

Komiti o te Kaporeihana me ngā Whakahaere | Corporate and Operations Committee



Mēneti Wātea | Open Minutes



Minutes of a meeting of the Corporate and Operations Committee held in the Council Chambers, 35 Kenrick Street, TE AROHA on Wednesday 23 June 2021 at 9.00am.

Ngā Mema | Membership

Koromatua | Mayor

Ash Tanner

Koromatua Tautoko | Deputy Mayor

Neil Goodger

Kaunihera ā-Rohe | District Councillors

Donna Arnold

Caitlin Casey

Teena Cornes

Bruce Dewhurst

James Sainsbury

Russell Smith

Kevin Tappin (Chair)

James Thomas

Adrienne Wilcock

Sue Whiting

Ngā whakapāha | Apologies

Cr Donna Arnold

Kaimahi i reira | Staff Present

| Name | Title | Item No. |
|--------------------|--|----------|
| Don McLeod | Chief Executive Officer | |
| Stephanie Hutchins | Committee Secretary and Corporate Administration Officer | |
| Manaia Te Wiata | Group Manager Business Support | 7.1, 8.3 |
| Kate Stevens | Safety and Wellness Team Leader | 8.1 |
| Barry Reid | Roading Asset Engineer | 8.3 |
| Susanne Kampshof | Asset Manager Strategy and Policy | 8.3 |
| Ellie Mackintosh | Legal Advisor | 8.3, C1 |
| Karl Pavlovich | Water and Wastewater Manager | C1 |
| Andrew Hazelton | 3 Waters Programme Manager | C1 |

I reira | In Attendance

| | Time In | Time Out |
|--|---------|----------|
| Steve Edwards – <i>General Manager, Matamata Chamber of Commerce</i> | 9.00am | 9.12am |
| Bevan Goldsmith | 9.03am | 11.18am |

1 Whakatūwheratanga o te hui | Meeting Opening

Chair K Tappin opened the meeting at 9.00am and welcomed members of the public, staff and elected members to the meeting.

**2 Ngā whakapāha/Tono whakawātea | Apologies/Leave of Absence
Apology**

COMMITTEE RESOLUTION

That the apology from Cr D Arnold be accepted and leave of absence from the meeting be granted.

That the apology for lateness from Cr J Sainsbury be accepted. Cr J Sainsbury joined the meeting at 9.03am.

Moved by: Mayor A Tanner

Seconded by: Cr C Casey

KUA MANA | CARRIED

3 Pānui tāpiritanga take | Notification of Urgent Business

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“An item that is not on the agenda for a meeting may be dealt with at that meeting if-

- (a) The local authority by resolution so decides; and
- (b) The presiding member explains at the meeting, at a time when it is open to the public,-
 - (i) The reason why the item is not on the agenda; and
 - (ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting.”

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“Where an item is not on the agenda for a meeting,-

- (a) That item may be discussed at that meeting if-
 - (i) That item is a minor matter relating to the general business of the local authority; and
 - (ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but
 - (iii) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion.”

4 Whākī pānga | Declarations of Interest

There were no declarations of interest.

5 **Whakaaetanga mēneti | Confirmation of minutes**

COMMITTEE RESOLUTION

That the minutes of the meeting of the ordinary meeting of the Corporate and Operations Committee held on Wednesday, 26 May 2021, be confirmed as a true and correct record of the meeting.

Moved by: Cr S Whiting
Seconded by: Mayor A Tanner

KUA MANA | CARRIED

6 **Papa ā-iwi whānui | Public Forum**

There were no public scheduled for the public forum.

NGĀ PŪRONGO A NGĀ ĀPIHA | OFFICER REPORTS

7 **Pūrongo me whakatau | Decision Reports**

7.1 **Property Purchase 12 Tainui Street, Matamata** 5

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TAKE MATATAPU | PUBLIC EXCLUDED

9 **Mōtini hei aukati i te iwi whānui | Procedural motion to exclude the public**

C1 **PowerCo Easement - Te Miro Forest Outdoor Adventure Park** 16

7 Decision Reports

Property Purchase 12 Tainui Street, Matamata

CM No.: 2451704

Rāpopotonga Matua | Executive Summary

A Matamata businessman has approached Council expressing an interest in facilitating the purchase of 12 Tainui Street, Matamata.

The acquisition is for the purposes of establishing a commercial operation on the property.

The Committee is requested to determine whether it is prepared to consider the sale of the property.

COMMITTEE RESOLUTION

That:

1. **The Committee sell the property on a commercial basis and take advice on the optimal method of achieving this outcome.**

Moved by: Deputy Mayor N Goodger

Seconded by: Mayor A Tanner

KUA MANA | CARRIED

Horopaki | Background

A Matamata businessman has approached Council in relation to the purchase of land in the Matamata central business area.

The businessman is involved in bringing a new commercial operation to the town and has identified 12 Tainui Street as a suitable property.

Staff are not at liberty to provide more information on the nature of the commercial operation.

The BNZ currently leases part of the property for temporary banking facilities.

The property is zoned Business and is 1012 square metres.

Ngā Take/Kōrerorero | Issues/Discussion

Strategic use

There has been no specific strategic use identified for the property.

A community group had secured the right to establish a community garden on the property. This has not proceeded.

The current lease on the property is now on a month-by-month basis.

Council has received feed-back over the past 2-3 years that there is a lack of public parking in Matamata and the property could be used for this purpose.

It may be considered that it would be a better strategic outcome for the district to attract a new commercial operation to the town.

More information can be requested from the businessman if Council considers that this is fundamental to reaching a decision.

Disposal of Surplus land

If Council decides it is willing to dispose of the property for commercial purposes, Staff would recommend a process that maximises the return.

It is recommended that Council take advice on the disposal process.

A market valuation will be obtained.

Mōrearea | Risk

The property is in an excellent location in the central business area. There is an opportunity cost of owning an underutilised asset (ie vacant land). Council has a strong balance sheet and there is no particular financial imperative for Council to sell the property.

Sale of the property will eliminate the option to use the property for community purposes eg parking.

Conversely if Council does not sell the property, there may be a lost opportunity to establish a new commercial operation in Matamata.

Ngā Whiringa | Options

1. Council sell the property on a commercial basis and take advice on the optimal method of achieving this outcome.
2. Council retains the property for potential future community use.
3. Council requests further detail on the proposed commercial operation.

Ngā take ā-ture, ā-Kaupapahere hoki | Legal and policy considerations

If the property is to be sold it will be necessary to confirm that there is no obligation to offer the property to the previous owners.

Ngā Pāpāhonga me ngā Wātaka | Communications and timeframes

If Council decides that the property can be sold, a communication plan will be prepared.

Pānga ki te pūtea, me te puna pūtea | Financial Cost and Funding Source

Any disposal costs would be funded from sale proceeds

Ngā Tāpiritanga | Attachments

There are no attachments for this report.

Ngā waitohu | Signatories

| | | |
|-----------|--|--|
| Author(s) | Manaia Te Wiata Group Manager Business Support | |
|-----------|--|--|

| | | |
|-------------|--|--|
| Approved by | Manaia Te Wiata Group Manager Business Support | |
|-------------|--|--|

8 Information Reports

Safety and Wellness Report

CM No.: 2447725

Rāpopotonga Matua | Executive Summary

The monthly Safety & Wellness Update for May 2021 is attached to the agenda. Kate Stevens, Safety & Wellness Team Leader will be in attendance to discuss the report with the committee.

COMMITTEE RESOLUTION

That:

1. The information be received.

Moved by: Cr A Wilcock

Seconded by: Cr S Whiting

KUA MANA | CARRIED

Ngā Tāpiritanga | Attachments

- A.  Safety & Wellness Update May 2021

Ngā waitohu | Signatories

| | | |
|-----------|--|--|
| Author(s) | Kate Stevens Safety and Wellness Team Leader | |
|-----------|--|--|

| | | |
|-------------|---|--|
| Approved by | Kelly Reith People, Safety and Wellness Manager | |
|-------------|---|--|

Chief Executive Officer's Report

CM No.: 2448380

Rāpopotonga Matua | Executive Summary

The Chief Executive Officer's report for the period ending May 2021 is attached to the agenda.

COMMITTEE RESOLUTION

That:



1. The information be received.

Moved by: Mayor A Tanner

Seconded by: Cr C Casey

KUA MANA | CARRIED

Ngā Tāpiritanga | Attachments

- A.  CEO report for period ending May 2021
- B.  Council Consents Received May 2021

Ngā waitohu | Signatories

| | | |
|-------------|---|--|
| Author(s) | Debbie Burge Executive Assistant to the Mayor & CEO | |
| Approved by | Don McLeod Chief Executive Officer | |

Proposed (New) Land Transport Rule: Setting of Speed Limits 2021

CM No.: 2448879

Rāpopotonga Matua | Executive Summary

Waka Kotahi/NZ Transport Agency (referenced below as WK/NZTA), is currently consulting on a proposed (new) Land Transport Rule: *Setting of Speed Limits 2021*; a change that seeks to replace the existing *Setting of Speed Limits 2017* - Rule 54001/2017 (attached).

WK/NZTA state that because the proposed changes are significant, a new replacement Rule is required rather than an amendment to the existing Rule. Under the existing (2017) Rule, the power to manage and set speed limits is given to Road Controlling Authorities (RCAs) i.e. Councils' as territorial authorities. But, as the new (2021) Rule seeks to replace it, it does so in a way that implements a new approach to speed management planning on New Zealand roads.

The *Rule: Setting of Speed Limits 2021* proposes a new, more co-ordinated and transparent approach to speed management. Decisions about engineering upgrades, speed limit changes and the placement of safety cameras are to be made together and set out in speed management plans. The full *Draft Land Transport Rule: Setting of Speed Limits 2021* can be found on the following link: <https://www.nzta.govt.nz/assets/consultation/land-transport-rule-setting-of-speed-limits-2021/Setting-of-Speed-Limits-2021-for-consultation.pdf> and will also be made available separately prior to the meeting.

The summary the proposed Rule will give effect to a new regulatory framework, which includes:

- Requiring all RCAs that are territorial authorities (including Waka Kotahi) to include their proposed speed limit changes and safety infrastructure treatments (which will include proposed placement of safety cameras) for the coming 10 years into speed management plans
- RTCs will coordinate input from RCAs to create and consult on a regional speed management plan, aligning with the regional land transport planning process
- Giving the new Director of Land Transport (within Waka Kotahi) the responsibility for certifying regional speed management plans, with functions such as publishing plans, guidance and setting of timelines remaining with Waka Kotahi
- Establishing an independent Speed Management Committee to certify the Waka Kotahi State highway speed management plan, and to oversee the information and guidance on speed management Waka Kotahi (as regulator) provides to RCAs
- Allowing RCAs to develop interim plans to progress speed management changes prior to 2023 (which is when RCAs and RTCs will be required to follow the full planning process)
- Introducing a new process for setting speed limits outside of speed management plans, as well as for RCAs that are not territorial authorities
- Requiring all speed limits, other than temporary speed limits, to be entered into a national register to give legal effect to all speed limits, other than temporary speed limits. Waka Kotahi (as regulator) will be the Registrar of the register.
- Requiring RCAs to reduce speed limits around:
 - urban schools to 30 km/h (variable or permanent speed limits), with the option of implementing 40 km/h speed limits if appropriate
 - rural schools to a maximum of 60 km/h (variable or permanent speed limits).
- RCAs will need to reduce 40% of their school speed limits by 2024, with all speed limits completed by 2030.

A draft submission will be circulated prior to the meeting, it is requested that Council provide feedback and endorse the submission.

COMMITTEE RESOLUTION

That:

1. The report be received.
2. The draft submission circulated prior to the meeting on the draft Land Transport Rule: Setting of Speed Limits 2021 by staff be endorsed with the additional feedback from the Committee.

Moved by: Cr C Casey
Seconded by: Mayor A Tanner

KUA MANA | CARRIED

Horopaki | Background

WK/NZTA state a number of issues with the current process (requiring RCAs to make bylaws) for setting speed limits:

- It has been costly and inefficient and has led to poorly coordinated speed limit changes across the network that often lack infrastructure changes.
- It has caused some RCAs to delay or avoid making speed management changes due to uncertainty around when and how to amend, replace or revoke current speed limits, and when to consult on speed limit changes.
- It is resource-intensive, time consuming and complex. Many RCAs have raised concerns about the process and are supportive of a better process for setting safer speed limits. The proposed changes aim to address this feedback, through providing a mechanism for RCAs to take a more coordinated approach to reviewing speed limit changes, rather than the road-by-road approach the bylaw process encourages.
- The current bylaw process for setting speed limits is administratively burdensome and does not effectively support regional collaboration.

The replacement of the existing bylaw-making process with a new speed management planning (Plan) process, to be used by all RCAs, is proposed to work as follows:

- RCAs (e.g. MPDC) to include their proposed speed limit changes and safety infrastructure treatments (which will include proposed placement of safety cameras) for the coming 10 years into speed management plans.
- Regional Transport Committees (RTCs) will be responsible for collating inputs from RCAs within their region and developing Regional speed management plans that will align with regional land transport planning process.
- WK/NZTA will have the role of regulator – responsible for determining specific deadlines for each planning cycle (and as the RCA for state highways will also be responsible for producing a State Highway Plan – to be certified by an independent speed management committee.

Ngā Take/Kōrerorero | Issues/Discussion

The following points are a summary of the proposed new speed management process.

Aligning speed management plans with land transport plans

WK/NZTA's intent is to align Speed Management Plans (SMPs) with Regional Land Transport Plans (RLTPs) bringing together speed management and infrastructure investment decisions. For this to work, WK/NZTA has included numerous (must include) content requirements for the proposed Speed Management Plans; the most relevant of these are listed below (the remainder can be found on page 11 of the *Land Transport Rule: Setting of Speed Limits 2021 Overview for Consultation* document - attached).

RCAs must include:

- An explanation of how their Plan is consistent with road safety aspects of the Government Policy Statement (GPS) on land transport and any Government road safety strategy e.g. Road to Zero for 2020-2030.
- A general explanation as to how a whole-of-network approach was taken when proposing speed limit changes and safety infrastructure changes.
- Information about speed management treatments around schools; including a rationale for why any speeds outside schools (during school travel periods) would be above 30km/h. A designation for rural schools, and the speed limits for any rural schools (which must be 60km/h or less).
- Information on why any of the proposed speed limits don't align with the WK/NZTA estimate of what is the safe and appropriate speed limit for the road; giving consideration for the road safety aspects of the GPS and any Government road safety strategy, the desirability of taking a whole-of-network approach and guidance developed by WK/NZTA.
- Descriptions of where speed management proposals affect roads that interact across RCA responsibilities e.g. between local roads and State Highways and RCA boundaries where speed limits on the same road do not align.

The proposed new role of RCAs

As part of the proposed new Rule, it is intended that RCAs will:

- Continue to make decisions about speed management treatments on their roads.
- Provide input to the RTC for the Regional speed management plan.
- Receive, consider and respond to consultation responses forwarded by the RTC.

The proposed new role of RTCs

The structure of the RTC consists of two (2) Regional Council representatives, one (1) local Council representative – for each of the TAs and, one (1) WK/NZTA representative. This mixed forum provides: regional consistency, manages interactions and timing across RCAs/between local roads and the state highway network/ through boundary issues with bordering regions/and encourages alignment with GPS and RLTP processes.

RTCs with respect to the amended rule will:

- Collate input from RCAs within a region and develop, consult on, and develop/finalise regional speed management plans.
- Provide a forum to encourage consistency across the network, managing interactions and implementation timing across RCAs and working through any boundary issues with bordering regions.

- Carry out consultation on the regional Plan with input from RCAs – per the consultation requirements detailed on page 13 of the Land Transport
- Provide the final draft Plans for certification to Waka Kotahi. NB: WK/NZTA will provide guidance, information and geospatial tools to assist RTCs with preparing, consulting and finalising regional Plans.

Other processes for setting speed limits

Two situations arise that may affect RCAs; firstly the new (2021) Rule allows speed limit changes to occur when a RCA cannot wait for the next relevant Plan e.g. if there is a sudden change in road use. Secondly, the new Rule allows for any urgent speed limit changes before an interim Plan is available; or if the speed limit change has not been included in the interim plan.

Formal certification of speed management plans

The Director will formally certify regional speed management plans against criteria in the proposed Rule. An independent speed management committee will formally certify the WK/NZTA state highway speed management plan against the same criteria.

Speed limits must be entered into the register

The new speed management framework removes the current bylaw-making requirements. Other than temporary speed limits, all speed limits would formally come into force through inclusion on a national register. The Register is intended to be the single-source-of-truth for, and give legal effect to, certain land transport decisions. Speed limits are expected to be the first category of decisions included in the Register.

WK/NZTA is currently working with RCAs to transfer all existing permanent, variable and seasonal speed limits into the Register. The effect of creating a land transport record will not automatically revoke the previous bylaw. RCAs will be required to pass a resolution to revoke the bylaw, or part of the bylaw.

The establishment of an independent speed management committee

It is proposed that the speed management committee's role will be to certify State Highway Plan compliance with the Rule and to have oversight of the information and guidance on speed management provided by WK/NZTA; including the *Speed Management Guide*. The intent is the first speed management committee will be in place as soon as practicable after the signing of the Rule.

Speed limits around schools (urban and rural)

A key action from the current national road safety strategy, *Road to Zero*, is that RCAs are required to introduce safer speeds around schools, with an initial 40% of changes to be completed by 30 June 2024. The remainder of the transition as reasonable efforts by 31 December 2029. Current speed limits outside most urban schools don't make walking, cycling and scooting appealing modes of transport for children and their parents.

The present (2017) Rule doesn't set requirements for speeds around schools with guidance only encouraging lower speed limits. Under the proposed (2021) Rule, RCAs must set urban variable or permanent speed limits of 30km/h or 40km/h with a relevant explanation supporting the higher speed.

Again under the proposed (2021) Rule, but this time for *rural* schools – the RCA must consider its location as 'rural' and designate this through the relevant Plan (providing the local community opportunity to provide feedback on the designation as consultation). If an RCA wants to set a speed limit greater than 40km/h it will need to designate a school as rural. *In the first instance, WK/NZTA will as regulator provide guidance on what is considered rural. RCA's must set variable and permanent speeds to a maximum of 60km/h.

Temporary and Emergency speed limits

The new Rule proposes the process and criteria for temporary speed limits will remain unchanged i.e. the same as the under the 2017 rule. *Applicable to circumstances that present danger to workers or public when working adjacent to a road, the presence of unsafe surfacing or structures and special events.*

However under the new Rule, the process for setting emergency speed limits will change; requiring them to be lodged in the Register - another lodgement enables their removal. *Situations are varied but include (explosion, earthquake, eruption, tsunami, flood, storm etc.)*

Mōrearea | Risk

The following are perceived risks from the new approach to speed management planning:

- Community disconnect – Under the new process it is proposed that consultation is managed by the RTC through the regional speed management plan. Council can be involved with the consultation but it may result in the community not feeling as engaged. There is no requirement for RCA's to engage with the community directly before the regional speed management plan is developed but it may choose to do this.
- Potential confusion – our community may be used to dealings with MPDC as their local Council and have a reasonable appreciation for the current process around the setting of speed limits, however once this changes, there is the potential to confuse the community as the formal consultation is managed by the RTC.
- There are concerns that costs associated with the proposed process have not been accounted for in the advice for developing and then implementing the Regional speed management plans. Many local authorities are already operating under significant fiscal constraints.

Ngā Pāpāhonga me ngā Wātaka | Communications and timeframes

The following represent key submission points. The draft submission will be circulated prior to the meeting on the draft Land Transport *Rule: Setting of Speed Limits 2021* for the Committee's feedback and endorsement – it includes other points many of a technical nature. NZTA/WK have also asked feedback on the following matters.

- Do you think the proposed Speed Management Planning process should replace the existing bylaw process? If not, why not?
- Do you think the respective roles of RCAs and RTCs proposed under the new rule are appropriate? If not, why not?
- Do you think it is clear how the Register should be used? If not, why not?
- Do you support RCAs being able to set variable speed limits without approval from Waka Kotahi? If not, why not?
- Do you support the timeframes for introducing safer speed limits around schools (an initial 40% of changes to be completed by 30 June 2024 and the remaining by 31 December 2029)? If not, what do you think would be more suitable timeframes?
- Do you support the proposal that RCAs would designate rural school areas? If not, why not?

- Do you agree RCAs should not be able to change a speed limit for a period of five years, if directed to change the original speed limit by Waka Kotahi? If not, what do you think would be a more appropriate timeframe?

The following steps outline the expected framework's transitional timeline:



- From now until December 2021, RCAs are to continue using the current bylaw process until their existing speed limits are migrated on to the Register of Land Transport Records (the Register). By December 2021, the migration programme is expected to be completed for all RCAs.
- During 2021 and 2022, WK/NZTA will work with RCAs and RTCs to develop *interim speed management Plans*.
- All interim plans will be certified by the Director; including any proposed changes to State Highways – provided for highways an independent speed management committee is set up.
- From early 2022, speed limits are only able to be set through the Register and the proposed Plan process.
- From 2023, RCAs and RTCs will be required to follow the full planning process alongside the 2024 GPS and RLTP process.

Pānga ki te pūtea, me te puna pūtea | Financial Cost and Funding Source

The costs associated with the changing process are not quantified and have not been accounted for. It is noted that RCAs are already operating under fiscal constraints.

The Long Term Plan has included some funding on speed management implementation and updating of school signage but will need to be reviewed once a regional plan is agreed upon and the new speed limit rule changes are finalised.

Ngā Tāpiritanga | Attachments

-  Setting of Speed Limits 2021 overview and summary of proposals for consultation April-June 2021
-  Setting of Speed Limit Rule 2021 questions and answers

Ngā waitohu | Signatories

| | | |
|-------------|--|--|
| Author(s) | Barry Reid Roading Asset Engineer | |
| Approved by | Susanne Kampshof Asset Manager Strategy and Policy | |
| | Manaia Te Wiata Group Manager Business Support | |

The meeting adjourned for morning tea at 10.16am and reconvened at 10.35am.

Item 8.3 adjourned at 11.16am and was reconsidered at 12.47pm.

11.18am The public were excluded.

Resolutions in relation to the confidential items are recorded in the confidential section of these minutes and are not public available.

10 Mōtini hei aukati i te iwi whānui | Procedural motion to exclude the public

COMMITTEE RESOLUTION

That the public be excluded from the following part(s) of the proceedings of this meeting.

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 follows.

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

C1 PowerCo Easement - Te Miro Forest Outdoor Adventure Park

| Reason for passing this resolution in relation to each matter | Particular interest(s) protected (where applicable) | Ground(s) under section 48(1) for the passing of this resolution |
|--|---|---|
| The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7. | s7(2)(i) - The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). | s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7. |

The text of these resolutions is made available to the public who are present at the meeting and form part of the minutes of the meeting.

Moved by: Mayor A Tanner

Seconded by: Cr S Whiting

KUA MANA | CARRIED

Procedural motion to include the public

11.29am The public were included.

Moved by: Deputy Mayor N Goodger

Seconded by: Cr C Casey

KUA MANA | CARRIED

Item C1 adjourned at 11.29am and was reconsidered at 12.35pm.

The meeting adjourned at 11.29am to participate in a zoom webinar on an update on the 3 Water Reform and reconvened at 12.35pm.

Mōtini hei aukati i te iwi whānui | Procedural motion to exclude the public

12.35pm The public were excluded.

Moved by: Deputy Mayor N Goodger

Seconded by: Cr C Casey

KUA MANA | CARRIED

Item 8.3 adjourned at 11.16am and was reconsidered at 12.47pm

Procedural motion to include the public

12.47pm The public were included.

Moved by: Cr J Thomas

Seconded by: Cr J Sainsbury

KUA MANA | CARRIED

1.05pm

The Chairperson thanked Members for their attendance and attention to business and declared the meeting closed.

CONFIRMED AS A TRUE AND CORRECT RECORD
OF THE MEETING OF KOMITI O TE KAPOREIHANA
ME NGĀ WHAKAHAERE | CORPORATE AND
OPERATIONS COMMITTEE HELD ON 23 JUNE
2021

KO TE RĀ | DATE:

TIAMANA | CHAIRPERSON: