation seek Council approval and user EOI's. Commence build.	Council. Contractors. Hapū and Iwi. MoT. Airport users. Consultant.
1/2	Airport terminal	15	Aug 2024/ October 2029	Engage Heritage NZ, hapū and iwi to investigate possible design enhancements. Carry out a phased improvement programme possibly concluding with a new terminal.	Council. Hapū and Iwi. Airport users. MoT. Public.
2/3	Solar farm	16	May 2024/ June 2026	Update existing work and relationships. Carry out comprehensive feasibility study. Engage hapū and iwi, Central Government and private investors. Present proposal to Council for approval.	Council. Hapū and Iwi. Central Government. MoT. Investors. CAA. Project Partners. Consultant.
3	Commercial review	-	2024	Benchmark financial performance. Review lost revenue opportunities. Review all costs.	Council. Contractors. Staff. MoT.

6.3.1 Appendix 1: Whakatane Airport Master Plan(Cont.)



Strategic Goal(s)	Activity	Page	Start/End Dates	Deliverables	Key Stakeholders
<b>2025</b>					
2/3	Non-aeronautical developments	19	July 2025/ 2029	Investigate all options to utilise land usage under Council control at the Whakatāne Airport. Options should include business park, freight hub and any other activity that may return revenue to ratepayers.	Council. Hapū and Iwi. MoT. CAA. Contractor. Consultant
3	Business plan	-	April 2026/ June 2026	Dovetail business plan to conclude with non-aeronautical development assessment. Review and report on new and existing airport ventures with a plan for the future. Report to Council.	Council. MoT. Consultant.

Strategic goals

Whāinga Rautaki

- 1
Maintain and develop airport infrastructure to continue to improve airport safety and useability.
- 2
Grow airport vibrancy by encouraging growth and development of new aeronautical and non-aeronautical activity.
- 3
Using sound financial practices to improve the airport’s financial performance.

S.W.O.T Analysis – Ref Appendix 1





6.3.1 Appendix 1: Whakatane Airport Master Plan(Cont.)

# FUTURE WORKSTREAMS NGĀ ARA WHANAKE

After carefully considering the Whakatāne Airport Master Plan Draft 2022, the Whakatāne District Council Infrastructure and Planning Committee have agreed to commence feasibility studies and planning into the following workstreams.

These workstreams will form part of the Council's Long Term Plan 2024-2034.

### Hangar Development



### Terminal Development



### Solar Farm



### Flight Training



### Other Aeronautical Opportunities



### Non – Aeronautical Opportunities





## FUTURE WORKSTREAMS NGĀ ARA WHANAKE

### Hangar Development



STRATEGIC  
PRIORITIES



#### Opportunity:

Current airport users and enquiries from external parties outside of Whakatāne indicate a demand for additional hangar space.

We have identified parcels of land suitable for hangar development that do not require significant groundwork. The intention is to build these hangars in collaboration with our partners and lease them to users.

#### Risks:

- Strategic considerations in the placement of new hangars.
- Oversupplying the local market and associated financial risk of additional hangar space. This can be minimised by implementing a phased approach to development, ensuring demand always exceeds supply.

#### Other considerations:

Prepare a full feasibility study on new hangars, including different hangar designs and sizes, costings, rental revenue, and projected returns on investment. Once the business case has been completed, we will seek expressions of interest from potential new tenants.





# Terminal Development



STRATEGIC PRIORITIES



**Opportunity:**

Our iconic terminal has challenges and is at the point where some redevelopment is required. Plans include implementing a three-phased approach for remediating the existing terminal and transitioning into a new terminal in the future.

- **Phase 1:** Carry out minor maintenance, including correcting weather tightness issues, painting, and increasing waiting space seating capacity. Consult with iwi and hapū to have a more culturally representative design present within the terminal building.
- **Phase 2:** As passenger demand increases, we will extend our terminal, increasing waiting space capacity (Refer to the Spatial Plan to view the planned extension area).
- **Phase 3:** When we reach capacity and outgrow phases 1 and 2, options to build a new terminal building will need to be researched. We have allocated the area to the west of the existing terminal for this use. Significant investment from the Council, central government, and other third-party investors is required.

**Risks:**

- The existing terminal is protected by Heritage New Zealand/ Rārangi Kōrero, and any work carried out will require approval.
- Our current terminal building does not have any connection to mana whenua. Plans to develop a new terminal building will require thorough consultation with iwi and hapū.
- Capital investment into development must be planned carefully, having little if any return on investment.

**Other considerations:**

With a new terminal development, future use of the heritage-protected terminal building needs to be considered. Some suggestions are that it could be used as office space or for hospitality.



Solar Farm


STRATEGIC PRIORITIES






**Opportunity:**

Increasing future demand for renewable energy is likely. Aviation is well underway in decarbonisation; however, the impact this will have on New Zealand’s domestic aircraft will not be fully known for another two to three years. What is known is that aviation will move toward being electric, hydrogen, hybrid, or a combination of these energy sources, all requiring electricity.

The Ministry of Business, Innovation and Employment forecasts New Zealand’s demand for electricity to increase by 81% by 2050. A full business study into the viability of a solar farm is suggested.

**Risks:**

- The exact makeup of the energy source required for New Zealand’s domestic aircraft fleet is not yet known.
- The aviation industry is actively developing Sustainable Aviation Fuel (SAF). This will begin with the supply of the world’s international fleet but could also affect domestic aviation, although this is thought to be unlikely.

- Solar farms have become increasingly popular as an available energy source. If the supply of electricity from solar farms continues to increase, the value to the grid could decrease, reducing a solar farm’s viability.

**Other considerations:**

Under our key priority – Shaping a Green District, we are committed to investigating the viability of a solar farm at Whakatāne Airport.

The approach is three-phased:

- Supply power to the grid
- Supply power to our airport to support a green aviation future
- Supply power to specific community users, including Council facilities (sleeving) or a combination of all of these.

A solar farm on the Whakatane Airport represents a significant investment opportunity. The exact size of the solar farm and phased approach to its construction will not be known until initial feasibility studies have been completed. We hope to get this work underway in the near future.



# Flight Training



STRATEGIC PRIORITIES



**Opportunity:**

International pilot demand has increased significantly since the COVID-19 pandemic. Both Airbus and Boeing estimate that the international aviation industry will require around 600,000 new pilots over the next 15 years. The infrastructure we hold, along with the physical location and position of the airport and the relatively quiet airspace, positions us well for flight training. Increased flight training would also translate into economic advantages for the district, such as the need for accommodation.

**Risks:**

- External events outside our control can affect pilot demand, as seen during the COVID-19 pandemic.
- Infrastructure should be built so that it can be redeployed if required.
- The increase in air traffic due to increased flight training will also need to be managed through robust aviation Safety Management.

**Other considerations:**

Initial planning conversations to develop further pilot training facilities suggest we could start with approximately 30 new pilots, increasing up to over 100 new trainee pilots per year. It is important to note that careful management of any risks around air traffic management is needed. Minimise risks with a solid exit strategy.





# Other Aeronautical Opportunities



STRATEGIC PRIORITIES



**Opportunity:**

We believe more activities such as aircraft engineering and painting, parachute operations, and passenger transport are viable options. An increase in these activities would increase demand for hangars, leading to additional revenue streams.

**Risks:**

- Current and established airport operators ceasing operations. Future developments must include consultation and engagement with airport operators to create a fair and level playing field.
- Activities outside our control, such as the economic climate, can affect the long-term viability of developments. For this reason, developments will be undertaken with a staged approach and again have solid exit strategies.

**Other considerations:**

Having additional aviation-based activity on the airfield will result in additional aeronautical opportunities. An airfield-based aircraft engineer, for example, would likely attract other aircraft to visit Whakatāne to have work done, which could lead to the need for additional hangars.





Non -  
Aeronautical  
Opportunities



STRATEGIC  
PRIORITIES





**Opportunity:**

The consultation process revealed that the business community and airport users wish to investigate activities unrelated to aviation. We believe that non-aeronautical activity is critical to helping us achieve the best possible financial outcomes for our community and district.

Opportunities include:

- Initiatives such as a freight hub, business park, and storage are all considered viable options to investigate further.
- An inside children’s activity centre, such as Chipmunks, which we were recently approached on.

We have earmarked two parcels of land for these activities (Refer to the Spatial Plan to view the planned extension area). This would be a significant project, but with robust feasibility and business case studies, we believe there is an opportunity for investment in this space.

**Risks:**

- Reducing demand driven by economic conditions and other factors outside of our control. This will be mitigated through prudent planning and ensuing demand always exceeds supply.
- Failing to execute spatial planning effectively leading to compromised development. To mitigate this risk we will carry out robust consultation and planning.

**Other considerations:**

These outlined opportunities are mid to long-term projects while we continue to develop other, more urgent projects. That said, this opportunity is vitally important to the long-term financial prosperity of our airport.



## AIRPORT REGULATIONS NGĀ TURE PAPA RERERANGI

The Whakatāne Airport meets the following rules and standards:

**CAR139:** Requires airports that serve planes with more than 30 passengers to be certified, outlining specific safety and lighting standards.

**AC139-6:** Sets physical standards based on aircraft size.

**Operative District Plan:** Manages land use and heritage protection around the airport.

**Bay of Plenty Regional Council Plans:** Covers environmental standards and other aspects. The Master Plan considers all these requirements in its recommendations.



### Current airport features and services

The airport is certified as a Code 3C facility, serving aircraft with over 30 passenger seats day or night under Instrument Flight Rules. It offers aeronautical and non-aeronautical services and plays a critical role in regional emergencies.

**Airlines and operations:** Air Chathams operates scheduled flights to and from Auckland.

**Operations management:** The day-to-day operation is overseen by Whakatāne District Council through a service contract.

Safety responsibilities remain with the Council as the aerodrome operator. Services support safe aircraft arrivals and departures, including maintaining runways and lighting.

**Tenants and activities:** Various entities operate at the airport, including flight training, agricultural services, commercial helicopters, aviation fuel suppliers, and navigational aids providers. Private hangars house general aviation aircraft. Some non-aeronautical land is leased for grazing, and parts of the terminal building are leased for compatible activities. Parking is available south of the terminal, and weather monitoring stations are nearby.

#### STRATEGIC PRIORITIES



Enhancing the safety, wellbeing and vibrancy of communities  
*Me mātua whakanui, i te maratau, te oranga, me te whitawhita o ngā hapori*





## FACILITIES AND OPERATIONS TE PAPA RERERANGI ME NGĀ MAHI

### Airport significance

Situated 5km west of the Whakatāne township near the coast, Whakatāne Airport serves as the primary airport for Whakatāne and the wider Eastern Bay of Plenty area. Whakatāne Airport is an essential part of regional transportation, supporting the area's economic well-being and providing an important transportation link to other parts of the country. It is also integral to the Eastern Bay of Plenty's emergency response capability.

### Operational overview

Whakatāne Airport operates under Civil Aviation Authority (CAA) regulations, managed by Whakatāne District Council, with day-to-day operations delegated to a contractor. It has a 1,280m sealed main runway, a 750m grass runway, and holds CAA certification Part 139. The airport caters to both Visual Flight Rules and Instrument Flight Rules operations day or night, and has no restrictions on hours of operation. There is no Air Traffic Control service at the airport, which instead relies on Mandatory Broadcast Zone procedures. Currently, the volume of regular traffic services does not necessitate a rescue fire service. Infrastructure includes the heritage-protected terminal building, privately owned hangars, a sealed taxiway and apron, lighting, and navigation equipment.

### Ownership and governance

Whakatāne Airport operates as a Council Controlled Organisation (CCO) formed in 2006 through a partnership between Whakatāne District Council and the Ministry of Transport (Te Manatū Waka). Day-to-day operations and maintenance are managed by the Council, with funding primarily derived from fees and rentals (80%) and a portion from general rates (20%). Operational costs are shared equally between the Council and the Ministry of Transport, while capital costs require negotiation between the shareholders.

### Community and regional importance

Within the Bay of Plenty region are three commercial airports: Tauranga, Rotorua, and Whakatāne, all owned by their respective district or city councils. These airports offer scheduled services to Auckland, with Tauranga and Rotorua also connecting to Wellington and Christchurch.

Whakatāne Airport provides the closest scheduled commercial flights for Eastern Bay of Plenty residents. It connects them with other regional centres and international destinations via Auckland. This results in shorter travel times compared to the more distant options of Tauranga, Rotorua, or Gisborne.



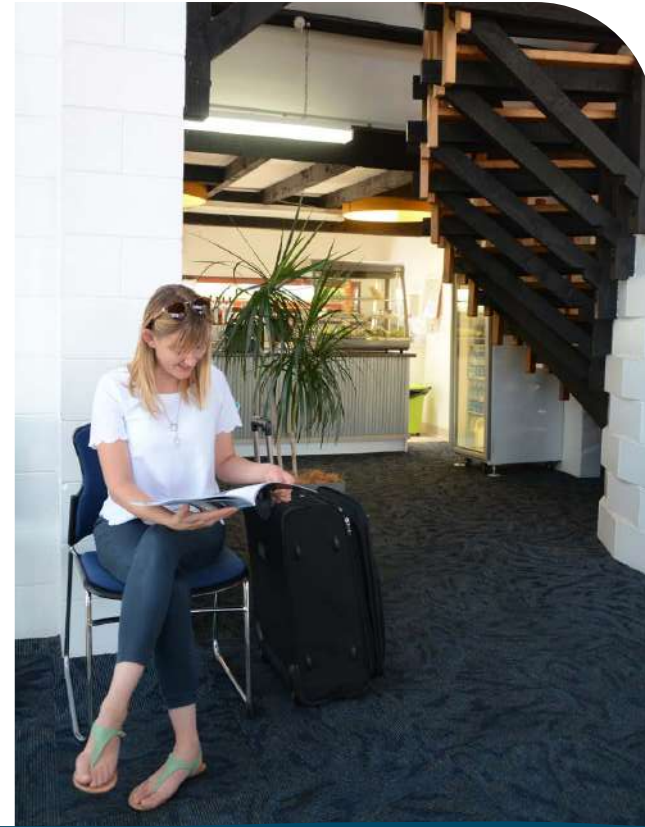
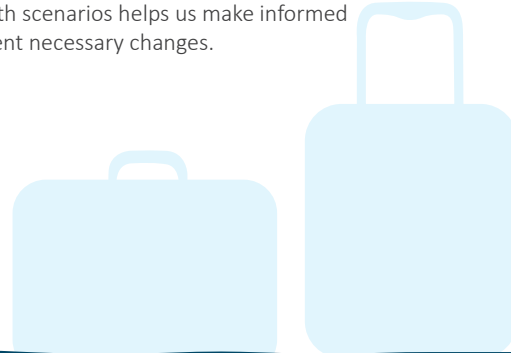
## WHAT DOES THE FUTURE LOOK LIKE? TE TIROHANGA WHAKAMUA

### *Passenger demand forecast*

Aeronautical forecasting indicates that Whakatāne Airport can expect an increase in passenger demand over the next decade. Post-COVID-19 pandemic predictions suggest the following growth rates:

- Slow growth: 2% annually
- Medium growth: 4% annually
- Fast growth: 6% annually

These growth rates are comparable to pre-pandemic trends observed at other airports in New Zealand. These forecasts help with planning future airport developments, particularly the expansion of the terminal building. Understanding potential growth scenarios helps us make informed decisions on when to implement necessary changes.



6.3.1 Appendix 1: Whakatane Airport Master Plan(Cont.)



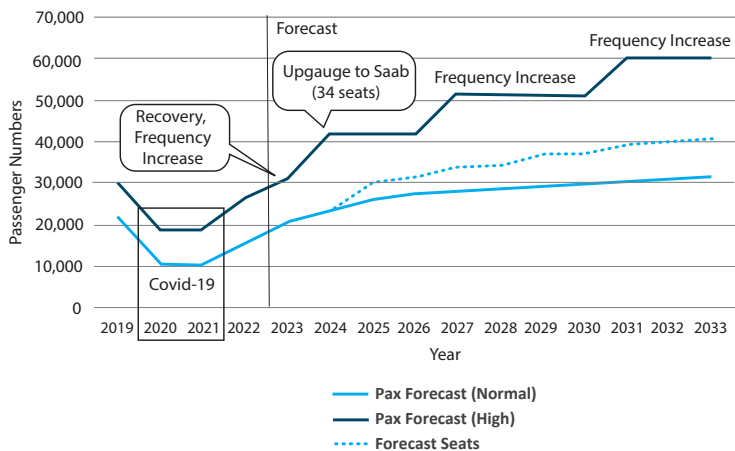
### Airline operations

The airport currently serves approximately 18,000 passengers per year.

With the introduction of the Saab 340 for Auckland flights, Air Chathams remains optimistic about future growth, with projections indicating:

- Conservative estimate: Approximately 25,000 passengers per year
- Optimistic estimate: Close to 35,000 passengers per year

Figure 1. Passenger and airfreight forecast



While we recover from the COVID-19 pandemic phase it is important to:

- Talk to iwi, hapū, other partners and important groups.
- Make a business plan.
- Plan what we need to build at the airport.
- Attract more people to use the airport.
- Show that the airport is ready for business.

This also forms part of the airports workstreams and Long Term Plan.

As we’ve learned since the COVID-19 pandemic, it’s important to remain optimistic and adaptable in the face of change. From unexpected international events to financial uncertainty, we must position our airport to pivot quickly.

#### STRATEGIC PRIORITIES



Enhancing the safety, wellbeing and vibrancy of communities  
*Me mātua whakanui, i te marutau, te oranga, me te whitawhita o ngā hapori*

**6.3.1 Appendix 1: Whakatane Airport Master Plan(Cont.)**

## SUPPORTING DOCUMENTS NGĀ TUHINGA TAUNAKI

The Whakatāne Airport Master Plan 2024 draws from the following documents:

- Whakatāne Airport Draft Master Plan 2022 - DRAFT dated 14 September 2022.
- Memorandum dated 28 May 2023 from Stephanie Murphy Re: Whakatāne Airport – Master Plan Addendum.
- Memorandum dated 13 February 2023 from Stephanie Murphy Re: Whakatāne Airport – Master Plan development next steps.
- Whakatāne Airport preliminary passenger forecast results April 2023 prepared by Christchurch Airport.
- Whakatāne Airport non-scheduled flight movements forecast results May 2023 prepared by Christchurch Airport.
- SWOT Analysis

If you would like to explore the documents in detail, please contact Whakatāne District Council Customer Services by emailing [info@whakatane.govt.nz](mailto:info@whakatane.govt.nz).

## CONCLUSIONS

### KUPU WHAKAMUTUNGA

In conclusion, the analysis and strategic planning outlined pave the way for a promising future for Whakatāne Airport.

We can see a clear path toward future innovations and sustainable growth by examining historical data, undertaking feasibility studies, and completing community engagement.

The Whakatāne Airport Master Plan serves as a blueprint, guiding the airport's development, ensuring alignment with community aspirations, and capitalising on emerging opportunities.

We invite you to explore the complete Whakatāne Airport Master Plan 2022- DRAFT and supporting documents, available by contacting our team.

For access to the complete set of documents discussed within this plan, please contact Whakatāne District Council Customer Services by emailing [info@whakatane.govt.nz](mailto:info@whakatane.govt.nz).



**6.3.1 Appendix 1: Whakatane Airport Master Plan(Cont.)**



We are committed to making our airport a vibrant gateway for tourism and business in the Eastern Bay of Plenty.

We encourage growth, investment, and strong community ties while planning for a sustainable future.

**6.3.1 Appendix 1: Whakatane Airport Master Plan(Cont.)**



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**WHAKATĀNE**  
District Council  
*Kia Whakatāne au i ahau*

## 6.4 Matatā Wastewater Project Update -November 2024

### 6.4 Matatā Wastewater Project Update -November 2024



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To: **Infrastructure and Planning Committee**

Date: **Thursday, 14 November 2024**

Author: **J Joyce / Matatā Wastewater Project Manager**

Authoriser: **D Bewley / GM Development and Environment Services**

Reference: **A2764757**

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#### 1. Reason for the report - *Te Take mō tēnei rīpoata*

The purpose of this report is to update the Infrastructure and Planning Committee on the Matatā Wastewater Project.

#### 2. Executive summary - *Whakarāpopototanga*

Matatā currently does not have a reticulated wastewater scheme, which means that individual landowners are reliant on their existing on-site septic tank system arrangements. Monitoring has detected elevated levels of faecal indicator bacteria and nutrients, particularly downstream of Matatā. The likely sources of contamination are the septic tanks within Matatā, which are posing risks to public health and contributing to environmental degradation and poor water quality.

Several significant consequences will persist in the absence of an appropriate wastewater treatment and disposal solution in Matatā. These include environmental and public health risks, as well as the potential for homes to fail to meet relevant standards, potentially rendering them uninhabitable. Both the Bay of Plenty Regional Council and Toi Te Ora Public Health have identified key concerns and expectations for mitigation regarding the environmental and public health impacts of the current situation.

The Council has committed to a project for a wastewater solution for Matatā as a matter of priority, implementing the solution as soon as practicably feasible, recognising community, legislative and funding requirements.

#### 3. Recommendation - *Tohutohu akiaki*

THAT the Matatā Wastewater Project Update November 2024 report be **received**.

#### 4. Co-Design and Project Partnership Approach

The Co-Design Group meet on a monthly basis throughout the project as well as being involved in any technical planning days. Previous co-design hui were held on Monday, 30 September and 21 October 2024. The next co-design hui is scheduled for 25 November 2024.



**6.4 Matatā Wastewater Project Update -November 2024(Cont.)**

The Co-Design Group includes representatives from the Council, Ngāti Awa hapū, Te Mana o Ngāti Rangitahi Trust and Ngāti Tūwharetoa (BOP) Settlement Trust.

It has also been agreed that the Bay of Plenty Regional Council and Toi Te Ora Public Health will support and offer public health and environmental protection advice to the Co-Design Group.

**4.1. Te Niaotanga ō Mataatua ō Te Arawa Co-Design Group report to Council**

The Te Niaotanga ō Mataatua ō Te Arawa Co-design Group, supported by the project technical team, are nearing completion of the Phase 3 technical reports and are planning to formally report to Council on the Matatā Wastewater Project to seek direction and endorsement to move to resource consent application. This is currently planned for the 12 December Ordinary Council Meeting subject to completion of the land analysis workstream.

**5. Phase 3**

The key workstreams in Phase 3 include:

<b>1. Cultural Narrative</b>	<b>Development of a cultural narrative and technical advice, working collaboratively with Matatā iwi and hapū representatives to inform all other technical workstreams. This will include areas, sites and stories of significance, desired outcomes and community benefits, and land development aspirations.</b>
<b>1. Environmental Monitoring Programme</b>	Develop a consistent and robust set of data and information on the current environment and environmental effects in Matatā to support decisions on the Matatā Wastewater Project.
<b>1. Wastewater System Options Analysis</b>	Determine and analyse appropriate wastewater collection system design options for Matatā, including recommendation of preferred option.
<b>1. Land Analysis Review</b>	Identify the preferred site(s) for the treatment and disposal of wastewater for inclusion in the resource consent application.
<b>1. Resource Consent Application</b>	Develop resource consent application including an AEE that is approved and submitted.

**5.1. Land Analysis - community engagement and communications on decisions**

Directions from Council at the 25 September 2024 publicly excluded meeting are being implemented including the purchase of Tahi Hill Farm at 138 Caverhill Road which was completed on Monday, 14 October 2024.

Council staff have been talking to and meeting with neighbours of Tahi Hill Farm from as soon as Council took ownership of the land, including a group of landowners on Caverhill Road. Council will continue to talk and meet with these landowners, as well as other neighbours, to provide information to them, so they remain involved and informed.

**6.4 Matatā Wastewater Project Update -November 2024(Cont.)**

Communications and engagement with residents and wider stakeholders will continue throughout the project. Further information including the purchase of this property was shared, via local media, to support wider community engagement.

**5.2. Environmental Monitoring**

As reported at the 26 September Infrastructure and Planning Committee (IPC) meeting, an independent peer review of relevant environmental monitoring reports was requested by the Mayor through the Chief Executive. A Request for Proposal (RFP) process was undertaken which led to the Institute of Environmental Science and Research (ESR ) being the selected agency, in particular for their New Zealand leading microbiologists and hydrogeologists whom have extensive expertise in assessing environmental contamination and public health risks from septic tanks.

The peer review is now complete, and the Project is pleased to report that ESR is in agreement with the overall findings of the three summary environmental monitoring reports:

*“ESR are in agreement with the overall conclusions made in the following reports: Stewart (2024), Boam and Pattle (2024) and Stott (2024). Further analysis of existing data, or additional monitoring could better characterise and quantify the contaminants present in Matatā and their impact. However, ESR states that additional monitoring and analysis would not materially change the overall conclusions.”*

The three reports that were reviewed are as listed below:

- Stewart, M. (2024). Update of Surface Water Quality State (Nov 21 to July 24) for Matatā WWTP Project and Comparison to Guidelines.
- Boam, E., & Pattle, A. (2024). Matatā Wastewater Project – Existing Groundwater Environment. PDP.
- Stott, R. (2024). Review of Microbiological and Physico-Chemical Monitoring in Matatā Township, including Analysis of Faecal Source Tracking Data.

The findings of these reports were summarised as part of the Matatā Wastewater Update given at the 26 September IPC meeting, and the full reports are available on request.

Summary findings of the peer review include:

- Faecal source tracking (FST) confirms human sewage contamination at several sites, linked to septic tanks.
  - a. Two sites, (Waitepuru downstream and one lagoon site) that had FST results initially classified by ESR as "human" should be reclassified as "possible human" due to likely cross-reactions with wildfowl or ruminant sources. These reclassifications, however, do not change the overall conclusions about human faecal contamination in key areas.
- Onsite wastewater systems are causing nutrient and microbial contamination of surface waters, posing risks to the environment and likely to human health, though the latter has not been quantified.
- Expanding housing without upgrading wastewater infrastructure could worsen environmental degradation. Reticulated systems are likely necessary if development proceeds.
- Matatā's coastal environment complicates wastewater treatment, with evidence of contamination pathways through heterogeneous substrates.

#### 6.4 Matatā Wastewater Project Update -November 2024(Cont.)

- Many properties lack adequate space for proper onsite wastewater disposal. Upgrading these systems or introducing a reticulated system is recommended to avoid further environmental harm.
- Any further housing development should only proceed if wastewater systems are improved, as current onsite systems will likely contribute to environmental degradation.

Two sites, (Waitepuru downstream and one lagoon site) that had FST results initially classified by ESR as "human" should be reclassified as "possible human" due to likely cross-reactions with wildfowl or ruminant sources. These reclassifications, however, do not change the overall conclusions about human faecal contamination in key areas.

##### Summary of the recommendations include:

- Integrate E. coli and other faecal indicator data with FST to improve interpretation of contamination sources.
- Test specific sites (e.g., SW23 and SW24) for ruminant or wildfowl markers, but this may not change the overall conclusions.
- Explore the hydraulic connection between groundwater and surface water in Matatā, particularly in areas near wastewater systems, to better understand contamination pathways and the impact of onsite systems.
- Future monitoring could include testing for emerging organic contaminants (EOCs), such as sucralose and caffeine, which could provide further insight into wastewater impacts on surface water.
- ESR recommends assessing the fate and transport of viral contaminants, such as bacteriophages, which could have greater mobility than bacteria and pose higher health risks.
- Analyse the effect of heavy rainfall on contaminant pathways, particularly in shallow groundwater and surface waters, to understand how rainfall influences the spread of contaminants from septic tanks.
- Conduct a detailed review of the age and design of onsite wastewater systems in Matatā, focusing on older systems that may contribute more significantly to contamination, and explore upgrades or replacements as necessary.

##### Next Steps

- The Project Technical Team will work through the recommendations and update reports, where appropriate, to support the resource consent application, if approved by Council.

## 6. Business Case

A Business Case outlining the 'case for investment' is ongoing and currently being updated to reflect the preferred sites as well as relevant information from the Phase 3 technical reports. The Business Case will support funding discussions both internal and external to Council.

## 7. Phase 3 Technical Reports

All Project Phase 3 workstreams are complete or nearing completion. These include the Cultural Narrative (complete), Wastewater System Options Analysis (final draft), Environmental Monitoring Programme (nearing completion), and Land Option Analysis (nearing completion).

#### **6.4 Matatā Wastewater Project Update -November 2024(Cont.)**

All reports will inform the resource consent process, if approved by Council.

##### **7.1. Cultural Narrative**

A fundamental workstream throughout the Matatā Wastewater Project has been the development of the Cultural Narrative. This workstream has informed all other technical workstreams.

In order to enable decision-making regarding the optimal solution for Matatā, it was crucial that the project understood and incorporated tangata whenua perspectives, histories, goals, challenges, and aspirations. These elements form an integrated approach across all project components.

The creation of a Cultural Narrative can serve as a useful tool for bringing together and conveying tangata whenua viewpoints, aspirations and challenges in a manner that recognises their connections to a specific location, resource or kaupapa.

Attachment 1 includes a copy of the final Cultural Narrative - Hokia Te Mauri Ki Te Awa O Te Atua (Matatā Wastewater Project Cultural Narrative) – prepared by Ngā Iwi o Te Niaotanga o Mataatua o Te Arawa September 2024.

##### **8. Project Progress**

The following table summarises the current project steps and progress to date on identified actions:

**6.4 Matatā Wastewater Project Update -November 2024(Cont.)**

<b>Task</b>	<b>Progress / Recent Actions Taken</b>	<b>Status</b>
<b>Co-Design Partnership Approach (Iwi and Council)</b>	<ul style="list-style-type: none"> <li>• Co-Design Group huis held monthly.</li> <li>• Two Co-Design Group hui held in October 2024.</li> <li>• Next Co-Design Group hui is scheduled for 25 November 2024.</li> </ul>	
<b>Project Phase 1: Project Set Up</b>	<ul style="list-style-type: none"> <li>• Phase 1 complete.</li> </ul>	
<b>Project Phase 2: Review Information and Identify Gaps</b>	<ul style="list-style-type: none"> <li>• Phase 2 complete.</li> <li>• Involved completion of two desk top review processes to review relevant past information and data to inform future project phases. The two desk top reviews included 1. Technical engineering and 2. Environmental science perspectives.</li> </ul>	
<b>Procure required skillsets and advice</b>	<ul style="list-style-type: none"> <li>• Specialist skills procured to support the technical project team. These include cultural expertise, technical engineering, environmental science, invertebrate/ecological monitoring and hydrology and groundwater.</li> </ul>	
<b>Partner project teams</b>	<ul style="list-style-type: none"> <li>• Council staff send ongoing updates to the Bay of Plenty Regional Council, Toi Te Ora Public Health, and the Ministry of Health on project progress. These agencies give both strategic and/or financial support to the project.</li> </ul>	
<b>Communications and Engagement Programme</b>	<ul style="list-style-type: none"> <li>• Relevant neighbours of the current land site have been contacted and discussions are ongoing.</li> <li>• Ongoing community engagement and comms will occur as the project progresses.</li> </ul>	

**6.4 Matatā Wastewater Project Update -November 2024(Cont.)**

<b>Project Phase 3: Options Analysis and Resource Consent Application</b>		
<b>Cultural Narrative workstream</b>	<ul style="list-style-type: none"> <li>Cultural Narrative Report complete. This will inform the resource consent process if approved.</li> </ul>	
<b>Environmental Monitoring Programme workstream</b>	<ul style="list-style-type: none"> <li>Currently finalising the Environmental Monitoring Programme Report, which will also inform the resource consent process if approved.</li> </ul>	
<b>Wastewater System Options workstream</b>	<ul style="list-style-type: none"> <li>Currently finalising the Wastewater Systems Analysis Report and Land Analysis Systems Report, both which will also inform the resource consent process if approved.</li> </ul>	
<b>Land Analysis Review workstream</b>		
<b>Business Case</b>	<ul style="list-style-type: none"> <li>Development of the business case is underway to support ongoing funding discussions both internal and external to Council.</li> </ul>	
<b>Resource Consent Application</b>	<ul style="list-style-type: none"> <li>This will follow and be informed by the other Phase 3 workstreams.</li> </ul>	
<b>Project Phase 4: Resource Consent Approval Process</b>		
	<ul style="list-style-type: none"> <li>This will follow and be informed by completion of Phase 3.</li> </ul>	
<b>Project Phase 5: Finalise for Detailed Design and Construction</b>		
	<ul style="list-style-type: none"> <li>This will follow and be informed by completion of Phase 4.</li> </ul>	

**9. Future Growth Planning**

The Eastern Bay of Plenty is experiencing consistent annual population and economic growth and requires an integrated spatial plan to support and guide future planning and investment decisions.

The sub-region’s challenging natural geography, increasing demand on housing (including affordability and suitability of housing stock), increasing demand on existing infrastructure, and further development of economically important industries, are all key challenges that require integrated management and partner led solutions.

The Whakatāne District Council has committed to working with its partners to develop an Eastern Bay of Plenty Spatial Plan. Neighbouring communities (Rotorua and the Western Bay of Plenty) have also undertaken significant spatial planning work that has implications for the Eastern Bay of Plenty.

Over the next 30 years we need to plan for approximately 12,000 extra people or 5,500 homes across the Eastern Bay sub-region.

**9.1. Matatā Area**

Matatā could be suitable for future housing and population growth. The lack of an appropriate wastewater system has been a growth constraint, but once this is addressed through the Matatā Wastewater Project, Matatā has the potential to be a growth area for the Eastern Bay. Its location central to work centres in Kawerau, Whakatāne and the new Rangiuru Business Park (in the Western Bay) makes it an ideal location for growth in the west of the Eastern Bay.

**6.4 Matatā Wastewater Project Update -November 2024(Cont.)**

There are approximately 100 hectares of reasonably elevated land to the east of Matatā, and this combined with infill could potentially accommodate up to around 1,500 dwellings, substantially growing the size of the town over the next 30 or more years. There are however significant implications through change at this scale for the township, and this needs to be discussed with residents, the Matatā Residents Association, iwi and hapū and the Rangitāiki Community Board, as the Spatial Plan is finalised.

Community engagement on the draft Spatial Plan has commenced, with the Plan itself scheduled to be completed in August 2025. Should Matatā be identified as a growth area, the implementation of the Spatial Plan would then include detailed master planning to show how this growth could be accommodated and inform future changes to the Whakatāne District Plan.

The timings of the Spatial Plan and Matatā Wastewater Project are well aligned to enable the necessary coordination between these two projects.

**10. Significance and Engagement Assessment - *Aromatawai Pāhekoheko*****10.1. Assessment of Significance**

The decisions and matters of this report are assessed to be of high significance, in accordance with Council's Significance and Engagement Policy.

The following criteria are of particular relevance in determining the level of significance.

- **Level of community interest:** the expected level of community interest, opposition or controversy involved.
- **Level of impact on current and future wellbeing:** the expected level of adverse impact on the current and future wellbeing of our communities or District.
- **Rating impact:** the expected costs to the community, or sectors within the community, in terms of rates.
- **Financial impact:** the expected financial impact on Council, including on budgets, reserves, debt levels, overall rates, and limits within the Council's Financial Strategy.
- **Consistency:** the extent to which a proposal or decision is consistent with the Council's strategic direction, policies and significant decisions already made.
- **Reversibility:** the expected level of difficulty to reverse the proposal or decision, once committed to.
- **Impact on Māori:** the expected level of impact on Māori, taking into account the relationship of Māori and their culture and traditions with their ancestral land, water, sites, wāhi tapu, valued flora and fauna, and other taonga.
- **Impact on levels of service:** the expected degree to which the Council's levels of service will be impacted.
- **Impact on strategic assets:** the expected impact on the performance or intended performance of Council's Strategic Assets, for the purpose for which they are held.

**10.2. Engagement and community views**

Once preferred sites for the project are approved, further community engagement will occur. This engagement could include additional information, meetings, and marae hui.

## 6.4 Matatā Wastewater Project Update -November 2024(Cont.)

The Matatā Wastewater Project website pages have been updated with all current information.

Ongoing Matatā Matters (newsletters) are regularly developed and distributed to the community and through the co-design iwi representative channels. We also continue to update the community through the Matatā Residents Association meetings.

### 11. Considerations - *Whai Whakaaro*

#### 11.1. Financial/budget considerations

Project costs are being funded out of the budget for the Matatā Wastewater Project and are included in the 2024-34 LTP.

#### 11.2. Strategic alignment

Providing a wastewater solution for the Matatā Community has been identified as a key strategic project for Council.

No inconsistencies with any of the Council's policies or plans have been identified in relation to this report.

#### 11.3. Climate change assessment

The matters in this report are assessed to have low climate change implications and considerations, in accordance with the Council's Climate Change Principles.

#### 11.4. Risks

The Matatā Wastewater Project cost has been estimated by Council staff based on a stand-alone wastewater treatment plant discharging to land. Cost estimates will continue to be refined as options are developed.

At this stage, a key risk is obtaining the necessary resource consents. The most effective way of mitigating that risk is through the co-design and partnership approach process with iwi and hapū that is being implemented as part of this project.

### 12. Next steps - *Ahu whakamua*

Continue to support the Co-design Group on the collaborative co-design approach for the Matatā Wastewater Project, including the upcoming Co-Design Group hui on Monday, 25 November 2024.

Key focus is to work with the Co-design Group, landowners, local residents and Council to complete work on the recommended sites for the treatment plant and disposal.

Finalise technical reports on the Phase 3 workstreams for formal reporting to Council on Thursday, 12 December 2024.

Continue wider community engagement, in partnership with the Co-design Group.

**Attached to this report:**



**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update**

- Appendix 1: Hokia Te Mauri Ki Te Awa o Te Atua (Matatā Wastewater Project Cultural Narrative) – prepared by Ngā Iwi o Te Nīāotanga o Mataatua o Te Arawa September 2024.

**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update**

**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**



# HOKIA TE MAURI KI TE AWA O TE ATUA

**PREPARED BY: NGA IWI Ō  
TE NIAOTANGA Ō MATAATUA Ō TE ARAWA  
2024**

**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**

## MIHI

Hei timatanga kōrero mā tātou, kia rātou kua huri ki tua o paerau, hoki wairua mai kia tātou. Ngā mate e whakataumaha nei i a koutou, nā koutou i tangi heoi anō nā tātou katoa.

Kia rātou mā nō Mataatua me Te Arawa waka kua hoki ki tua o te ārai, nei te ngākau tauwharewharenga e mihi ana. Wahaina mai ki runga i te whāriki o mate. Kia kōtahi ai te poroporoaki ki a rātou. Haere ki ngā taumata whakamoe i te tangata.

Haere ki o tūpuna, tuituia to kapua pēra kia moe i tō moengaroa ahakoa kua kore nei to ataahuatanga e kitea ana ināianeī, mā o whakaahua e whakanuia i a koe, he kanohi e kitea he hokinga mahara. Nō reira, kai te tangi tonu te ngākau, haere atu rā, moe mai rā!

Ka huri ki a tātou e te hunga ora, kia tātou kua ponitakatia mai nā runga i tēnei kaupapa whakahirahira, tēnā koutou tēnā koutou tēnā tātou katoa.

Te Niaotanga o Mataatua o Te Arawa Collective expresses its recognition of the recent passing of many of our beloved ones. Many individuals have dedicated significant effort to advance our marae, hapū, and iwi over the years, sometimes at the expense of spending time with our whānau. While the sadness of separation may diminish over time, the recollections of their presence in our lives endure indefinitely. We express our deep respect and gratitude for the ongoing efforts and accomplishments they have made on behalf of our iwi and the community of Matatā.

The cultural narrative within aims to illuminate the collective aspirations of Te Niaotanga o Mataatua o Te Arawa co-design group, also known as Te Kōtahi o te Awa o te Atua, about the development of a reticulation scheme in the Matatā region. The journey not only highlights our ongoing relationships with the Whakatāne District Council (WDC) and other stakeholders, but it also aims to provide recommendations to ensure the success of this initiative.

6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)

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## 6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)

# INTRODUCTION

The coastal township of Matatā lies nestled under the ranges of Whakapaukōrero in the ancestral lands of Ngāti Awa (Ngāti Hikakino, Ngāi Te Rangihouhiri II and Te Tāwera), Ngāti Rangitihī and Tūwharetoa ki Kawerau. Matatā is a place of significance as part of an important cultural landscape steeped in the histories of tangata whenua. Te Awa o Te Atua, once the receiving estuary of the Tarawera, Rangitāiki and Orini, remains deeply connected to tangata whenua as are the numerous waterbodies that flow from the ranges through the town towards Te Awa o te Atua. Tangata whenua assert strong relationships with Matatā and have a long-standing history of cooperation as kaitiaki over the lands, waters and wider taiao to protect, maintain and restore the mauri of these resources and their life sustaining properties. Ngāti Awa, Ngāti Rangitihī and Tūwharetoa ki Kawerau have witnessed considerable change over time as various environmental and economic pressures have transformed the landscape to accommodate a growing population. A long-standing issue in Matatā is the state of wastewater systems and the impact of failing septic tanks on the health and wellbeing of the taiao.

The WDC has initiated a priority project that seeks to find solutions for Matatā Wastewater and work with tangata whenua through a project partnership to explore mutually suitable and appropriate wastewater solutions for the Matatā Community. The project structure involves a Co-Design Group and Project Delivery Team. The Co-Design Group includes representatives from Ngāti Awa hapū, Ngāti Rangitihī, Tūwharetoa ki Kawerau, and WDC. Currently, individual households in Matatā are reliant on existing on-site septic tank systems which continues to present an ongoing issue for the residents and currently presents a public health and environmental contamination risk.

The current wastewater management system in Matatā is failing. Despite ongoing efforts over several decades to establish a centralised wastewater solution, the town continues to struggle with poor wastewater management. Matatā's wastewater issues are primarily due to high groundwater level that mean individual property based septic tank and disposal field are unable to operate effectively. This continues to present an ongoing issue for the residents and currently presents a public health and environmental contamination risk

Ngāti Awa, Ngāti Rangitihī and Tūwharetoa ki Kawerau have continued to advocate for sustainable solutions to ensure that the wellbeing of all life is maintained by the waters that flow from Papatūānuku. It is acknowledged that the current state of the wastewater presents an ongoing issue for the health and wellbeing of the taiao and the people that live in the town and surrounding areas. Tangata whenua have a strong desire to work together under a model of co-design with WDC to collaboratively seek appropriate wastewater solutions that serve the community in a sustainable, safe and affordable way that honours their role as kaitiaki of Matatā.

Ngāti Awa, Ngāti Rangitihī and Tūwharetoa ki Kawerau have special and enduring relationships based on whakapapa, history and associations with the subject area spanning generations. Enabling a respectful process of engagement and participation is essential to ensure that the unique whakapapa and mātauranga that stem from these relationships are captured in a way that acknowledges tangata whenua

**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**

# MATATĀ

The Matatā township, as foreshadowed, is located on a sloping terrace at the base of the Manawahē Hills sloping towards Te Awa o te Atua in the Eastern Bay of Plenty. Flowing from the ranges are two perennial streams - the Waitepuru and Awatarariki and an ephemeral stream known as the Waimea. The area of Matatā has a rich history. Through kaitiakitanga practises, tangata whenua have had a long-standing connection with the Tarawera awa, their ancestral lands, wāhi tapu (sacred areas), and locations of cultural and spiritual importance. From the outset, it is important to acknowledge that Ngāti Awa, Ngāti Rangitihī and Tūwharetoa ki Kawerau have their own histories. While they do overlap from time to time, they are also different. Ngāti Awa, Ngāti Rangitihī and Tūwharetoa ki Kawerau respectfully recognise the right of each of them to maintain their own traditions, consistent with their respective tikanga and mātauranga.

Ngāti Awa say that Tarawera's tears formed the Tarawera River. When Putauaki left Tarawera for the island of Whakaari, she longed for him. Ancestors of Ngāti Awa such as Te Tini o Toi, Te Tini o Awa, and Te Tini o Kawerau once lived on the banks of the Tarawera River before the advent of the waka Mataatua. Following the union of Te Tini o Toi with the uri of Mataatua waka and long before colonization, the river's resources were then utilised by Ngāti Awa hapū Ngāti Hikakino, Ngāi Te Rangihouhiri II and Te Tāwera and before raupatu including Ngā Pōtiki and Ngāti Hāmua. The Tarawera Awa is the Waikāmihi's parent river because Ngāti Hikakino, Ngāi Te Rangihouhiri II, and Te Tāwera have a spiritual connections with the river through Te Waikāmihi.

These hapū caught fish, eels, and white bait at the intersection of Te Waikāmihi and Tarawera (Ngati Awa Claims Settlement Act 2005).

Ngāti Rangitihī say that they have been residing at Te Awa o Te Atua, Matatā, as tangata whenua for centuries. A series of intertwined whakapapa that represent continuous occupation at Te Awa o Te Atua from Ngatoroirangi to the present day can be used to illustrate Ngāti Rangitihī's occupation of the land previous to this period. Due to the Tarawera River's cleanliness and purity, Ngatoroirangi gave it the moniker Te Awa o Te Atua, or the river of the Gods, when the Te Arawa waka arrived there. He offered special prayers before moving south. Following the Tarawera river upstream, he named landmarks and made claims to various pieces of land there.

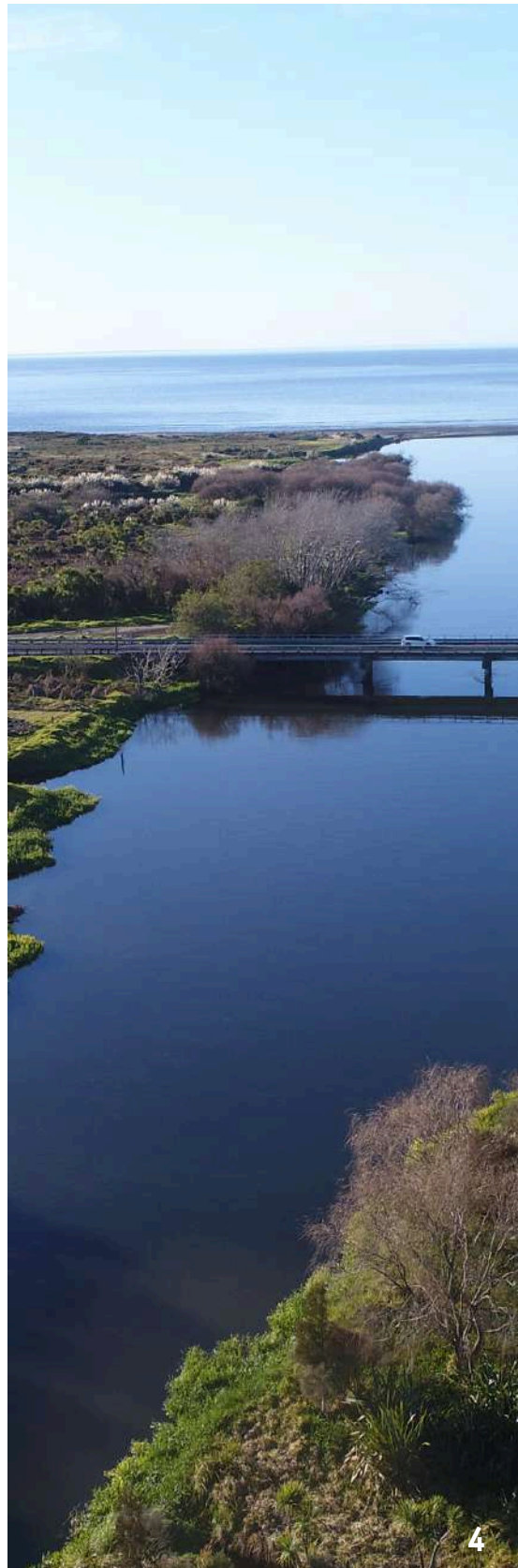
Tūwharetoa ki Kawerau say that they are also the descendants of the high priest Ngatoroirangi, who arrived in Aotearoa on the Te Arawa canoe. Tūwharetoa-i-te-aupouri is the descendant of Ngatoroirangi. In the sixteenth century, he and his people resided in the Kawerau region where they intermarried with the local iwi, Te Tini-a-Kawerau. His mother belonged to the latter and had ties to Ngāti Awa. From Otamarākau, the location of Tūwharetoa's birth, his people migrated north to Kawerau and along the coast to Matatā. Over time, he gathered his supporters in Waitahanui, not far from modern-day Kawerau. Tūwharetoa passed away and was interred there. Later, his remains were moved to Te Anakari hou o Tūwharetoa, a new name for the old Te Atua Reretahi burial cave close to Maunga Whakamana.



**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**

Ngāti Awa, Ngāti Rangitahi and Tūwharetoa ki Kawerau have protected, preserved, and conserved wāhi tapu, cultural sites of significance and the natural resources of the whenua and wai. Central to their kaitiaki role has been the protection of the mauri (life force) of the people and the environment through kaitiakitanga. This has facilitated the development of reciprocity and responsibility with the whenua through protecting culturally significant food gathering sites.

It has also enabled food to be available as the whenua and wai are the 'kai cupboard' for tangata whenua. This in turn has helped to maintain their physical and spiritual well-being. If their mauri was degraded through the contamination of the food and water sources, it led to the inability of marae to manaaki manuhiri. It would also create whakamā (collective embarrassment) amongst tangata whenua that could be long lasting. Any proposed changes, therefore, to the Ngāti Awa, Ngāti Rangitahi and Tūwharetoa ki Kawerau land and waterways, need to involve mandated tangata whenua representatives to advise how to make changes without the environmental degradation and declination in land and water quality.



**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**

# KAUPAPA -MATATĀ WASTEWATER

Matatā's reliance on individual septic tanks has been an ongoing issue for over two decades. Many of these systems are ineffective due to high groundwater levels and unsuitable soil conditions. This has led to frequent system failures, causing environmental degradation to local streams and groundwater, which eventually flows into Te Awa o te Atua.

The Whakatāne District Council began exploring solutions in 2003, with strong community support for a centralized system. However, the project faced several setbacks from the 2005 debris flow disaster, financial issues and legal challenges.

In 2013, the Council endorsed full reticulation but faced more delays due to further legal and funding obstacles. In 2018, Toi Te Ora Public Health pushed for Matatā's recognition as a maintenance zone, leading to Plan Change 14, which was later deferred to align with national freshwater policies.

Acknowledging the pressing need for a sustainable and viable solution, the Council launched a new project in 2020, adopting a co-design approach with mana whenua to explore options for the Matatā Waster Water Project.





## 6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)

# LEGISLATIVE AND POLICY FRAMEWORK

At the time of writing this report, there have been significant changes to the national direction for resource planning and water management. The project team has had to keep abreast of this changing legislative landscape. Tangata whenua have continued to be key leaders in this space, expressing unity in the spirit of kotahitanga to ensure visibility of Te Mana o te Wai which remains and centers Te Tiriti-based decision-making with regards to freshwater protection.

Wastewater infrastructure continues to be a critical issue across the motu with councils facing considerable pressures such as climate change resilience, population growth, aging systems, and regulatory compliance, to name a few.

These uncertainties, however, have worked to strengthen the position of the co-design group by signaling the importance of future-proofing decisions now that withstand legislative changes to come. It also speaks to the importance of having a strong values-based approach embedded in all project aspects. Local governance partners in this project remain committed to fostering strong local relationships between local iwi/hapu and their wider communities.

With this in mind, the following sections outline the current national, regional, and district legislative landscape in relation to wastewater management in Aotearoa.

For the Matatā Wastewater Project, key national and regional legislation and associated planning documents include:

- Te Tiriti o Waitangi
- Te Tiriti o Waitangi Settlement Redress
- Statutory Acknowledgements
- Iwi Management Plans
- The National Environmental Standards for Freshwater 2020 (NESFW).
- The National Policy Statement for Freshwater Management 2020 (NPSFM).
- The New Zealand Coastal Policy Statement 2010 (NZCPS).

- Resource Management Act 1991 (RMA)
- The Bay of Plenty Regional Policy Statement (RPS).
- The Regional Natural Resources Plan (RNRP).
- The Regional Coastal Environment Plan (RCEP).
- The Tarawera River Catchment Plan.
- The On-Site Effluent Treatment Regional Plan (OSET Plan).
- The Whakatāne District Plan (District Plan).

### TE TIRITI O WAITANGI

Te Tiriti o Waitangi is central to the foundation of resource management in Aotearoa New Zealand. Te Tiriti guaranteed Māori protection of their lands, waters and all other taonga/treasures. At the same time, it enabled mana whenua to be able to manage their rohe according to their mātauranga and tikanga and to enact kaitiakitanga in their own unique ways. The mana/authority of Ngāti Awa, Ngāti Tūwharetoa ki Kawerau and Ngāti Rangitihi was therefore affirmed in Te Tiriti.

Whakatāne District Council as a local authority of the New Zealand Crown, has an obligation to fulfill its legislative responsibilities under Te Tiriti o Waitangi and to recognize the importance of partnership as the foundation of the Treaty.

### Te Tiriti o Waitangi Settlement Redress

Ngāti Awa, Ngāti Rangitihi, and Tūwharetoa ki Kawerau have their own individual statutory acknowledgements along Tarawera Awa ki te Awa o te Atua under their separate Te Tiriti o Waitangi settlement redress. This reinforces their tino rangatiratanga and mana motuhake over these taonga tuku iho.

6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)

**Te Mana o te Wai - NPS FM 2020**

Te Mana o te Wai shapes how local authorities will manage freshwater and directs other New Zealanders to do so through regional and district plans, as well as regional policy statements. Councils are required to implement Te Mana o te Wai when creating or revising these plans and statements.

Te Mana o te Wai establishes a hierarchy of obligations, prioritizing the health and well-being of water first. The second priority is meeting the health needs of people, such as access to drinking water, and the third is ensuring that people and communities can provide for their social, economic, and cultural well-being.

The following six principles inform the implementation of Te Mana o Te Wai. Regional Councils also need to give effect to the five requirements outlined in figure 2.

**The six principles**

**Mana whakahaere:** the power, authority, and obligations of tangata whenua to make decisions that maintain, protect, and sustain the health and well-being of, and their relationship with, freshwater

**Kaitiakitanga:** the obligation of tangata whenua to preserve, restore, enhance, and sustainably use freshwater for the benefit of present and future generations

**Manaakitanga:** the process by which tangata whenua show respect, generosity, and care for freshwater and for others

**Governance:** the responsibility of those with authority for making decisions about freshwater to do so in a way that prioritises the health and well-being of freshwater now and into the future

**Stewardship:** the obligation of all New Zealanders to manage freshwater in a way that ensures it sustains present and future generations

**Care and respect:** the responsibility of all New Zealanders to care for freshwater in providing for the health of the nation

FIGURE 1 MfE Essential Freshwater: Te Mana o te Wai Factsheet - 6 principles

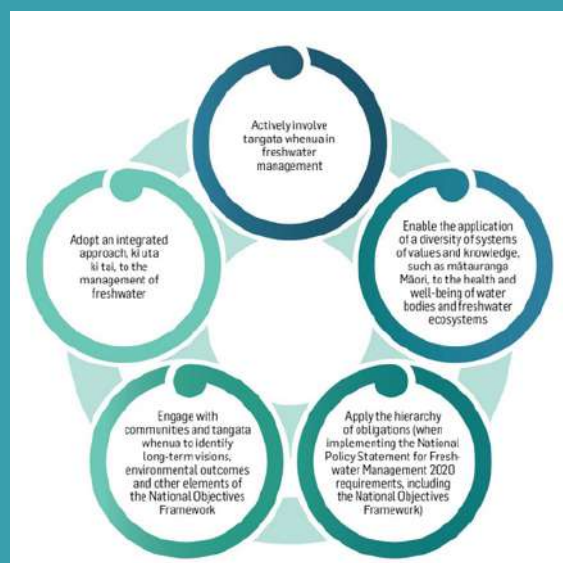


FIGURE 2 Essential Freshwater: Te Mana o te Wai Factsheet

**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)****Resource Management Act 1991 (RMA)**

At the time of writing, WDC are required to operate within the framework of the Resource Management Act (RMA). Sections 5, 6, 7, and 8 of the RMA which emphasises the importance of considering the cultural perspectives of tangata whenua in resource management. These sections are crucial in fulfilling the RMA's purpose of promoting the sustainable management of natural and physical resources.

The overarching goal of the RMA is to "promote the sustainable management of natural and physical resources." Sections 5, 6, 7, and 8 are often specifically highlighted by tangata whenua in discussions of resource management, as they stress the significance of cultural considerations in the protection of natural resources.

Sustainable management involves managing the use, development, and protection of natural and physical resources in a manner that allows people and communities to meet their social, economic, and cultural needs while also ensuring their health and safety. This includes:

- (a) Preserving the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations;
- (b) Safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
- (c) Avoiding, remedying, or mitigating any adverse effects of activities on the environment.

Although all aspects of section 5 are important, managing resources in a way that supports cultural well-being while protecting the life-supporting capacity of water is essential to achieving the RMA's objectives.

Section 6(e) of the RMA recognizes the relationship between Māori, their culture, and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga as matters of national importance. Therefore, anyone exercising functions and powers under the RMA in relation to managing the use, development, and protection of natural and physical resources must acknowledge and support these relationships.

Section 7(a) of the RMA mandates that those exercising powers and functions under the RMA must consider kaitiakitanga, which the RMA defines as the "exercise of guardianship by the tangata whenua of an area in accordance with tikanga Māori in relation to natural and physical resources, and includes the ethic of stewardship."

Section 8 of the RMA requires that in achieving the RMA's purpose, those exercising functions and powers under the Act must consider the principles of the Treaty of Waitangi (Te Tiriti o Waitangi). The RMA reaffirms the guarantees in Article 2 of the Treaty, as well as the rights and responsibilities of tangata whenua.

Additional provisions within the RMA, including sections 61, 66, and 74, further affirm tangata whenua as kaitiaki, requiring relevant local authorities to take iwi management plans (or other iwi planning documents) into account when preparing policies and plans.

**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**

**Iwi Management Plans**

Through their respective post governance settlements entities, Ngāti Awa, Tūwharetoa ki Kawerau and Ngāti Rangitahi all have Iwi Management Plans lodged with Bay of Plenty Regional Council, Whakatāne District Council and Kawerau District Council.

Under the RMA, councils must "take into account" any relevant planning documents recognized by an iwi authority and lodged with the council. This obligation is particularly outlined in Section 61(2A)(a) for regional councils, Section 66(2A)(a) for regional policy statements and plans, and Section 74(2A) for district plans.

By taking these plans into account, councils are expected to recognize Māori values, customary rights, and the principles of Te Tiriti o Waitangi (Treaty of Waitangi) in their environmental management and planning decisions.

In practice, iwi management plans serve as vital tools for ensuring that the cultural and environmental values of Māori are integrated into resource management processes, fostering improved collaboration between iwi and councils.



**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**

## PURPOSE

In order to enable decision-making regarding the optimal solution for Matatā, it is crucial that the project understand and incorporate tangata whenua perspectives, histories, goals, challenges, and aspirations. These elements should form an integrated approach across all project components.

The creation of a Cultural Narrative (CN) can serve as a useful tool for bringing together and conveying tangata whenua viewpoints, aspirations, and challenges in a manner that recognises their connections to a specific location, resource, or kaupapa.

With regard to this project, it offers a chance to draw lessons from previous iterations in order to refine the project design using a co-design methodology with an overarching goal to improve Matatā's wastewater management. Additionally, it offers a chance to celebrate the commitment by WDC and tangata whenua to work together to facilitate integrated decision-making.

This was crucial in order to ensure that the process of options analysis and decision making reflects the parameters of what was shared, and that the scope of the cultural overlay is determined by iwi. One important output of this cultural narrative document is to inform the development of a culturally informed resource consent application.

A kaupapa Māori approach to these wānanga and the preparation of this report was taken which seeks to privilege the voices and experiences of tangata whenua and prioritises mātauranga Māori, tribal histories and experiences and future aspirations.

## OBJECTIVES

The objective of this report is to work with Ngāti Rangitihi, Ngāti Awa and Tūwharetoa ki Kawerau to ensure that tangata whenua relationships to Matatā and perspectives on the kaupapa are documented, understood, and communicated to the Matatā Wastewater Project team to inform all relevant workstreams and decision making. This involves:

- Working with iwi and Matatā Maori Land Holding Trusts to determine future development aspirations for their land to inform the wastewater project;
- Supporting the process of identifying significant sites in and around Matatā that are potentially impacted by the Project as determined by tangata whenua;
- Undertake a stocktake and review of existing cultural mapping to identify potential gaps required for further investigation – as determined by tangata whenua.



**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**

## CO-DESIGNING SOLUTIONS TOGETHER

Acknowledging past attempts at previous wastewater proposals in Matatā provides some key learnings that have directly informed this process. One of those learnings centres on ensuring strengthened engagement processes and that the project contains representation of those who have relationships and interests in the Matatā community. A critical milestone has been the establishment of a co-design approach from the outset of the project which has seen the coming together of tangata whenua and WDC representatives to form a collaborative group. This approach goes beyond agreeing on a recommended solution for Matatā; it includes designing decision-making processes in collaboration with tangata whenua. This co-design group is called Te Niaotanga o Mataatua o Te Arawa. By adopting a co-design approach, with a shared vision and terms of reference, it was envisioned that an effective solution will be confirmed through a commitment to a genuine Te Tiriti approach.

Te Niaotanga o Mataatua o Te Arawa comprises representatives from Ngāti Awa hapū (Ngāti Hikakino, Ngāi Te Rangihouhiri and Te Tāwera), Ngāti Rangitihī and Tūwharetoa ki Kawerau, and three WDC representatives including two Councillors. The partners are committed to working together to develop a wastewater solution for Matatā.



**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**

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## TE NIAOTANGA Ō MATAATUA, Ō TE ARAWA

Ngāti Awa hapū, Ngāti Rangitahi and Tūwharetoa ki Kawerau are the protectors of the sacred energies at Ōnīao marae today - hence the name of the co-governance group Te Niaotanga o Mataatua ō Te Arawa. These ancient names are sacred to Ngāti Awa, Ngāti Rangitahi and Tūwharetoa ki Kawerau. It is said that this was a landing place of many ancestral waka that migrated from Hawaiki (Polynesia) including Te Paepae-ki-Rarotonga, Pungarangi, Te-Rū, Te Whakatāne, Nukutaimemeha (sacred canoe of Maui), Horouta, Te Ranga-a-Whatanuku, Tākitimu, Matawhaorua, Tainui, Mataatua and Te Arawa.

Each of these waka is said to have travelled via Mihimarino and then to the Matatā lagoon known as Te Awa o Te Atua. Both Mataatua and Te Arawa landed here in the same area at the same time. From here Mataatua and Te Arawa sailed across to Te Kōpū-ā-kuku and then anchored at Ōnīao. In memory of the landing place of Mataatua and Te Arawa the area was named Te Niaotanga o ngā waka ō Mataatua ō Te Arawa. Not long after, the Tainui canoe left here and landed at Maketu in Kawhia. The Tākitimu departed from Matatā and ended up in the Tākitimu ranges near Christchurch. The Mataatua waka landed at Whakatāne but eventually ended up in the north in the Takou river amongst the Ngāti Rehia tribe of Taitokerau. Te Arawa waka disembarked from here and went to Maketu and established Te Arawa iwi from Maketu to Tongariro.

Several important talismans were buried at Ōnīao to protect the area as well as acknowledge the connection of Mataatua and Te Arawa. Ngatoroirangi buried Tikiapoa, a healing stone here at Ōnīao. Toroa buried Tiki, a mauri stone at Whakatāne to look after and protect the lands and waterways of this area. Tūwharetoa placed a sacred stone to represent his power and his identity at Ōnīao. Te Kooti Arikirangi, the prophet of the Ringatū faith placed a special rock at Ōnīao to represent his spiritual energy and note his presence at Matatā. Hoturoa landed at Ōnīao and placed Te Mataketake as a sacred talisman to protect the people of this place (Dr Pouroto Ngaropo 2022).

## NGĀ MĀTĀPONO Guiding Principles of Te Niaotanga ō Mataatua ō Te Arawa

***Te Tauihu o te Waka - "Navigating the bow of the canoe, in the right direction, together"***

These principles have been co-designed by iwi representatives and approved by the co-design group. The principles themselves are considered 'living' and shall inform all stages of the Project. On 30 May 2022, the co-design group endorsed a set of guiding principles - Ngā Mātāpono. They affirm a commitment to cultural sensitivity and respect, acknowledging the cultural and historical significance of Matatā to tangata whenua, including Ngāti Awa, Ngāti Rangitahi and Tūwharetoa ki Kawerau. They emphasise integrating mātauranga Māori (traditional knowledge) into the project's planning and design, ensuring that indigenous perspectives are fully embedded in decision-making

**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**

<b>NGĀ MĀTĀPONO</b>	
Te Mana o te whakaaro	We are together, from the beginning (i.e., commencement of the project
Te Mana o te tangata	It is about people, trust, and relationships.
Kanohi ki te kanohi	Being face to face, in person engagement.
Te Mana whakarite	Openly share issues and positions so we can understand each other better.
Te Mana whakaataata	Be open and transparent through the whole process, “live in the light”.
Te Mana whakatau	Work together to achieve approval, agreeance (i.e., agree the preferred wastewater solution for Matatā based on the best information we know at the time).
Mā te wa	We understand the past, present, and future of people and place (i.e., Matatā). We acknowledge past decisions and reflect on our learnings. (i.e., we improve the way we do things through delivery of the project). We futureproof for the long term (i.e., the wastewater solution).
Mā tōu rourou, me tōku rourou, te kaupapa ka ora	I bring my basket of knowledge, you bring your basket of knowledge, we bring all our baskets together where everyone provides expertise and experience – and through this we will succeed.
Kia hoe tahi ai to waka	We all move as one, together.
Nōku te mana, Nōu te mana, Nō tātou te mana	This is my given right (iwi, hapū, whanau), this is your given right (Council), we respect our collective voices and are stronger together.
Kia tiakina te mauri o te taiao kia toiora ai	We look after, protect and improve all elements of the environment (i.e., through the wastewater solution)
Kia Mataara	To be alert! Be cautious and aware of what is behind us, in front of us and around us.
Kia Manawanui	Being resilient and courageous in what we do



**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**

# TE TOHU

The design of a tohu to represent the co-design group Te Niaotanga o Mataatua o Te Arawa has been an important milestone for the project. Aligning with the project values, the intent was to weave historical and cultural narratives into the design to acknowledge whakapapa, kaitiakitanga and manaakitanga of the whenua, wai and hāpori of Matatā. Erin Tioke designed four options, all sharing the same concepts but artistically varied. Iwi representatives met with Erin where he shared his creative process for each design. After in depth discussions, the teardrop design was favoured for its ability to reflect key elements in an attractive and meaningful way. Those in attendance made suggestions such as how to reflect the colours associated with each Iwi and to pronounce the representation of the benefits of all the community.

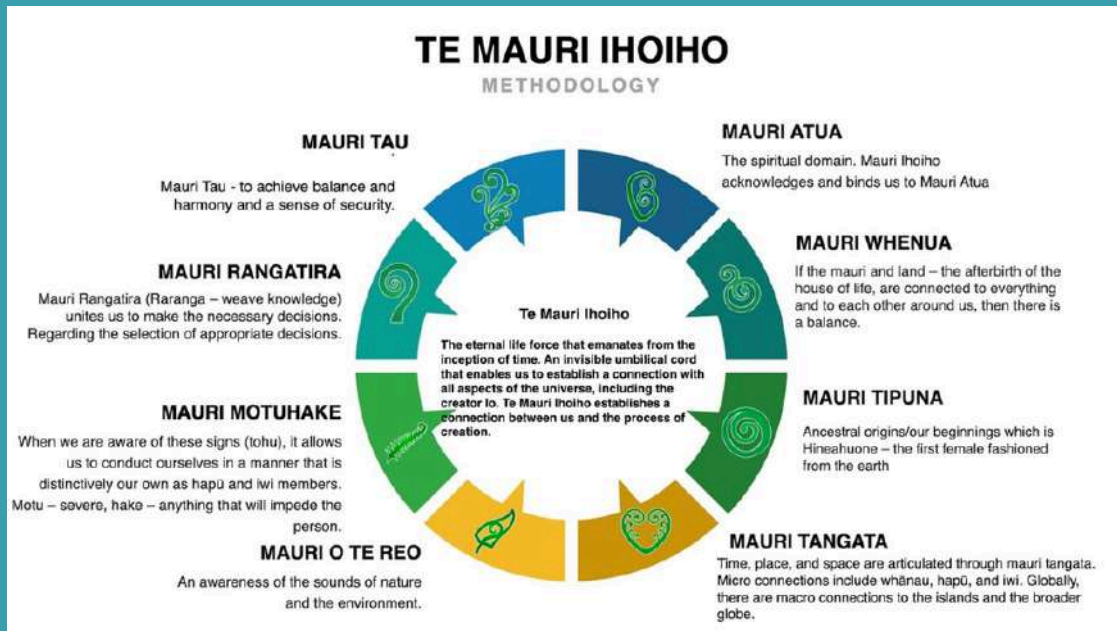
We also revisited how the tohu would be used and why this was more than just a “logo”. Whakaaro was shared about how the importance of reflecting the co design of a wastewater system and the wider community should be able to get a sense for an improved approach by not just seeing WDC logos and colours on project material. Having the tohu designed by Erin who can whakapapa to all three iwi, lives in Matatā with his whānau and is well known to all iwi members. This was really important too, for the integrity of the design process.



6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)

# TE MAURI IHOIHO METHODOLOGY

In addition to creating a tohu that was exclusive to Te Niaotanga o Mataatua o Te Arawa, the iwi representatives of Ngāti Awa, Ngāti Rangitahi, and Tūwharetoa ki Kawerau were able to establish a preferred methodology that they could use to build long-lasting and enduring relationships with the Whakātane District Council, the Matatā community, and each other. In addition to the principles formulated by the co-design group, each iwi contemplated a solution-development strategy that emphasized the concept of mauri for environmental restoration. This involved recognising the vital life force in all living things and the interconnectedness of ecosystems. Hence the creation of Te Mauri Ihoiho Methodology, a framework that demonstrates what Mauri is, the various states of Mauri and how it is affected by the surrounding environment. An elaboration of these expressions of Mauri is outlined below.



In the context of Te Niaotanga o Mataatua o Te Arawa, the framework seeks to direct the tangata whenua’s interactions and decision-making process around a preferable wastewater solution that considers the social, cultural, and environmental aspirations of the Matatā community. As a result, the framework respects indigenous knowledge, community involvement, and collaborative decision-making.

**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**

# THE JOURNEY

The co-design group has held regular wānanga/hui/noho marae over the course of the project. Additionally, the iwi representatives have also convened several wānanga as an important part of strengthening their relationships with each other and with Matatā and to enable a space to discuss kaupapa as mana whenua and affirm their positions on various elements of the project. Given the multiple kaupapa in Matatā requiring the attention of its kaitiaki, these forums were a useful space to discuss wastewater and its interconnectivity with other Taiao projects and initiatives.

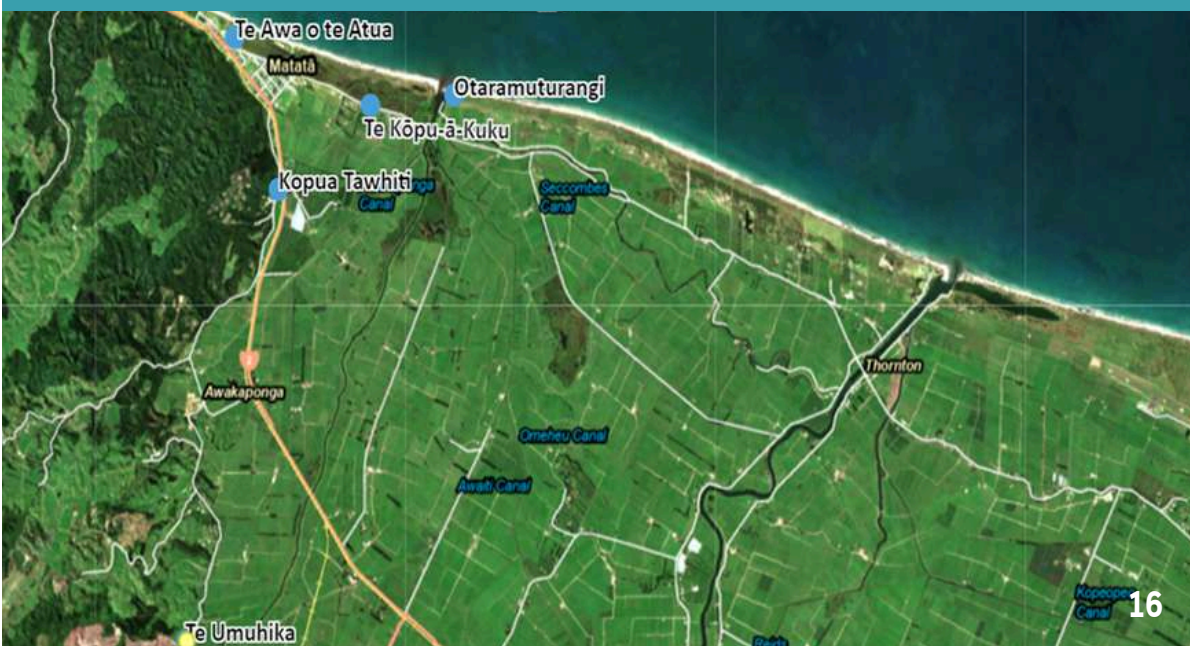
A critical element of strengthening the relationship as a co-design collective was walking the whenua. These haerenga around Matatā enabled mana whenua to express their ancestral relationships with the whenua, wai, and wider taiao, sharing and reflecting on the significance of certain sites, re-telling memories of the past and the changes experienced over time, as well as reimagining the future.

Kanohi ki te kanohi and walking along together are vital for strengthening relationships and aligning with the principles of co-design. This two-way exchange of information allows both parties to develop a deeper, more transparent understanding of each other parts

Importantly, it enabled mana whenua to emphasise the interconnectedness of all elements of the taiao and the crucial role of Te Mana o te Wai in sustaining all life. It was essential for all members of the co-design group to hear firsthand about the strong relationships and knowledge tied to the landscape to help inform their respective project parts.

During the course of these site visits, several significant sites, waahi tapu, and landscapes were highlighted. The intention being, that this would support the development of cultural parameters that prioritised the protection of significant sites and places as identified by mana whenua. It also allowed for past kōrero to be shared in relation to wastewater projects in the past.

Importantly, it was acknowledged that each iwi had their own tupuna kōrero concerning the areas and that it was important for each iwi member to articulate these relationships in their own ways. This included, determining what information to share with the wider community of the co-design group. The following pages convey some of the kōrero shared along the way.



**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**

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## NGĀ WĀHI O MATATĀ

### OTARAMUTURANGI

Otaramuturangi, is an ancient urupā located on the eastern bank of the Tarawera Awa pūwaha (river mouth). It is a very old urupā (burial ground) from the earliest Waka arrivals, including Kupe, Whatonga, Toi, Toroa, and Tamatekapua, all of whom were captains of their own waka. Kupe pursued the enormous wheke (octopus). Mutorangi was its name. It arrived from Hawaiki, severed one of its tentacles, its tara (legs) off our coast, and buried it at Otaramuturangi. This is how it received its name. O signifies 'belonging to' Tara, and Mutorangi - Otaramuturangi.

Further east was an area of sandy dunes that was once considered a potential disposal field for the earlier wastewater scheme in 2014 and kōrero shared about the process of iwi engagement back then. There was also discussion in relation to the significance of the coastline in terms of the potential for Koiwi to be unearthed if the area was subject to disturbance. Visiting the site and revisiting the details of the old proposal was a useful exercise and was considered due diligence as part of a preliminary options analysis discussion.



**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**

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## TE AWA O TE ATUA

Te Awa o Te Atua is a sacred river outlet that flows out to Te Moana nui a Toi (Toi Te Huatahi), the bay of abundant ocean. Also referred to as the Matatā Lagoon, this river flow is the Tarawera River's outflow. 'Ngā Roimata o Tarawera' or 'Te Wai Tapu o Kākaramea' was its original name. According to the customs of Ngāti Awa, numerous waka made landfall here, including Tākitimu, Tainui, Horouta, Te Arawa, Nukutaimemeha, Matahourua, Pungarangi, Te Wakatane, Te Awarua, and Te Paepae-ki-Rarotonga. Here was also the landing place of the Endeavour, commanded by Captain Cook. Prior to the rivers being cut and drained for farming in the early nineteenth century, the rivers Whakatāne, Orini, Rangitāiki, and Tarawera all flowed together as a one body of water, converging at the river mouth Te Awa o Te Atua before flowing out at Mihimarino. 'Te Niaotanga o Mataatua o Te Arawa', the landing spot of Mataatua and Te Arawa, was also their anchoring place.

Te Awa o te Atua is acknowledged as a site of immense spiritual value to Ngāti Awa, Ngāti Rangitahi and Tūwharetoa ki Kawerau. Historically, Te Awa o te Atua was a place rich in resources, teeming with an abundance of kai moana (seafood), kai awa (freshwater food), and repo manu (wetland birds). This natural wealth was not only vital for sustenance but also played a crucial role in maintaining the mana o te wai (prestige of the waters) of all the water bodies that once flowed into it. Tangata whenua each hold their own unique historical and cultural relationships with Te Awa o te Atua and their own variations of historical narratives.



**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**

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## TE KŌPU-Ā-KUKU

Dr Pouroto Ngaropo confirmed that these ancient names are sacred to Ngāti Awa, Ngāti Rangitahi and Tūwharetoa ki Kawerau. As mentioned above, this is the landing place of many waka that migrated from Hawaiki. Ngāti Awa traditions record that the naming of Te Awa a te Atua was undertaken by Toroa following the coming of age of his daughter Wairaka into womanhood.

According to Tipene Marr, the former lagoon, which was much larger than it is today is where the three Awa flowed out to Te Moana a Toi (Toi Te Huatahi), the bay of abundant ocean, the pūwaha tawhito (old river mouth), the Tarawera, Rangitāiki and Orini Awa all flowed out at Mihimarino. Ngāti Rangitahi traditions record that Ngatoroirangi, the tohunga of Te Arawa Waka, named Te Awa o Te Atua due to the abundance of Kai Moana (seafood), Kai awa (river food), and repo manu (marsh birds). He remarked that because of its richness, this must be the river of God.



**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**

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## MIHIMARINO

As shared by Tīpene Marr

Tīpene Marr stated that the name of the inlet through which the numerous ancestral waka known as Te Paepae-ki-Rarotonga, Pungarangi, Te Ru, Whakatāne, Horouta, Te Ranga-a-whatanuku, Tākitimu, Matahaorua, Tainui, Mataatua, and Te Arawa entered the Matatā lagoon, also known as Te Awa o Te Atua, is Mihimarino. The Orini River's passage into the Rangitāiki at Ōkōrero was previously witnessed by Ngāti Awa, Ngāti Rangitahi, and Tūwharetoa ki Kawerau. After flowing into the Tarawera at Matatā, the Rangitāiki and Orini next entered Te Awa o Te Atua and at Mihimarino, all three rivers split out to the sea. A dragline isolated the current river mouth of the Rangitāiki from the sea in 1914, and in 1917 it isolated the Tarawera from the sea as well. After the dragline cut the rivers straight out to sea, Mihimarino closed as there was insufficient flow.

## TE KAOKAORO (NEAR THE OLD RAILWAY STATION)

Some claim that the Tohorā (whale)'s Kaokaoroa (long rib bone), which arcs from Matatā to Maketu, represents the curve of the entire Bay of Plenty. In 1864, Ngāti Awa, as part of a force that included most of Mataatua and elements of Ngāti Porou and Ngāti Makino, sought to cross Te Arawa rohe at Maketu and Rotoiti to support Waikato in Orakau and Rangiriri. Te Arawa, supported by the Kāwana (government), fought against them. In the past, it was customary to get permission before entering someone's area, but Te Arawa responded, "No, you may not cross our property." The Tairāwhiti force nonetheless travelled through to Rotoiti and Maketu.

Te Arawa and the government gunboats that chased this ope taua from Maketu to Mihimarino, along the beach, massacred the Tairāwhiti and Ngāti Awa soldiers. In the 1970s, the subdividers excavated an urupā near the subway. Several kōiwi (human bones) were found and re-buried at Rangiaohia Marae urupā. While Te Arawa are not proud of fighting alongside the crown, at the time our leaders held power, thus I doubt we would support the Kāwana (Crown) in its current conflict with other Iwi.

Following Te Kaokaoroa, all of the iwi and hapū involved on either side of the conflict returned to their own rohe. Ngāti Awa returned to Te Awa a te Atua.



**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**

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## PROTECTING TE MAURI O TE AWA O TE ATUA

### Tarawera Awa Restoration Strategy Group

The Tarawera Awa Restoration Strategy Group emerged as a direct outcome of the Ngāti Rangitaihi Te Tiriti o Waitangi Settlement. This provided a strong legislative platform to develop a restoration strategy within a co-governance framework. The TARSG is comprised of representatives from Te Mana o Ngāti Rangitaihi Trust, Ngāti Mākino Iwi Authority, Te Rūnanga o Ngāti Awa, Ngāti Tūwharetoa (Bay of Plenty) Settlement Trust, Bay of Plenty Regional Council, Kawerau District Council, Rotorua Lakes Council, and Whakatāne District Council.

To guide the development of the strategy, the Iwi partners articulated an expression of Mauri. With the endorsement of the TARSG Iwi partners, the following excerpt is provided below to support the need for any future wastewater project to prioritise the wellbeing of Te Awa o te Atua. It is the expectation of the Iwi collective of the TARSG that any consent related to any component of a new wastewater treatment plant for Matata adheres to the legislative directive of the Tarawera Awa Restoration Strategy.

*The Mauri of Tarawera Awa - There are various states of Mauri that can be used to explain the varying degrees of wellbeing. As expressed earlier under the Te Mauri Ihoiho Methodology the Mauri of the Tarawera Awa is the spiritual life force from creation, interconnected into the environment and our ancestors, that exists in all things within Tarawera Awa - Te Awa o Te Atua. It was once, is now, and will remain so forever. It lives. Ontology (the nature of being) is circular and reciprocal in Māori culture. Fundamentally, it implies that since the river is a living organism, everything it provides for us must eventually be returned to it. If it provides for us by giving us kai, then we must repay the favour by ensuring that the river continues to flourish. However, due to the continued negative effects that were made and are still happening now, Tarawera Awa is in a state of Mauri Rere.*





**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**

# PROTECTING OUR TAIAO

## DEVELOPING DESIGN PARAMETERS

The co-design group, supported by the project technical team, have worked collaboratively together throughout the project to achieve consensus on:

- The effects of the existing wastewater systems in Matatā as they relate to all four well-beings (cultural, social, environmental, and economic).
- Identification of a preferred option for managing Matatā wastewater in a manner that appropriately considers all four well-beings.
- This cultural narrative is intended to support the development of applications for any resource consents as well as be an accompanying resource to support further Iwi/ Hapū/ Marae/Land Trust engagement.

While co-design partners offer direction, advice, and recommendations on the preferred option, the final decision on the option statutorily remains with the Council.

In order to set some initial high level parameters, the co-design group spent considerable time working through various options available to treat wastewater. Visting the Rotoiti Rotomā Wastewater Scheme and understanding the cultural lens applied to decision-making from mana whenua at Punawahakareia Marae helped to shape thinking around options available locally and, as a consequence, what options were deemed unacceptable.

The next section explores some of the positions held by the Iwi collective and how these directly informed the development of a more detailed process of parameter setting.

Understanding the complexities involved with finding suitable methods of sewage collection and treatment options that catered for the cultural and environmental wellbeing of Matatā was prioritised early in the project to ensure that time and effort were directed into exploring viable options.



## 6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)

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# TAIAO REINTEGRATION

Ensuring that the language in which wastewater was referred is also important to ensure that a holistic taiao-centred approach remained in focus and to think about the power of words and the associated connotations. An example of this was the shift from using “disposal” to instead, referring to “reintegration” back into the taiao. This helped to conceptualise the process in a cyclical manner whereby the life-giving essence of wai needed to sustain all life was required and a journey of te mauri o te wai from its sacred origin from Papatūānuku to human back to the realm of Papatūānuku.

This also helped to consider the appropriateness or not of other ways of “reintegration,” (as discussed below). In addition to Te Mana o te Wai, the co-design rōpū considered the following aspects to help determine a position of reintegration methods for Matatā:

- Protecting the Matatā taiao
- Preventing discharge of tiko into the environment
- Reintegrate treated wastewater safely, sensitively and sustainably into the local environment
- Having a resilient wastewater system.



### MOANA

Ngāti Awa, Tūwharetoa ki Kawerau, and Ngāti Rangitahi strongly oppose ocean outfall. Te Moana a Toi holds enduring significance to our collective identity as we honour the interconnectivity between land and sea and the sustenance it provides for our physical and spiritual wellbeing. Even highly treated wastewater poses a risk to our relationships with place, our ability to practice mahinga kai, and the quality and quantity of kaimoana. This can interfere with the habitats of our taonga species. This in turn impacts our ability to express kaitiakitanga and manaakitanga. These practices are not just about sustenance; they are deeply embedded in cultural traditions, including the passing of knowledge, customs, and practices from one generation to the next.



### AWA

Discharging any type of treated wastewater to any freshwater body or tributary, regardless of pre-treatment quality is unacceptable to Ngā iwi o Te Awa o te Atua Awa. Protecting Te Mana o te Wai remains an enduring priority and ensures that our decision making as kaitiaki is underpinned by our inherited responsibilities to protect, enhance and support our freshwater to flow, thrive and continue to provide life sustaining properties.



### NGAHERE

Harnessing the natural uptake through root systems initially offered a potential method of re-integrating treated wastewater. However, the local topography and spatial conditions of some areas of Matatā can potentially impact its feasibility. Site investigations will be required to understand the viability of this method.

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# TE MANA O TE WAI

Guided by the nurturing and regenerative capabilities of Papatūānuku, an approach to wastewater treatment that aligns with the natural purification systems of the whenua was identified as an early driver for decision making. Natural and constructed wetlands and bioremediation techniques were highlighted for how plants, microorganisms and natural processes can work in a holistic interconnected way to break down contaminants - reflective of the inherent healing powers of Papatūānuku.

As part of this kōrero the concepts of tapu and are interwoven in the understanding of sacredness and balance. Treating wastewater through methods that honor Papatūānuku can be seen as a way to transition wastewater from a state of tapu (potentially harmful or contaminated) to noa (cleansed and integrated back into the environment).

Protecting this sacred landscape and honouring the mana of the life-sustaining waters that once flowed freely into Te Awa o te Atua and out through Mihimarino has remained an unwavering priority to the iwi collective of Te Niaotanga, Mataatua o Te Arawa.

How best to support Papatūānuku through the collection, treatment, and reintegration of treated wastewater back into Te Taiao has always been a driving factor in determining the most appropriate solution for Matata.

Prioritising Te Mana o te Wai required mana whenua to consider the impacts of the receiving environment first and then work back through the process to the source of wastewater.

At the outset, it was determined that the methods that include ocean or river outfall are not acceptable, regardless of the level of treatment the wastewater receives before discharge. This position was conveyed early to the co-design group, with a strong recommendation to explore alternative options that better aligned with protecting the mauri and mana of Te Awa o te Atua.



## WHENUA

Nga iwi o Te Awa o te Atua supports the reintegration of treated wastewater to the whenua. The conditions of the whenua must, however, support the capacity of the whenua to receive treated wastewater in order to support the cyclical cleansing process.



**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**

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## OPTIONS ANALYSIS

With land application identified as the preferred option, setting location parameters to guide decision making was an important next step. This process included consideration of aspects such as:

1. Distance from Māori Cultural sites/wāhi tapu and Marae.

**Elaboration**

The reticulation of sewerage will traverse through and past many of the wāhi tapū (sites of cultural significance). It cannot be understated the importance of these wāhi tapū to the iwi collective. These wāhi tapū are important taonga and provide a spiritual link to their tūpuna and founding rangatira. The desecration of these taonga have significant cultural and spiritual effects on the iwi.

2. Exclusion from areas of cultural significance/sensitivities.

**Elaboration**

Minimising impact from failure events, which could adversely affect areas of cultural significance, and areas for mahinga kai (traditional food gathering) is critical for the iwi collective. Over centuries, the iwi and hapū have protected, preserved and conserved areas of cultural significance and the natural resources of the whenua and wai.

3. Distance from waterways/wetlands, odour, visibility to name a few.

**Elaboration**

The health of the waterways is paramount for the primary purpose of being a food source and there is also the significance of the concept of tapu and noa, which involves mixing clean water that goes into the body with tainted water which is culturally abhorrent to the Iwi Collective of Te Awa o te Atua.

The intent behind this process was to help refine an options list of potential sites. If potential sites met the criteria, it would then proceed to the next step in site identification.



**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**

## ENGAGEMENT

Ngā mātāpono – the guiding principles were developed for the purposes of guiding Te Nīotanga ō Mataatua ō Te Arawa and they also provided a strong foundation in which to consider project components such as engagement with the Matatā community. “Kia hoe tahi ai to waka”—We all move as one, together- promotes the importance of bringing the community along on the journey and highlights accountability on behalf of the co-design partners to ensure effective, appropriate and transparent communication.

Ngā Iwi o Matatā, also referred to as Te Kōtahi o Te Awa o te Atua, recognise that wastewater management is a long-standing issue for the communities of Matatā and that many people have been waiting some time for a solution. It is hoped that the dedication to a co-design model of partnership will progress the project in a way that is Tiriti focused, innovative, and dedicated to improving the overall wellbeing of Matatā through a genuine commitment to working together. However, it was important to get a balance and refinement of messages to capture the historical processes to date while still encouraging future-focused conversation in a way that enables the multitude of voices of Matatā to be heard.

Central to this was (re)building trust and a shift from a consultative approach to a more flexible model of engagement where communities felt safe to participate and that their contributions were valued in decision making processes.

This is key to ensuring that the essence of a genuine co-design approach is respected to ensure that the project does not fall back into a “business as usual” approach under the guise of co-design.

The confirmation of the project principles was a critical step in relationship building between members of Te Nīotanga ō Mataatua ō Te Arawa, as it provided a strong and aspirational foundation for an enduring partnership that extends beyond the Matatā wastewater project and provided a framework to apply to future projects and engagement between WDC, Ngāti Awa, Ngāti Tūwharetoa ki Kawerau, and Ngāti Rangitīhi.

It is the preference of the iwi representatives of Te Nīotanga, Mataatua, o Te Arawa, that the intent of this group is preserved through continued investment by all parties. Given the frequent and multiple requests for engagement that involve these iwi, it is important that the goodwill invested by all parties is not lost post project.



### 6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)

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## RECOMENDATIONS

**The following recommendations are made by the iwi collective of Te Niaotanga ō Mataatua ō Te Arawa. They are intended to be reflected across all decision making concerning the Matata Waste water project, including resource consent conditions:**

1) Ngā mātāpono – the guiding principles of Te Niaotanga, Mataatua, ō Te Arawa should be integrated and reflected at all project phases and stages, and ultimately in any decision-making concerning the future of Matatā wastewater.

2) The proposed solution for Matatā wastewater should reflect the co-designed option analysis and parameter settings as approved by the co-design group.

3) Any resource consent application for a proposed wastewater solution for Matata should give effect to Te Tiriti o Waitangi, Te Mana o te Wai (NPS-FM 2020), relevant iwi/hapu management planning documents, Statutory Acknowledgements, and this document.

3) Any resource consent application should take into account the Tarawera Awa Restoration Strategy and make specific reference to how the consent application will contribute to the strategic objectives contained within the strategy.

4) The resource consent application should include explicit references to:

- relevant iwi and hapu management plans; any cultural impact assessments submitted.
- statutory acknowledgements.
- existing (or in development) cultural monitoring frameworks.

5) Te Niaotanga o Mataatua ō Te Arawa co-design group should be retained not only for the duration of the project but into the future as deemed appropriate by its members.

6) Develop a site specific cultural protocols framework between Manawhenua Iwi and the councils and contractors to be included as a consent condition. This should involve, but not be limited to, the implementation of the following:

- Accidental discovery protocol
- Cultural induction for all workers and contractors on site to ensure appropriate guidance on mana whenua tikanga and protocols, including an understanding of the ADP, which may be delivered by a mana whenua representative.
- Material protocols
- Cultural monitoring protocol
- Tikanga protocol strategy.



**6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)**

7) It is recommended to retain the current Technical Advisory Group membership, ensuring provision for Mana Whenua involvement. This group should periodically review the wastewater discharge operations, including monitoring data as required by consent conditions, with a view to providing recommendations, where needed, to the design, operation, or monitoring aspects of the wastewater treatment plant.

8) Site remediation and design (e.g., planting) and to actively invest in opportunities to support filtration of the application area.

9) Sustainable design of wastewater treatment plant buildings and associated infrastructure.

10) As a WDC asset, all future spatial planning for Matatā should consider the ability of the wastewater treatment plant to cope with expansion.



### 6.4.1 Appendix 1 Infrastructure and Planning Committee Report - Matata Wastewater Project Update(Cont.)

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## 6.5 Amendments to the Register of Parking Restrictions, Prohibitions and Limitations – November 2024

### 6.5 Amendments to the Register of Parking Restrictions, Prohibitions and Limitations – November 2024



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To: **Infrastructure and Planning Committee**

Date: **Thursday, 14 November 2024**

Author: **C King-Hazel / Team Leader Administration, Transportation**

Authoriser: **A Reynolds / Manager Transportation**

**B Gray / General Manager Infrastructure**

Reference: **A2777292**

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#### 1. Reason for the report - *Te Take mō tēnei rīpoata*

This report is presented to the Infrastructure and Planning Committee for consideration and approval of existing amendments, and approval of proposed future amendments to the Register of Parking Restrictions, Prohibitions and Limitations.

Since the last review in July 2024, there are several existing amendments and proposed amendments for review and approval. These amendments aim to address the current parking needs more effectively and require endorsement by the Committee before they can be publicly notified and enforced. The approval process ensures that all modifications are thoroughly reviewed and aligned with the community's best interests.

#### 2. Recommendations - *Tohutohu akiaki*

1. THAT the Amendments to the Register of Parking Restrictions, Prohibitions and Limitations – November 2024 Report be **received**; and
2. THAT the Infrastructure and Planning Committee **approve** the existing parking amendments, and proposed parking amendments, including the need for the amendments to be publicly notified, as set out in Appendix 1 'Register of Parking Restrictions, Prohibitions and Limitations Schedule of Amendments – November 2024'; and
3. THAT the Infrastructure and Planning Committee **notes** that once the parking amendments are in place, the Parking Restrictions, Prohibitions, and Limitations Register will be updated following public notification.

#### 3. Background - *He tirohanga whakamuri*

The Whakatāne District Council maintains a register of all parking restrictions, prohibitions, and limitations. This register operates as a separate schedule from the Traffic and Speed Limits Bylaw 2018. Amendments can be made through a publicly notified resolution without undergoing a bylaw review process.

## **6.5 Amendments to the Register of Parking Restrictions, Prohibitions and Limitations – November 2024(Cont.)**

Following the last review in July 2024, further reviews have identified several existing parking amendments and proposed several new parking improvements. These existing amendments are detailed in Appendix 1 - Schedule of Amendments – November 2024, and Appendix 2 – Map of the Amendments. Proposed parking amendments are detailed in Appendix 3 – Map of Proposed New Amendments.

### **The following is a summary of the existing parking amendments:**

#### **3.1. Update Register of removed disabled carparks, Boon Street, Whakatane**

A request received from the Regulations Team to update the Register to reflect that a disabled Carpark on Boon Street currently in the register is no longer in place. This disabled carpark is now located on Shapley Place.

Remove the disabled Parking - East side, from a point 201 meters south of the southern kerb alignment of The Strand extending south for a distance of 6 metres. Parallel parking.

*Reference Appendix 1 – Schedule 1.1 Boon Street, Disabled Parking.*

*Reference Appendix 2 – Schedule 1.5 Boon Street, Disabled Parking.*

#### **3.2. Update Register, Canning Place, Whakatane**

A request received from Regulations Team, to extend the broken yellow lines measurements and update the Register to enable enforcement of the No Parking sign that is visible behind the Rockpit on Canning Place. Staff inspection found the measurement in the register was not accurate, the amendment will correct this error.

Remove the Parking Prohibition - South side, from a point 36 metres of the western kerb alignment of George Street extending west for a distance of 138 metres.

Add, South side, from a point 7 metres west of the western kerb alignment of George Street extending for a distance of 174 metres.

*Reference Appendix 1 – Schedule 1.2 Canning Place.*

*Reference Appendix 2 – 1.1 Parking Prohibition amendment at Canning Place.*

#### **3.3. Update Register of disabled carparks, Shapley Place, Whakatane**

A request from Regulations Team, to update the Register to reflect the disabled carparks on Shapley Place. Two of the three disability carparks are documented in the schedule, this amendment will correct this error and include the third disability carpark.

Add disabled Parking – South side, from a point 12 metres east from the eastern kerb alignment of Boon Street extending for a distance of 3 metres. 90 degrees. 1 space.

*Reference Appendix 1 – Schedule 1.5 Shapley Place.*

*Reference Appendix 2 – Schedule 1.3 Disability parking at Shapley Place.*

## **6.5 Amendments to the Register of Parking Restrictions, Prohibitions and Limitations – November 2024(Cont.)**

### **3.4. Update Register, Whakatāne Commercial Premises Carparks**

A request from Regulations Team, to update the Register as the Regulation Team cannot infringe on private property and have requested the removal of carparks on private property, The Warehouse Limited and Pak n Save Food Warehouse, from the register.

Site 1 – The Warehouse Limited, 31 Kakahoroa Drive, Whakatāne.

Site 2 – Pak n Save Food Warehouse, King Street, Whakatane

*Reference Appendix 1 – Schedule 1.6 Whakatane Commercial Premises Carparks.*

*Reference Appendix 2 – Schedule 1.6 and 1.7 Whakatane Commercial Premises Carparks.*

### **3.5. Civic Centre (Council Pool Vehicles Carpark) off Boon Street**

A request from Regulations to include the Council Pool Vehicles Carpark to the Register. This carpark is not currently recorded in the register and in order to enable enforcement requires inclusion in the register.

*Refer Appendix 1 – 1.7 Civic Centre Carpark off Boon Street Carpark.*

*Refer Appendix 2 – 1.4 Civic Centre Carpark off Boon Street ( WDC Carpark.)*

### **3.6. New/Amended Parking Prohibitions at Peace Street and McGarvey Road, Whakatāne**

Road safety improvements at the intersection of Peace Street and McGarvey Road have led minor amendments of the parking prohibitions to the schedule.

All approaches from both Peace Street and McGarvey Road previously had broken yellow lines on all sides for intersection visibility and the new markings installed after the completion of the project are similar.

The other change is the removal of the parking prohibitions from Peace Street to allow for the newly constructed parking bay near the roundabout.

*Refer Appendix 1 – 1.3 McGarvey Road.*

*Refer Appendix 1 – 1.4 Peace Street.*

*Refer Appendix 2 – 1.2 Parking Prohibitions at Peace Street and McGarvey Road roundabout.*

#### **The following is a summary of the proposed new amendments:**

### **3.7. Bus stop temporary move from Quay Street to Boon Street, Whakatāne**

Bay of Plenty Regional Council (BOPRC) requested the bus stop in Quay Street be relocated to Boon Street, to accommodate the temporary (18-month) relocation of the Intercity Bus services from Quay Street during the construction of the Project Future Proof upgrade. Due to the duration of work, an update to the Parking Register was determined to be the best method rather than by temporary traffic management.

Bus operators have been consulted. This move will have no impact on taxi operators as they do not utilise the current taxi stops as they manage their operations through an on-call and booking system.

## **6.5 Amendments to the Register of Parking Restrictions, Prohibitions and Limitations – November 2024(Cont.)**

There will be no impact on the local businesses on Boon Street as the changes proposed do not impact parking availability.

The bus stop relocation is planned for pre-Christmas.

Upon completion of the Project Future Proof Project, this temporary relocation will be reviewed/reversed via a further schedule update provided to the Committee.

*Refer Appendix 3: Maps of proposed amendments - 1.1 Bus stop Boon Street*

### **3.8. Proposed new disability parking in Whakatāne CBD**

Requests have been received from the public for additional disability parks in the vicinity of the Police Station and adjacent businesses. A recent Disability Access Workshop held in March 2024 identified the need for additional disability car parks to allow rear access for wheelchair hoists and ramps for mobility scooters.

The planned resurfacing prior to Christmas of The Strand between Richardson Street and Commerce Street will see replacement of trees and kerbs in some areas providing an opportunity to cost effectively install kerb ramps and new disability parks and the relocation of one disability park to allow for better accessibility to the rear of vehicles.

The proposal is for two new disability parks on Boon Street, one new disability park on The Strand and the relocation of one disability park on The Strand as part of The Strand Resurfacing works. The current disability park outside Westpac/BNZ will be relocated to parallel parking on the South side. This will allow for vehicles to have access to the rear of the vehicle.

EPIC has been advised of the proposed changes and advised the businesses.

*Refer Appendix 3: Maps of proposed amendments – 1.2 New disability parking*

### **3.9. Proposed additional no parking lines Stewart Street**

Banksia Lane residents requested no parking lines be installed on the Banksia Lane exit onto Stewart Street due to visibility issues entering Stewart Street. Staff visited site, assessed and confirmed the safety risk when exiting Banksia Lane onto Stewart Street. The current car parks block visibility within the minimum site distance requirements for this intersection.

The proposal is to remove two carparks on Stewart Street and install no parking lines to increase visibility and allow safe exit from Banksia Lane.

Consultation has occurred with the Bay of Plenty District Health Board Property Manager, who advised he supports the proposal to remove the carparks and replace with yellow lines and confirmed that BOPDHB see this is a safety issue also.

*Refer Appendix 3: Maps of proposed amendments – 1.3 Car park removal & parking prohibitions*

**6.5 Amendments to the Register of Parking Restrictions, Prohibitions and Limitations – November 2024(Cont.)**

4. Options analysis - *Ngā Kōwhiringa*

**4.1. Option 1: Approve Existing Parking Amendments and Proposed Parking Amendments – preferred option.**

This option will ensure that all changes to parking restrictions, prohibitions, and limitations are formally approved, publicly notified, and enforceable. These existing and proposed amendments, result from minor measurement corrections, requests from the public, and aim to enhance road safety and optimise parking for the majority of road users.

**4.1.1. Advantages**

Ensures all parking changes made are legal.

**4.1.2. Disadvantages**

None.

**4.2. Option 2 – Do Not Approve (or only approve some) of the Existing and Proposed Parking Amendments.**

This option would see only some or none of the existing and proposed amendments approved.

**4.2.1. Advantages**

None.

**4.2.2. Disadvantages**

Existing amendments are not enforceable, and if not planned to be approved would need to be removed.

Non approval will also negate the improvements to road safety and parking efficiency being made through the proposed changes.

5. Significance and Engagement Assessment - *Aromatawai Pāhekoheko*

**5.1. Assessment of Significance**

The decisions and matters of this report are assessed to be of low significance, in accordance with the Council's Significance and Engagement Policy.

**5.2. Engagement and Community Views**

Engagement with the community has been undertaken as the above parking changes are being implemented.

The proposed amendments have come via requests for service from members of the public or organisations such as Police.

Engagement on proposed amendments has occurred with affected parties.

### 6.5.1 Appendix 1 - Schedule of Amendments

The Parking Restriction Register is appended to the Whakatāne District Council Traffic and Speed Limits Bylaw 2018, clause 5.1 and 5.4 and is published on the Council's website.

## 6. Considerations - *Whai Whakaaro*

### 6.1. Financial/budget considerations

The costs associated with the proposed changes in parking restrictions and the implementation are low and can be completed within existing traffic signs and line marking budgets.

### 6.2. Strategic alignment

All proposed changes align with the Council's strategic direction and are within the Council and Waka Kotahi's approved standards and rules.

### 6.3. Climate change assessment

Based on this climate change assessment, the decisions and matters of this report are assessed to have low climate change implications and considerations, in accordance with the Council's Climate Change Principles.

### 6.4. Risks

There is no financial risk to the Council as these works can be accommodated within existing budgets. The approval will also allow clarity for enforcement officers and the public.

There is a legal risk to the Council if the operational changes that have already been made are not approved, as they cannot be legally regulated or enforced until they are approved and recorded in the Register.

### 6.5. Authority

The proposed changes are made to the Parking Restriction Prohibitions and Limitations Register, a schedule appended to the Bylaw. The Infrastructure and Planning Committee has the authority to approve the proposed changes under the Whakatāne District Council Traffic and Speed Limits Bylaw 2018.

## 7. Next steps - *Ahu whakamua*

Following the Committee's approval of the proposed changes to the Parking Register, the proposed amendments will be implemented, and the public will be notified before any enforcement, as required by clause 5(1) of the Traffic and Speed Limits Bylaw.

#### Attached to this report:

- Appendix 1 - Schedule of Amendments November 2024
- Appendix 2 - Maps of the Amendments November 2024
- Appendix 3 - Map of Proposed New Amendments

### 6.5.1 Appendix 1 - Schedule of Amendments

### 6.5.1 Appendix 1 - Schedule of Amendments(Cont.)

#### Appendix 1 – Schedule of Amendments

Whakatāne District Council  
Register of Parking Restrictions, Prohibitions and Limitations  
Schedule of Amendments: November 2024

#### 1. Amendments

##### 1.1 Boon Street

###### Remove the following:

Disabled Parking	East side, from a point 201 metres south of the southern kerb alignment of The Strand extending south for a distance of 6 metres. Parallel parking.
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##### 1.2 Canning Place

###### Remove the following:

Parking Prohibitions	South side, from a point 36 metres west of the western kerb alignment of George Street extending west for a distance of 138 metres.
----------------------	---

###### Add the following:

Parking Prohibitions	South side, from a point 7 metres west of the western kerb alignment of George Street extending west for a distance of 174 metres.
----------------------	--

##### 1.3 McGarvey Road

###### Remove the following:

Parking Prohibitions	East side, from the southern kerb alignment of Peace Street extending south for a distance of 19 metres.
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Parking Prohibitions	East side, from the northern kerb alignment of Peace Street extending north for a distance of 28 metres.
----------------------	--

Parking Prohibitions	West side, from the southern kerb alignment of Peace Street extending south for a distance of 28 metres.
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## Infrastructure and Planning Committee - AGENDA

**6.5.1 Appendix 1 - Schedule of Amendments(Cont.)**

Parking Prohibitions **West** side, from the northern kerb alignment of Peace Street extending north for a distance of 28 metres.

**Add the following:**

Parking Prohibitions **East** side, from a point 15 metres south of the southern kerb alignment of Peace Street extending south for a distance of 25 metres.

Parking Prohibitions **East** side, from a point 17 metres north of the northern kerb alignment of Peace Street extending north for a distance of 14 metres.

Parking Prohibitions **West** side, from a point 13 metres south of the southern kerb alignment of Peace Street extending south for a distance of 26 metres.

Parking Prohibitions **West** side, from a point 17 metres north of the northern kerb alignment of Peace Street extending north for a distance of 13 metres.

**1.4 Peace Street****Remove the following:**

Parking Prohibitions **North** side, from the eastern kerb alignment of McGarvey Road extending east for a distance of 36 metres.

Parking Prohibitions **North** side, from the western kerb alignment of McGarvey Road extending west for a distance of 40 metres.

Parking Prohibitions **South** side, from the eastern kerb alignment of McGarvey Road extending east for a distance of 41 metres.

Parking Prohibitions **South** side, from the western kerb alignment of McGarvey Road extending west for a distance of 48 metres.

**Add the following:**

Parking Prohibitions **North** side, from a point 16 metres east from the eastern kerb alignment of McGarvey Road extending east for a distance of 17 metres.

Parking Prohibitions **North** side, from a point 15 metres west from the western kerb alignment of McGarvey Road extending west for a distance of 19 metres.

Parking Prohibitions **South** side, from a point 15 metres east from the eastern kerb alignment of McGarvey Road extending east for a distance of 18 metres.



### 6.5.1 Appendix 1 - Schedule of Amendments(Cont.)

#### 1.5 Shapley Place

**Remove the following:**

Parking Restrictions 120      **South** side, from a point 10 metres east of the eastern kerb alignment of Boon Street extending east for a distance of 22 metres. 90 degrees. 8 spaces.

**Add the following:**

Parking Restrictions 120      **South** side, from a point 15 metres east of the eastern kerb alignment of Boon Street extending east for a distance of 22 metres. 90 degrees. 7 spaces.

Disabled Parking      **South** side, from a point 12 metres east from the eastern kerb alignment of Boon Street extending east for a distance of 3 metres. 90 degrees. 1 space.

#### 1.6 Whakatane Commercial Premises Carparks

**Remove the following:**

**Site No 1: The Warehouse Ltd 31 Kakahoroa Drive Whakatane**

Disabled Parking      In the parking row adjacent to the north side of the building, from a point 45 metres west of the line of the east side of the building, extending west for a distance of 11 metres, 3 spaces

Disabled Parking      In the parking row adjacent to the north side of the building, from a point 62 metres west of the line of the east side of the building, extending west for a distance of 6 metres, 2 spaces

**Site No: 2 Pak n Save Food Warehouse, King Street Kopeopeo**

Disabled Parking      In the parking row adjacent to the east side of King Street, from a point 6 metres north of the northwestern corner on the building, extending north for a distance of 11 metres, 4 spaces

#### 1.7 Civic Centre Carpark off Boon Street Carpark

**Add the following:**

Infrastructure and Planning Committee - AGENDA

**6.5.1 Appendix 1 - Schedule of Amendments(Cont.)**

Parking With Permits	<b>North</b> side, from a point 55 metres east of the eastern kerb alignment of Boon Street <b>and</b> 95 metres north of the northern kerb alignment of Shapley Place extending east for a distance of 34 metres. 90 degrees. 13 spaces.
Parking With Permits	<b>South</b> side, from a point 55 metres east of the eastern kerb alignment of Boon Street <b>and</b> 87 metres north of the northern kerb alignment of Shapley Place extending east for a distance of 34 metres. 90 degrees. 13 spaces.

**6.5.2 Appendix 2 - Maps of Amendments**

**6.5.2 Appendix 2 - Maps of Amendments**

**6.5.2 Appendix 2 - Maps of Amendments(Cont.)**

Appendix 2

Whakatāne District Council  
Register of Parking Restrictions, Prohibitions and Limitations  
Maps of Amendments: November 2024

**1. Maps of Amendments**

**1.1 Parking prohibition at Canning Place**

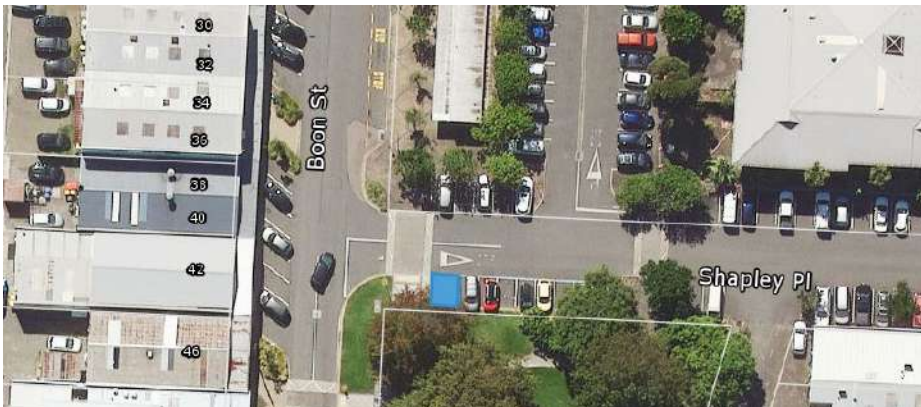


**6.5.2 Appendix 2 - Maps of Amendments(Cont.)**

**1.2 Parking prohibitions at Peace Street, McGarvey Road RAB**



**1.3 Disability parking at Shapley Place**





**6.5.2 Appendix 2 - Maps of Amendments(Cont.)**

**1.5 Boon Street outside Museum removal of disability park**



**1.6 Removal of private carparks - The Warehouse Ltd 31 Kakahoroa Drive Whakatane**



1.7 Removal of private carparks - Pak n Save Food Warehouse, King Steet Kopeopeo





**6.5.3 Appendix 3 - Map of Proposed New Amendments**

**6.5.3 Appendix 3 - Map of Proposed New Amendments**

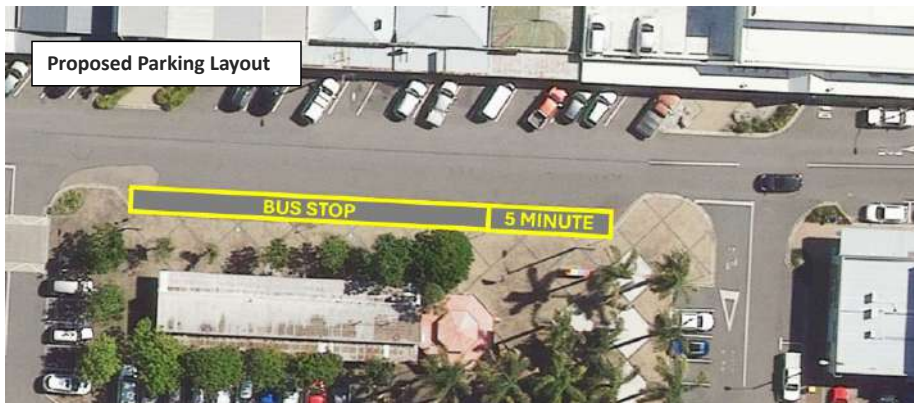
**6.5.3 Appendix 3 - Map of Proposed New Amendments(Cont.)**

Appendix 3: Maps of proposed amendments

Whakatāne District Council  
Register of Parking Restrictions, Prohibitions and Limitations  
Maps of Amendments - Proposed New Changes: November 2024

**1. Maps of proposed changes**

**1.1 Bus stop changes at Boon Street**



**6.5.3 Appendix 3 - Map of Proposed New Amendments(Cont.)**

**1.2 New disability parking in Boon Street and The Strand, Whakatāne CBD**



**6.5.3 Appendix 3 - Map of Proposed New Amendments(Cont.)**

**1.3 Car park removal and parking prohibitions on Stewart Street**



**7 Resolution to Exclude the Public - *Whakataunga kia awere te marea***

**7 Resolution to Exclude the Public - *Whakataunga kia awere te marea***

**THAT** the public be excluded from the following parts of the proceedings of this meeting, namely:

1. Incentive Package for New Airlines
2. Air Chathams Financial Support

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

	<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under section 48(1) for the passing of this resolution</b>	<b>When item can be released into public</b>
1.	Incentives Package for New Airlines	Good reason to withhold exists under Section 7.	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists. Section 48(1)(a)	Upon Chief Executive approval for release
2.	Air Chathams Financial Support	Good reason to withhold exists under Section 7.	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists. Section 48(1)(a)	Upon Chief Executive approval for release

This resolution is made in reliance on sections 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 7 of that Act, which would be prejudiced by the holding of the relevant part of the proceedings of the meeting in public are as follows:

<b>Item No</b>	<b>Interest</b>
1	To enable the Council to carry out, without prejudice or disadvantage, commercial activities (Schedule 7(2)(h))
2	To enable the Council to carry out, without prejudice or disadvantage, commercial activities (Schedule 7(2)(h))

**1 Public Excluded Reports**

**1 Public Excluded Reports**

1.1 Incentive Package for New Airlines

1.2 Air Chathams Financial Support

**1.2.1 Appendix 1 - Air Chathams Financial Update Report - Financial Support**

**1.2.2 Appendix 2 - Air Chathams Financial Update Report - Financial Performance**

**1.2.3 Appendix 3 - Air Chathams Financial Update Report - Fleet Maintenance and Working Capital Requirements**