

AGENDA/KAUPAPA



P O Box 747, Gisborne, Ph 06 867 2049 Fax 06 867 8076
Email service@gdc.govt.nz Web www.gdc.govt.nz

MEMBERSHIP: Debbie Gregory (Chair), Colin Alder, Alexandra Boros, Larry Foster, Samuel Gibson, Anne Huriwai, Jeremy Muir, Rawinia Parata, Deputy Mayor Aubrey Ria, Her Worship the Mayor Rehette Stoltz, Rob Telfer, Daniel Thompson, Rhonda Tibble and Nick Tupara

ENVIRONMENT & COMMUNITIES/NGĀ WHAKAMAHI - TE TAI AO ME NGĀ HAPORI Committee

DATE: Thursday 4 June 2026

TIME: 9:00AM

AT: Te Ruma Kaunihera (Council Meeting Room), Awarua, Fitzherbert Street, Gisborne

AGENDA – OPEN SECTION

1. Apologies.....	4
2. Declarations of Interest.....	4
3. Confirmation of non-confidential Minutes	5
3.1. Confirmation of non-confidential Minutes 23 April 2026	5
3.2. Governance Work Plan.....	10
4. Leave of Absence	11
5. Acknowledgements and Tributes.....	11
6. Public Input and Petitions	11
6.1. Tim Williams - Roadside Drainage	11
6.2. Mike Torrie, Anna Roberts and Max Matenga - Eastwoodhill Arboretum.....	11
7. Extraordinary Business.....	11
8. Notices of Motion	11
9. Adjourned Business.....	11

10. Reports of the Chief Executive and Staff for DECISION	12
10.1. 26-131 City Centre Revitalisation - Action and Investment Plan Briefing and Next Steps	12
10.2. 26-104 Proposed Overnight Vehicle Restrictions Titirangi Drive / Queens Drive Titirangi Maunga	21
11. Reports of the Chief Executive and Staff for INFORMATION	32
11.1. 26-128 Update - Solid Waste Contracts and Logistics	32
11.2. 26-133 Turanga Gardens - Update on Site Investigations	38
11.3. 26-91 Public Conveniences Network Review - 2026/27 Upgrade Plan.....	47
11.4. 26-151 New Zealand Silver Fern Rally Proposed Engagement.....	58
11.5. 26-122 Environment & Communities- Land Rivers & Coastal	66

Environment & Communities Committee

Reports to:	Council
Chairperson:	Cr Debbie Gregory
Membership:	Mayor and all Councillors
Quorum:	Half of the members when the number is even and a majority when the membership is uneven.
Meeting frequency:	Six weekly (or as required).

Purpose

- Provide integrated governance oversight of operational programmes and services including environmental protection, land and catchment management, biodiversity, flood resilience, and community development including libraries, parks, recreation and cultural assets.
- Ensures Council's regulatory compliance
- Ensures the effective operational delivery of statutory duties
- Supports community wellbeing across rural and urban Tairāwhiti through oversight of Council services.

Scope

The committee's scope includes the following matters.

Environment Services and Protection

- Animal Control
- Building Services
- Enforcement
- Environmental Health

Land Management

- Pests and Plant Management
- Biodiversity
- Integrated Catchments

Flood Resilience

Harbour Master

Community development

- Cultural assets and activities including theatres, museum and public art, library and Tairāwhiti Navigations.
- Recreation and amenity assets and activities – including open spaces, parks and gardens, cemeteries, community property and the Olympic Pool complex.

Planning and Development

- Customer Engagement
- Support Services

Terms of Reference

Operational Oversight

- Provide governance direction for the Council's operational activities within its purpose and scope.
- Review and adjust relevant working programme priorities within agreed budgets, activity management plans and levels of service as per the Council's Long Term Plan.
- Receive updates on delivery, projects and activities.
- Oversee management of Council's community assets.
- Input into, and make decisions on, operational proposals, options and cost of projects/major projects.
- Contribute to the development of short term plans for community services and community facilities.
- Consider the strategic regulatory and compliance issues.
- Prepare submissions on any matter that is within its rationale and terms of reference for Council approval and submit on behalf of Council when timelines do not allow Council prior approval.

Asset Management

- Oversee the management of all Council's community assets.
- Make decisions on community assets becoming Council's and on infrastructure and community assets on behalf of Council.
- Progress the sale of properties as approved in the Long Term Plan and Annual Plan.
- Contribute to the development of and oversee delivery of economic development projects.
- Consider proposals to change the status or revoke the status of a reserve as defined in the Reserves Act 1977 (including the hearing of submissions).

Power to Act

To make all decisions necessary to fulfil the role and scope of the Committee.

To establish subcommittees, working parties and forums as required.

To appoint non-voting advisory members (such as tangata whenua representatives) to assist the Committee.

Power to Recommend

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

3.1. Confirmation of non-confidential Minutes 23 April 2026

MINUTES

Draft & Unconfirmed



P O Box 747, Gisborne, Ph 867 2049 Fax 867 8076
Email service@gdc.govt.nz Web www.gdc.govt.nz

MEMBERSHIP: Debbie Gregory (Chair), Colin Alder, Alexandra Boros, Larry Foster, Samuel Gibson, Anne Huriwai, Jeremy Muir, Rawinia Parata, Deputy Mayor Aubrey Ria, Her Worship the Mayor Rehette Stoltz, Rob Telfer, Daniel Thompson, Rhonda Tibble and Nick Tupara

MINUTES of the ENVIRONMENT & COMMUNITIES/NGĀ WHAKAMAHI - TE TAI AO ME NGĀ HAPORI Committee

Held in Te Ruma Kaunihera (Council Meeting Room), Awarua, Fitzherbert Street, Gisborne on Thursday 23 April 2026 at 9:00AM.

PRESENT:

Debbie Gregory (Chair), Her Worship the Mayor Rehette Stoltz, Colin Alder, Alexandra Boros, Larry Foster, Samuel Gibson, Anne Huriwai, Jeremy Muir, Rawinia Parata, Aubrey Ria, Rob Telfer, Daniel Thompson, Rhonda Tibble, Nick Tupara.

IN ATTENDANCE:

Chief Executive Nedine Thatcher Swann, Director Lifelines Tim Barry, Director Engagement & Maori Partnerships Anita Reedy-Holthausen, Chief Financial Officer Pauline Foreman, Chief Advisor Maori Gene Takurua, Democracy & Support Services Manager Donna Shaw and Committee Secretary Jill Simpson.

The meeting commenced with a karakia.

Secretarial Note: Cr Tibble, Cr Huriwai and Chief Advisor Maori Gene Takurua attended the meeting via audio visual link.

1. Apologies

MOVED by Cr Stoltz, seconded by Cr Muir

That the apologies from Cr Huriwai and Cr Parata for lateness be sustained. **CARRIED**

2. Declarations of Interest

Cr Alder declared an interest in report 26-79 Environment & Communities Land Rivers & Coastal in relation to the Te Arai River discussions.

3. Confirmation of non-confidential Minutes

3.1 Confirmation of non-confidential Minutes 19 February 2026

MOVED by Cr Stoltz, seconded by Cr Ria

That the Minutes of 19 February 2026 be accepted.

CARRIED

3.2 Action Register

Noted.

3.3 Governance Work Plan

Noted.

4. Leave of Absence

There were no leaves of absence.

5. Acknowledgements and Tributes

There were no acknowledgements or tributes.

6. Public Input and Petitions

There were no public input or petitions.

7. Extraordinary Business

There was no extraordinary business.

8. Notices of Motion

There were no notices of motion.

9. Adjourned Business

There was no adjourned business.

10. Reports of the Chief Executive and Staff for INFORMATION

10.1 26-77 Tairāwhiti Museum Annual Report

Museum Director Tapunga Nepe and Chair Paora Tibble attended.

Highlights raised by Museum Chair Paora Tibble:

- One year in role as Chair and a great privilege to Chair the Board and serve our community.
- Signing off on Gisborne District Council's Services Agreement.
- Recent work carried out on the Museum roof which now keeps exhibitions and taonga safe and dry.
- Return of Hine Matoro from Germany : a Tipuna coming home after 250 years and now is in storage in a safe environment.
- UNESCO Recognition of the William F Crawford Photography Collection.

Museum Director Tapunga Nepe thanked Council for their support and handed out photographs of the work recently carried out on the Museum roof. The condition of the roof has been a concern for over 20 years in relation to the long-term care of the Museum's taonga.

Further points highlighted:

- The major leak in the main gallery has now been repaired.
- Renewal work on the front entrance and the Watersheds Gallery is about to commence, and staff are in the process of relocating the taonga from the Gallery. Once this is complete, work will commence on the Social History storerooms.

Questions of clarification included:

- The appointment process for the Council appointed trustees to the Gisborne Museum of Art and History Trust is guided by the Museum Trust Deed. The standard practice is for the Museum to identify skills and attributes needed to fill the vacancies and then make a recommendation to Council.
- There is a definite improvement in the cash flow for the Museum Cafe.

Her Worship the Mayor acknowledged and thanked Tapunga and Paora for their excellent work and their proactive relationship with Council. It is important for Council and the Museum to work closely together. It is great to now have the roof repairs underway, with thanks extended to Council staff for the role they played. Her Workshop also acknowledged the role Tairāwhiti Museum played in the return of Hine Matioro and looks forward to working with Tapunga and Paora in the Trustee appointment process.

Cr Tupara congratulated the Tapunga and Paora on their ongoing achievements and acknowledged their willingness to address challenging issues facing the community, particularly the *Hohou te Rongo* exhibition commemorating the siege at Waerenga-a-Hika 160 years ago.

MOVED by Cr Stoltz, seconded by Cr Tupara

That the Environment & Communities/Ngā Whakamahi - Te Taiao me Ngā Hapori:

1. Notes the contents of this report.

CARRIED

10.2 26-95 Progress Report: Tairāwhiti Sustainable Land Use Transition

Chief Executive Nedine Thatcher Swann attended and outlined the progress to date.

Questions of clarification included:

- A key strength of the Transition Advisory Group was the breadth of perspective brought to discussions on the major issues facing our region, and this contributed to strong outcomes.
- The Tairāwhiti Forestry Action Group includes two Council representatives, an Iwi representative, two Forestry representatives (from the Eastland Wood Council and Forestry Contractors Association) and a farming representative. The Governance Group would be refreshed to ensure it reflects a similarly diverse range of views. The Sustainable Landuse Business Case clearly identified the need for skilled, diverse thinkers at Board level should a Council Controlled Organisation (CCO) be stood up.

- To honour our commitment to the Tairāwhiti Action Advisory Group, we have sought to replicate as closely as possible, a scaled-down version that retains all key principles and intended direction. It was agreed to begin with a smaller initiative and establish pilot projects that can support future expansion when funding is approved.
- In relation to the Te Arai River and the protection of the water supply, staff are progressing work under Section 330 of the Local Government Act. Plan Change 6 aimed at enhancing sustainable land use will address some issues associated with land use transition where vulnerabilities may arise.

MOVED by Cr Parata, seconded by Cr Gibson

That the Environment & Communities/Ngā Whakamahi - Te Taiao me Ngā Hapori:

1. Notes the contents of this report.

CARRIED

10.3 26-79 Environment & Communities - Land Rivers & Coastal

Director Lifelines Tim Barry and Team Leader Land Rivers Coastal Mangala Wickramanayake attended.

Questions of clarification included:

- The report highlights ongoing year-on-year budget constraints and notes that the current 5% rate of drain regrading is insufficient and should be doubled. The productivity element and a budget limitation make it hard to do more. It was highlighted that per kilometre of drain the cost varies from \$15k - \$30k depending on the size of the drain.
- Simple data capture and visualisations would support Councillors in community discussions on drainage maintenance and improve public understanding. A report outlining achievable options for making Council data more visible will be presented to the next meeting.
- The cost per kilometre for drainage works depends on the size of the drain—a medium drain would be \$15k per kilometre. The reduction in productivity is not matched with the allocated funding and translates to a smaller amount of drainage regrade in managing the network. Also carting out material is part of the process as per the consent.
- Roadside drains are essential for managing stormwater runoff and preventing road flooding. They are designed to drain the road carriageway and shoulder of stormwater. Any change in land use will make a difference in the way drains work.
- Communities cannot manage their own roadside drains, however, are responsible for maintaining stormwater runoff from their properties, ensuring it does not cause flooding or pollution.
- The removal of spoil from waterways is not explicitly stated as a national requirement, however the National Policy Statement for Freshwater Management includes provisions that may require the removal of spoil to protect waterbodies and their ecosystems. Spoil being removed and transported elsewhere is part of the resource consent as such activities may have environmental impacts, and consent is necessary to ensure that the activities comply with environmental standards and regulations.

- The protection of eels in waterways is a national standard.
- If consent is granted for the use of drones for aerial spraying in the Te Arai area, work could be undertaken in October/November 2027. Previously consent was granted to allow the use of helicopters for this activity. Drones offer a more efficient and targeted approach, using less chemical and providing greater effectiveness than current hand spraying methods or helicopter use.

MOVED by Cr Ria, seconded by Cr Parata

That the Environment & Communities/Ngā Whakamahi - Te Taiao me Ngā Hapori:

1. Notes the contents of this report.

CARRIED

11. Close of Meeting

There being no further business, the meeting concluded at 9:54 am.

Debbie Gregory

CHAIR

3.2. Governance Work Plan

2026 Environment & Communities including Operations					Meeting Dates						
HUB	Activity	Name of agenda item	Purpose	Report type	Owner	19-Feb	23-Apr	4-Jun	6-Aug	1-Oct	19-Nov
Liveable Communities	Integrated Catchments	Update on the 2025 round of the Natural Heritage Fund	Update the committee on the outcome of projects funded in the 2025 round of the NHF.	Information (I)	Melanie Cheetham						
Liveable Communities	Integrated Catchments	Allocation of the Natural Heritage Fund	To approve the allocation of the 2027 round of the NHF.	Decision (D)	Melanie Cheetham						
Liveable Communities	Liveable Spaces	26-104 Proposed Overnight Vehicle Restrictions Titirangi Drive / Queens Drive Titirangi Maunga	To consider a proposal to restrict access by motorised vehicles overnight on Titirangi Drive and Queens Drive over Titirangi Maunga.	Decision (D)	Chris Visser						
Liveable Communities	Community Projects	26-91 Public Conveniences Network Review - 2026/27 Upgrade Plan	Update the Gisborne District Council on the plan for capital upgrades to rural public conveniences over the 2026/27 financial year.	Information (I)	Natalie Waihi						
Liveable Communities	Liveable Spaces	26-125 Operations - Liveable Communities Update	Provide the Committee with an update on Liveable Communities operational activities.	Information (I)	Michele Frey						
Liveable Communities	Liveable Spaces	26-133 Turanga Gardens; Update on Site Investigations	Update on Site investigation relating to land contamination and stormwater management - Turanga Gardens.	Information (I)	Natalie Waihi						

2026 Environment & Communities including Operations					Meeting Dates						
HUB	Activity	Name of agenda item	Purpose	Report type	Owner	19-Feb	23-Apr	4-Jun	6-Aug	1-Oct	19-Nov
Liveable Communities	Solid Waste	26-128 Update - Solid Waste - Contracts and Logistics	Provide information on the current kerbside collection services and the work underway in development of a revised kerbside service to include provision of wheelie bins and the expansion of the service to include food and organic waste collections.	Information (I)	Luke Knight						
Engagement and Māori Partnerships	Community Projects	26-131 Action and Investment Plan Update (City Centre Revitalisation Programme)	To provide the Committee with refined concepts and costings for consideration in the draft Action and Investment Plan.	Decision (D)	De-Arne Sutherland						
Community Lifelines	Regional Rivers	26-122 Environment & Communities - Land Rivers & Coastal	Update the Committee on Land Rivers and Coastal.	Information (I)	Joss Ruifrok						
Engagement and Māori Partnerships	Strategic Communication & Engagement	26-151 New Zealand Silver Fern Rally Proposed Engagement	Informing elected members about the proposed public engagement to support decision-making for a temporary road closure application made by the NZ Silver Fern Rally.	Information	Jade Lister-Baty						

10. Reports of the Chief Executive and Staff for DECISION



26-131

Title: 26-131 City Centre Revitalisation - Action and Investment Plan Briefing and Next Steps

Section: City Centre Revitalisation

Prepared by: De-Arne Sutherland - City Centre Revitalisation Programme Manager

Meeting Date: Thursday 4 June 2026

Legal: No

Financial: No

Significance: **Medium**

Report to ENVIRONMENT & COMMUNITIES/NGĀ WHAKAMAHI - TE TAI AO ME NGĀ HAPORI for decision

PURPOSE - TE TAKE

The purpose of this report is to present four high-level vision scenarios for the City Centre public realm, including a status quo option, and to seek approval to progress these scenarios to community engagement.

The report will be supported by a **Presentation**.

SUMMARY - HE WHAKARĀPOPOTOTANGA

This report presents four high-level vision scenarios for the City Centre public realm: a status quo option (essential renewals and compliance only) and three concept-level intervention options; Option 1 – Maintain and enhance existing assets, Option 2 – Targeted transformation and placemaking enhancement, and Option 3 – Full Transformation. Indicative order-of-magnitude costs and a summary of expected benefits will be provided in the Presentation, to support an initial strategic assessment ahead of community engagement. A short benchmarking summary of revitalisation efforts in Hastings, Whanganui and Rotorua is included to provide context.

Following the proposed community engagement period, the intervention options will be refined and assessed in detail through a business case and phasing process, leading to a recommended option in the Action and Investment Plan (AIP) to be presented to this Committee in August 2026.

The decisions or matters in this report are considered to be of **Medium** significance in accordance with the Council's Significance and Engagement Policy.

RECOMMENDATIONS - NGĀ TŪTOHUNGA

That the Environment & Communities/Ngā Whakamahi - Te Taiao me Ngā Hapori:

1. Endorses the progression of three public realm vision scenarios (Options 1, 2 and 3 or an agreed hybrid) to community engagement.

Authorised by:

Anita Reedy-Holthausen - Director Engagement & Maori Partnerships

Keywords: city centre revitalisation, transformation of city centre, cbd, city centre

BACKGROUND - HE WHAKAMĀRAMA

1. This report builds on the previous Environment & Communities Meeting on 23 April 2026 (**report 26-81**), where the Project Team presented a summary of consultation efforts to date, first thoughts on the urban framework that sets the wider context for the City Centre Study Area, and an initial approach to the sequence of spaces and places that make up the City Centre.
2. This progress was informed by the completion of Phase 1 Engagement process including internal Gisborne District Council (Council) key stakeholder meetings, community key stakeholder meetings, developer conversations, rangatahi workshops and feedback gathered from members of the Environment & Communities Committee.
3. The Presentation will build on site analysis carried out to date. This content has been captured in a 'Summary of Findings' document [26-02 F12 260504 Summary of findings compressed](#). This document will continue to evolve with feedback from Council's internal staff working groups to be received, and through the life of the AIP Project as additional information is collected to inform concept proposals and business case components of the AIP.

DISCUSSION and OPTIONS - WHAKAWHITINGA KŌRERO me ngā KŌWHIRINGA

4. The four scenarios to be presented in the meeting reflect the range of potential investment pathways for the City Centre:
 - a. **Base Option - Status Quo (Do Nothing)** - This option reflects continuation of the current approach, with no significant capital investment beyond essential maintenance and renewal required to keep assets operational. City Centre streets and public spaces would remain in their existing form, function, and layout, with interventions limited to reactive repairs and like-for-like replacement of assets as they reach the end of their useful life.
 - b. **Option 1 - Maintain and Enhance Existing Assets** - This option focuses on maintaining existing public space assets, replacing end of life elements and delivering targeted improvements to address priority issues. Interventions will be primarily aimed at improving amenity, safety, and usability without fundamentally changing the form or function of the space.
 - c. **Option 2 - Targeted Transformation and Placemaking Enhancement** - This option delivers a coordinated package of upgrades to key public spaces, focusing on areas with the greatest potential to influence activity and perception of the city centre. It introduces a step-change in quality and functionality while building on the existing urban structure.
 - d. **Option 3 - Full Transformation** - This option represents a comprehensive, coordinated transformation of the public realm, reshaping the city centre as a high-quality, people-focused destination. It involves significant capital investment and reconfiguration of streets and spaces to support long-term economic, social, and urban development outcomes.

5. Indicative order-of-magnitude costs for each concept scenario will be presented as part of the Presentation, to enable an understanding of the scale of potential investment required in the city centre.
6. In parallel to concept design options the Consultant team are developing a program level business case to support the investment logic and strategy for City Centre revitalisation. This work involves Investment Logic Mapping, problem definition, assessment of strategic outcomes on long, mid and short-term horizons and definition of benefits and key performance indicators for projects within the overall program of work. The business case process is underway but not yet finalised. An initial qualitative assessment of benefits will be used in this meeting to aid Committee members in assessing the impact of the scenarios under consideration.
7. The business case is being developed as a program level business case recognising that a phased sequence of projects will be proposed within the AIP. Qualitative and quantitative assessment criteria and benefits are being developed to ensure that the document is relevant for a broad range of audiences and recognising that in the current, constrained fiscal context investment may be sought from a variety of sources. Sources of capital currently under consideration include national and local government, Waka Kotahi, private sector investment partners, community and economic partners such as Trust Tairāwhiti and Gisborne Holdings Limited, mana whenua and iwi partners, and potentially grants and philanthropic donors. This breadth of potential audience requires careful consideration of strategy, tone and messaging for the final AIP document and its supporting appendices.
8. The **Presentation** will outline the approach taken to phasing and sequencing for projects within comparable City Centre revitalisation projects in Hastings, Whanganui and Rotorua. Following this benchmarking exercise the presentation will illustrate strawperson implementation strategies for the Gisborne City Centre for discussion and review by the Committee.
9. The Committee's direction is now required to confirm which scenarios (or hybrid scenarios) should proceed to community engagement.

ASSESSMENT of SIGNIFICANCE - AROTAKENGA o NGĀ HIRANGA

10. The decisions or matters in this report are considered to be of **Medium** significance in accordance with Council's Significance and Engagement Policy. This assessment reflects that:
 - a. The AIP will shape long-term investment priorities for the City Centre and inform the 2027-2037 Long Term Plan.
 - b. The options presented involve differing levels of public realm transformation and associated investment.
 - c. The outcomes will influence a large portion of the community, including businesses, mana whenua, property owners, and residents.
 - d. Community engagement is required to test the scenarios and ensure the preferred option reflects community aspirations and affordability considerations.

11. While the AIP itself will be subject to further decision-making, the direction set through this report establishes the scope of engagement and therefore warrants a **Medium** significance rating.

TREATY COMPASS ANALYSIS

Kāwanatanga

12. The development of the AIP is being undertaken within Council's established governance and decision-making structures, ensuring transparent processes, clear accountability, and alignment with Council's statutory responsibilities. The scenarios presented in this report provide a structured basis for engagement and decision-making, enabling Council to exercise its governance role while ensuring space for mana whenua leadership and partnership.

Rangatiratanga

13. The AIP process acknowledges and seeks to uphold the authority and aspirations of Rongowhakaata as mana whenua. Early engagement through the Catalyst Initiatives Project has informed the emerging principles and opportunities. The next phase of engagement is designed to ensure that RIT can meaningfully influence the development, refinement, and assessment of the vision scenarios, including cultural expression, spatial identity, and long-term outcomes for whenua, awa, and moana.

Oritetanga

14. The vision scenarios aim to improve equitable access, safety, and participation in the City Centre. The AIP process includes identifying barriers to inclusion and ensuring that future public realm investment supports a city centre that is welcoming, accessible, and functional for all communities, including disabled people, rangatahi, kaumātua, and whānau. Engagement processes are being designed to ensure broad participation and representation.

Whakapono

15. The AIP process is grounded in a commitment to authentic partnership, transparency, and trust. The approach to engagement with RIT and the wider community reflects an intention to build enduring relationships and ensure that cultural values, narratives, and aspirations are embedded in the design and investment logic. The iterative nature of the AIP process supports open dialogue and shared understanding as the work progresses.

TANGATA WHENUA/MĀORI ENGAGEMENT - TŪTAKITANGA TANGATA WHENUA

16. Engagement with Rongowhakaata Iwi Trust (RIT) has been limited during the early stages of the AIP process; however, Council has maintained ongoing governance-level dialogue to establish an appropriate engagement framework.
17. The progress made to date builds on the Catalyst Initiatives mana whenua and community engagement process completed in 2024. RIT was an active partner throughout the Catalyst Initiatives process, contributing to both the development and prioritisation of projects, and endorsing outcomes at a formal Governance level through a Leadership hui in February 2025.

18. Over the past 3 months the consultant team have been reviewing Catalyst Initiatives engagement feedback, reflecting on this work through community key stakeholder sessions, collecting input from these stakeholders on ideas for the City Centre and carrying out urban analysis on the current physical state of the City Centre in context. This work has been captured in a series of emerging initial principles that are ready to be reviewed and refined with RIT. Central to this work is the strength of commitment from the community that the AIP should be mana whenua led and grounded in mana whenua values, narratives and relationships.
19. Rongowhakaata, as mana whenua, holds a critical role in shaping the cultural identity and narrative of the city centre, how the city reconnects with whenua, awa and moana, opportunities for economic participation and development, and the long-term intergenerational outcomes of revitalisation.
20. We want to ensure there is an authentic pathway for Rongowhakaata aspirations and ambitions to be reflected in the AIP. An initial meeting with RIT leadership has now taken place and a briefing pack has been issued to help provide project specific context for the next phase of engagement. A first wananga with RIT board was held on 21 May 2026. We anticipate providing an update on mana whenua engagement within the presentation to follow.
21. Wider tangata whenua will also have opportunities to participate through the public engagement phase of the AIP. This will enable iwi and hapū with interests in the city centre to contribute their perspectives as part of the broader community engagement process.

COMMUNITY ENGAGEMENT - TŪTAKITANGA HAPORI

22. Phase 1 of the AIP Community engagement has built on the work of the Catalysts Initiatives consultation process. We have revisited, validated and prioritised principles through a series of community stakeholder meetings, collected ideas for the City Centre Study Area through interactive mapping and collected thoughts on success criteria and how they might be effectively measured. This work was presented at the last Committee meeting.
23. Phase 2 of the engagement effort will involve validating this work with RIT, reviewing and validating concept design scenarios with Gisborne District Council internal stakeholders, presenting the status quo option and three vision scenarios to the Environment & Community Committee and - with approval - taking these options (or hybrids of them) to public engagement. This work is happening in a coordinated manner alongside Council's engagement efforts for the Long-Term Plan process.
24. Once the content/options for engagement is approved at this meeting, we intend to continue wananga with RIT, meet again with key stakeholders and partners, and engage with the wider community through a series of community events including the Farmers Market, provide community drop-in opportunities, and update information on Council's website and participate page throughout the month of June and early July 2026.

CLIMATE CHANGE – Impacts / Implications - NGĀ REREKĒTANGA ĀHUARANGI – ngā whakaaweawe / ngā ritenga

25. Climate change considerations are central to the development of the AIP vision scenarios. Each scenario will be assessed for its ability to:
 - a. support a compact, mixed-use urban form that reduces transport emissions;
 - b. improve resilience to climate-related hazards, including flooding, heat, and stormwater pressures;
 - c. incorporate durable, low-maintenance materials with lower lifecycle emissions;
 - d. enhance shade, tree canopy, and blue-green infrastructure to mitigate heat and improve stormwater performance.
26. The AIP will not directly generate emissions, but the decisions it informs will have long-term implications for infrastructure investment, transport behaviour, and urban form. Detailed climate-risk and emissions assessments will be undertaken as part of the business case and concept refinement stages.

CONSIDERATIONS - HEI WHAKAARO

Financial/Budget

27. The costs associated with preparing the AIP, including the development and assessment of the vision scenarios, are funded within the existing Three-Year Plan 2024–2027 budget for the City Centre Revitalisation Programme.
28. Indicative order-of-magnitude costs for each scenario will be presented in the accompanying Presentation to support strategic assessment and community engagement.
29. Any future capital investment arising from the preferred option will be considered through the 2027–2037 Long-Term Plan process. Delivery will likely be reliant on funding support from other parties/funders.
30. No additional or unbudgeted funding is sought through this report.

Legal

31. There are no statutory or legal implications arising directly from the recommendations in this report. Any future decisions relating to procurement, consenting, or delivery of physical works will be subject to standard legal and regulatory requirements.

POLICY and PLANNING IMPLICATIONS - KAUPAPA HERE me ngā RITENGA WHAKAMAHERE

32. The AIP is strongly aligned with Council's strategic direction, including:
- The Tairāwhiti Future Development Strategy 2024–2054, which promotes a compact, mixed-use urban form and increased residential capacity in the City Centre.
 - The Three-Year Plan 2024–2027, which includes the City Centre Revitalisation Programme as a priority initiative.
 - Council's Urban Plan Change 6, which provides the regulatory framework for future development in the City Centre.
 - Alignment with the Infrastructure Strategy, Regional Land Transport Plan (RLTP) and the Development Contributions Policy currently in development.
33. The AIP will provide the evidence base and investment logic to support future LTP prioritisation and funding decisions.

RISKS - NGĀ TŪRARU

34. Key risks associated with the decisions in this report include:
- **Community Expectations:** Engagement may raise expectations about the scale and pace of change. Clear communication will be required to manage affordability and delivery constraints.
 - **Mana Whenua Engagement:** Ensuring meaningful partnership with RIT is essential. Delays in engagement could impact project timelines.
 - **Financial Risk:** The scale of investment required for all options may exceed available funding without external investment or reprioritisation.
 - **Reputational Risk:** Failure to progress revitalisation efforts may undermine public confidence in Council's commitment to the City Centre.
 - **Timeline Risk:** The AIP must align with the LTP 2027–2037 process. Any delays in engagement or concept refinement may compress decision-making timeframes.
35. These risks will be actively monitored and managed through the programme's governance structure and Council's Risk Management Framework.

NEXT STEPS - NGĀ MAHI E WHAI AKE

Date		Action/Milestone	Comments
Late May–June 2026	Engagement with RIT on vision scenarios.	Includes briefing, wānanga, and iterative review of principles and options.	
4 June 2026	This Committee reviews refined scenarios.	Supports approval to proceed to public engagement.	
June–July 2026	Community and stakeholder engagement on scenarios.	Includes online engagement, drop-ins, targeted sessions, and stakeholder workshops.	
July 2026		Refinement of preferred option and investment logic.	Informed by engagement feedback and business case analysis.
August 2026		Presentation of AIP to Committee.	Includes recommended option, investment strategy, and phased delivery roadmap.



Title: 26-104 Proposed Overnight Vehicle Restrictions Titirangi Drive / Queens Drive Titirangi Maunga

Section: Liveable Communities

Prepared by: Chris Visser - Principal Community Assets and Partnerships Advisor

Meeting Date: Thursday 4 June 2026

Legal: Yes

Financial: No

Significance: **Medium**

Report to ENVIRONMENT & COMMUNITIES/NGĀ WHAKAMAHI - TE TAI AO ME NGĀ HAPORI for decision

PURPOSE - TE TAKE

The purpose of this report is for Council to consider a proposal to **restrict motorised vehicle access overnight on Titirangi Drive and Queens Drive over Titirangi Maunga** (the Proposal). The intent of the Proposal is to minimise vandalism, illegal dumping, fire risk, and other undesirable behaviours that have been occurring on the maunga at night.

This is not closure of the Reserve itself. Walking and cycling access would remain available at all times. Emergency vehicles and authorised service access would be unaffected.

If Council considers the Proposal has merit, approval is sought to publicly notify the Proposal and invite submissions, so that community views can be considered.

SUMMARY - HE WHAKARĀPOPOTOTANGA

The Proposal has been developed following a request from Ngāti Oneone for Council to investigate restricting overnight vehicle access on Titirangi Maunga. This request reflects ongoing concerns about vandalism, illegal dumping, late-night antisocial behaviour, and impacts on the cultural, environmental, and recreational values of the maunga.

Council, as the Road Controlling Authority, has legal authority under clause 2.1 of the Land Transport Rule: Street Layouts 2023 to restrict the use of motor vehicles on a road at specified times for purposes including public safety, environmental sustainability, and community wellbeing.

The Proposal has been discussed with Ngāti Oneone, Emergency Services (New Zealand Police, Fire and Emergency New Zealand, and Hato Hone St John), Chorus, and internal teams including Community Lifelines (Roading) and Tairāwhiti Civil Defence. These discussions have identified operational considerations, including the need to maintain emergency service access at all times, which have been incorporated into the Proposal.

Summary of the Proposal

The Proposal involves installing lockable gates at both ends of the road. It is proposed the gates be closed at **10:00pm** and opening at **6:00am**. The gates would be opened and closed by Council contractors.

Keys would also be held by Te Pōhō o Rāwhiri Marae, Chorus, and emergency services. Closure times would be adjusted for special circumstances, such as major events (e.g. Fire in the Sky) or events held on the Maunga.

The Proposal is considered to be of **Medium** significance under Council's Significance and Engagement Policy, primarily due to its effects on a specific community and the level of public interest in access to Tīfirangi Maunga.

RECOMMENDATIONS - NGĀ TŪTOHUNGA

That the Environment & Communities/Ngā Whakamahi - Te Taiao me Ngā Hapori:

- 1. Endorses public notification of the Proposal to restrict vehicle access on Tīfirangi Drive / Queens Drive overnight as set out in this report.**

Authorised by:

Michele Frey - Director Liveable Communities

Keywords: Endcliffe Road / Tīfirangi Drive; restricted access,

BACKGROUND - HE WHAKAMĀRAMA

Legal Authority

1. Under clause 2.1 of the Land Transport Rule: Street Layouts 2023, Council may prohibit or restrict the use of one or more classes of motor vehicles on a road, including applying such restrictions at specified times.
2. The permitted purposes for such restrictions include:
 - Protecting and promoting public health and safety;
 - Supporting environmental sustainability; and
 - Creating public spaces that support community wellbeing.
3. Clause 2.2 of the Rule requires Council to consider factors such as emergency vehicle access, alternative routes, and the characteristics and function of the affected road when exercising these powers.
4. Additionally, clauses 6 and 20 of the Gisborne District Council Traffic and Parking Bylaw 2021 allow the Council to formally authorise and implement road closures by resolution and to restrict or control vehicle use where safety or operational needs require.

Illegal Dumping and Vandalism on Titirangi Maunga

5. Council records indicate ongoing issues with illegal dumping and vandalism at Titirangi Maunga. Between March 2025 and April 2026, eleven Requests for Service were received from the public relating specifically to illegal dumping, including household rubbish, bedding, and animal carcasses.
6. Council's contractor Green by Nature (GBN) has reported vandalised rubbish bins and play equipment, along with evidence of burnouts and fire damage in the summit carpark, as shown below. GBN's 2021 – 2025 job list for Titirangi shows 223 jobs related specifically to vandalism and rubbish or illegal dumping. The majority of these jobs were associated with vandalism (158 jobs), graffiti and deliberate damage to bins, park furniture, fencing, railings, signage and structures — for example, ongoing graffiti on the gun emplacement and lookout walls, and repeated damage to bollards. A further 65 jobs related to rubbish and illegal dumping, including household waste, green waste, tyres, furniture and animal carcasses, with recurring examples such as tyres and furniture dumped at carparks and laybys and rubbish thrown down banks on the far side of the hill.
7. Whaia Titirangi have also reported numerous incidences of illegal dumping over the years.



8. These impacts adversely affect public safety and enjoyment, the environmental condition of the maunga and its cultural significance Iwi. To date camera surveillance has not proven to be successful in substantively deterring negative behaviours.
9. While the available data does not establish a direct causal relationship between overnight vehicle access and all incidents of vandalism or dumping, the frequency, pattern, and timing of incidents indicate that unmanaged night-time vehicle access is likely contributing to these behaviours.

Characteristics and use of Queens Drive / Titirangi Drive

10. Queens Drive/ Titirangi Drive is not part of the district's essential transport network. Titirangi Maunga is a Reserve, not a connector road. Vehicle use of the route is predominantly recreational, short-stay, discretionary, and destination-focused.
11. In 2020, the road was converted to a one-way system (uphill via Queens Drive and downhill via Titirangi Drive / Endcliffe Road) to improve safety and reduce vehicle–pedestrian conflict on the road. This Proposal received high public support. Pedestrians and cyclists retain two-way and the speed limit through the reserve is 30 km/h.
12. The road is not a key route for freight nor emergency services. There is an alternative route between the bottom of the maunga via Ranfurly Street / Endcliffe Road, however no alternative road access to the summit of Titirangi.
13. Council roading data consists of vehicle counts conducted on two days June and August 2022. The data indicates the road is lightly trafficked, with 138 and 226 vehicles per day. Of these movements 99% are class 1-3 vehicles: cars, motorbikes, and light commercial vehicles (i.e. Utes). Traffic is primarily associated with recreational use and the operational activities of Whai Titirangi, Gisborne District Council (Council) (servicing the Reserve), and occasionally Chorus accessing the Telecom tower.
14. This limited data set does not capture peak periods such as holidays or provide information on time of use. Anecdotal evidence suggests that traffic in holiday periods would be higher, and most vehicle movements occur during daylight hours.

Consideration of Clause 2.1 Street Layouts Rule

15. Clause 2.1 sets the overarching objectives of the Rule. In substance, these are to:
 - Improve **safety and accessibility** of streets;
 - Enable streets to function as **places**, not solely movement corridors;
 - Support **equitable access**, including walking and cycling;
 - Allow Road Controlling Authorities to manage road use to respond to **local context and risk**.

16. The proposed overnight closure to motorised vehicles aligns with clause 2.1 in the following ways:

Safety Objective

- Restricting night-time vehicle access directly supports safety outcomes where low visibility, steep gradients, narrow carriageways, and pedestrian presence co-exist.
- The Rule does not require streets to remain open to motor vehicles at all times; it allows Road Controlling Authorities to regulate access in response to risk.

Place and Amenity

- Tīfirangi functions as a destination and landmark, not a through-route.
- Overnight closure to motorised vehicles supports quiet enjoyment, reduces antisocial behaviour, and aligns with the Rule's intention that streets may prioritise non-vehicular functions at different times.

Equitable Access

- Clause 2.1 does not privilege permanent vehicle access over managed, time-based access.
- An overnight vehicle restriction is materially different from full closure.

Tīfirangi Reserve Management Plan 2016

17. The Tīfirangi Management Plan reflects the co-management of Tīfirangi Reserve by Council and Ngāti Oneone. The plan states *'Tīfirangi (Kaiti Hill) is important to many people. It's the key viewing site in the city the many visitors enjoy its facilities, views and environment. There is an expectation that the hill is in good working order, looks cared for and that access is safe and assured'*.
18. The Plan identifies late-night antisocial behaviour, vandalism, rubbish dumping, and fire risk as issues requiring mitigation, and recognises traffic management as a tool to address these concerns.
19. Vehicle use that enables disrespectful behaviour, damages cultural values and diminishes mana whenua stewardship is considered inappropriate. Vehicle access must serve, not undermine, the maunga's role.

Tīfirangi as an Evacuation Route in case of Tsunami

20. Tīfirangi is identified as an evacuation destination in the event of tsunami. The District Civil Defence Controller notes that evacuation up the hill should be done on foot, rather than by car. This is because vehicle access and parking on the maunga is limited, and vehicle congestion could significantly delay evacuation. Walking allows more people to move quickly and safely onto higher ground without blocking access routes or emergency services.
21. Emergency services would hold keys to gates, as too would the Marae and Chorus. The road closure would be well publicised.

DISCUSSION and OPTIONS - WHAKAWHITINGA KŌRERO me ngā KŌWHIRINGA

The Proposal

22. The Proposal is to install manual swing barrier gates above the existing vehicle turning areas on Queens Drive (above the Marae) and Titirangi Drive (Endcliffe Road end). The gates would be designed and located to use existing roadside features and natural geography to prevent vehicles from bypassing them.
23. Walking and Cycling access would be retained.
24. The closure to vehicle hours are proposed as **10pm (closure) to 6:00am (opening)**. It is suggested that consistent operating hours are preferred rather than hours that change with daylight (i.e. dusk to dawn) or change seasonally to avoid confusion and provide certainty for users.
25. Alternatively, if a seasonal variation was preferred operational hours could be:
 - Winter & Spring (1 June – 30 November): Close 7:00pm Open 6:00am.
 - Summer & Autumn (1 December – 31 May): Close 10:00pm Open 6:00am.
26. The timing of any restriction would be open for public feedback. The restriction could also be introduced on a trial basis and reviewed or amended in the future based on experience and evidence.
27. Gates would be opened and closed by GDC contractors. Keys would also be issued to te Poho o Rawhiri Marae and Emergency Services (New Zealand Police, Fire and Emergency New Zealand, and Hato Hone St John) and Chorus to enable access by those parties as required. GDC would seek Memorandums of Understanding (MOU's) with those parties to reflect any specific arrangements or requirements related to out of hours access.
28. For example, Hato Hone St John have advised that if they require access to the Maunga at night, they will likely not lock gates on exit. This is not considered an issue and is expected to be the case for all emergency services.

Option 1 – Status Quo (No Overnight Vehicle Restriction)

Description:

29. Retain existing access arrangements, with vehicle access permitted at all times.

Assessment:

- Does not address ongoing late-night vandalism, dumping, and antisocial behaviour.
- Inconsistent with Ngāti Oneone's request for stronger stewardship measures.

Overall:

30. Not preferred.

Option 2 – Overnight Restriction on Motorised Vehicles (Preferred Option)

Description

31. Restrict access by motorised vehicles overnight on Titirangi Drive and Queens Drive, while maintaining pedestrian and cycling access and ensuring emergency and authorised service access at all times.

Assessment

- Aligns with the Tīrangi Reserve Management Plan's emphasis on safety, kaitiakitanga, and mitigation of late-night antisocial behaviour.
- Supported by Ngāti Oneone and operationally workable for emergency services.
- It is acknowledged however that overnight vehicle restrictions may reduce accessibility for some users with limited mobility who currently access the summit by vehicle outside proposed operating hours.

Overall:

32. Preferred option.

ASSESSMENT of SIGNIFICANCE - AROTAKENGA o NGĀ HIRANGA

Consideration of consistency with and impact on the Regional Land Transport Plan and its implementation

Overall Process: Low Significance

This Report: Low Significance

Impacts on Council's delivery of its Financial Strategy and Long Term Plan

Overall Process: Low Significance

This Report: Low Significance

Inconsistency with Council's current strategy and policy

Overall Process: Low Significance

This Report: Low Significance

The effects on all or a large part of the Gisborne district

Overall Process: Low Significance

This Report: Low Significance

The effects on individuals or specific communities

Overall Process: Medium Significance

This Report: Medium Significance

The level or history of public interest in the matter or issue

Overall Process: Low Significance

This Report: Medium Significance

33. The Proposal is assessed as **medium** significance under Council's Significance and Engagement Policy.

34. This assessment reflects:

- The effects on a specific community and users of Titirangi Maunga;
- The cultural importance of the maunga to Iwi; and
- Ongoing public interest in access and use of the reserve.

35. Given this level of significance, public notification and consideration of submissions is considered appropriate prior to a final decision.

TREATY COMPASS ANALYSIS

Kāwanatanga

36. Council is exercising its statutory role as road controlling authority in a manner consistent with legislative responsibilities, while providing opportunities for public input and transparent decision-making.

Rangatiratanga

37. The Proposal directly supports the rangatiratanga by responding to Iwi request for stronger measures to protect the cultural, environmental, and recreational values of Titirangi Maunga. The Reserve Management Plan frames all activity on the maunga within a kaitiakitanga partnership, and the proposed overnight vehicle restriction aligns with this approach.

Oritetanga

38. Pedestrian access remains available to all users, while emergency and authorised vehicle access is protected, ensuring fair and reasonable access arrangements.

Whakapono

39. The process reflects good faith through early engagement with Ngāti Oneone and emergency services and through the proposed public notification process.

TANGATA WHENUA/MĀORI ENGAGEMENT - TŪTAKITANGA TANGATA WHENUA

40. Council is considering the Proposal as requested by Ngāti Oneone and they have been engaged throughout drafting the Proposal.

COMMUNITY ENGAGEMENT - TŪTAKITANGA HAPORI

41. If endorsed, the Proposal will be publicly notified to enable community feedback prior to Council making a final decision.

CLIMATE CHANGE – Impacts / Implications - NGĀ REREKĒTANGA ĀHUARANGI – ngā whakaaweawe / ngā ritenga

42. The Proposal is expected to have a neutral to minor positive impact on climate outcomes by discouraging unnecessary vehicle use overnight and supporting the role of Titirangi Maunga as a low-impact recreational space.

CONSIDERATIONS - HEI WHAKAARO

Financial/Budget

43. Implementation costs are expected to be associated primarily with signage, installation of two barrier gates (swing arm gates indicatively \$5,000 each plus installation costs), communication, ongoing opening and closing of gates by contractors and ongoing repair and maintenance of gates, locks and keys. These works are unbudgeted but are anticipated to be managed within existing operational budgets. We would hope there would be a reduction in costs associated with removing illegal dumping and replacement of vandalised infrastructure. Also, if the road has to be closed to vehicles during the day (for example roadworks, or special authorised events), having existing barrier arms in place removes costs of hiring contractors to install/ remove temporary barriers.

Legal

44. The Proposal aligns with the relevant provisions of the **Land Transport Rule: Street Layouts 2023**. After public consultation, should Council resolve to formally restrict vehicle access, the restriction will need to be implemented in accordance with the Rule, including the installation of compliant traffic control devices.
45. The Proposal is consistent with the **Gisborne District Council Traffic and Parking Bylaw 2021**. The bylaw provides Council, as road controlling authority, with the ability to regulate the use of vehicles on roads and in public places where necessary to promote safety, manage adverse effects, protect public amenities, and support community wellbeing. The bylaw enables Council to impose controls on vehicle access at specified times and to install and maintain traffic control devices and physical barriers to give effect to those controls.

POLICY and PLANNING IMPLICATIONS - KAUPAPA HERE me ngā RITENGA WHAKAMAHERE

46. Restricting vehicle access is consistent with the Tīfirangi Reserve Management Plan, which identifies traffic management as a key mechanism for mitigating antisocial behaviour, protecting cultural values, and supporting a kaitiakitanga led approach in partnership with Ngāti Oneone.

RISKS - NGĀ TŪRARU

47. The primary risks associated with installing barriers on Titirangi Drive / Queens Drive relate to emergency access and evacuation. These risks have been assessed in consultation with emergency services. Safeguards agreed with, and supported by, emergency services include shared key access to the gates for emergency responders, Council contractors, and Te Pōhō o Rawhiri Marae. These measures are considered sufficient to manage the identified risks. In addition, restricting overnight vehicle access to the Maunga may reduce the frequency of emergency service call-outs.
48. It is acknowledged that some people may be disappointed by the loss of the ability to drive up the Maunga late at night to enjoy the views. Public consultation will help determine whether the community considers the benefits of the proposed changes to outweigh these concerns. Vehicle access would continue to be available for approved events and special occasions.

NEXT STEPS - NGĀ MAHI E WHAI AKE

Date	Action/Milestone	Comments
4 June 2026	Consideration by Operations Environment and Communities.	Decision to proceed to publicly consult on the Proposal.
July - August 2026	Public consultation / consideration of submissions.	Dates to be confirmed – noting other Council consultations occurring in July.
27 August or 15 October	Council meeting dates for decision.	

11. Reports of the Chief Executive and Staff for INFORMATION



26-128

Title: 26-128 Update - Solid Waste Contracts and Logistics
Section: Solid Waste
Prepared by: Luke Knight - Solid Waste Project Manager Waste Services and Logistics
Meeting Date: Thursday 4 June 2026

Legal: No

Financial: No

Significance: **Low**

Report to ENVIRONMENT & COMMUNITIES/NGĀ WHAKAMAHI - TE TAI AO ME NGĀ HAPORI for information

PURPOSE - TE TAKE

This report provides an update on work underway to develop and deliver a waste management system aligned with the Waste Management and Minimisation Plan (**WMMP**), with the overall aim of reducing waste to landfill, lowering emissions, and improving cost-effectiveness.

SUMMARY - HE WHAKARĀPOPOTOTANGA

Council was successful in an application for the Better off Funding, crown funding from the Three Waters Reform Better Off Support Package. This funding amounts to \$3 million and is allocated to a project to reduce regional emissions of greenhouse gasses from waste to landfill. This includes variation to kerbside collection services for implementation of wheelie bin services including food waste collection.

Work is progressing on the redesign of kerbside services, including planning for the introduction of food and garden organics (FOGO) and the infrastructure and procurement needed to support this, such as bin systems and service delivery models.

The existing waste contract is being reviewed and is likely to be extended to maintain service continuity while these changes are developed. During this extension period, there will be a strong focus on improved data, monitoring and reporting.

At the same time, alternative disposal options are being investigated to reduce costs and improve resilience, particularly in light of recent weather impacts.

The future kerbside service model is being shaped based on best practice and local needs, including options such as separate glass collection, changes to bin sizes, and the introduction of organics collection. There is also a move toward a more data-informed system, with tools such as RFID tagging being considered to improve tracking and provide better insight into service use.

Alongside service design, there will be a focus on supporting the community to adapt to these changes through education and behaviour change initiatives, as well as programmes that support waste reduction, such as composting and food waste reduction. Consideration is also being given to ensuring the service works well for different households, including accessibility needs, multi-unit developments, and potential future expansion into commercial and community sectors.

Overall, this work focuses on putting the building blocks in place for a practical, scalable, environmentally sustainable, and cost-effective waste system, with a phased approach to manage risks and ensure changes are workable and effective over time.

The decisions or matters in this report are considered to be of **Low** significance in accordance with the Council's Significance and Engagement Policy.

RECOMMENDATIONS - NGĀ TŪTOHUNGA

That the Environment & Communities/Ngā Whakamahi - Te Taiao me Ngā Hapori:

1. Notes the contents of this report.

Authorised by:

Michele Frey - Director Liveable Communities

Keywords: kerbside collection, wheelie bins, waste collection, waste management and minimisation plan, WMMP, landfill

BACKGROUND - HE WHAKAMĀRAMA

1. Council has received funding through Better Off Funding (Ministry for the Environment) to support a reduction in greenhouse gas emissions from waste by decreasing the amount of solid waste sent to landfill per person. This includes funding for the rollout of a wheelie bin kerbside collection service covering general waste, recycling, and food and garden organics (**FOGO**). The funding also supports planning, procurement of equipment (including wheelie bins), and implementation of the programme, along with education and preparatory activities.
2. The total funding package is \$3 million, and work is underway to determine the most effective and practical way to deliver the programme and achieve the intended outcomes within the funding period through to February 2027.
3. Council has an existing contract with Waste Management New Zealand (WMNZ) covering kerbside collection, transfer station operations, waste processing and disposal, and illegal dumping services. This contract has been in place since 2015 and is up for renewal. Staff are exploring options to extend this contract to align future service rollout with key infrastructure delivery, such as the development of a resource recovery centre.

DISCUSSION and OPTIONS - WHAKAWHITINGA KŌRERO me ngā KŌWHIRINGA

4. The discussion below provides updates on two key areas: the Waste Management Contract, and the development of future kerbside services.

Waste Management Services Contract

5. As part of extending the existing WMNZ contract a number of performance improvement opportunities have been identified, with a particular focus on improving the quality of data provided to Council and strengthening service monitoring. Work is underway with the contractor to develop appropriate performance measures and reporting requirements to support this.
6. From 1 May, following Council direction, WMNZ has implemented changes to the process and monitoring of refuse bag drop-offs at the transfer station. These changes are expected to improve charging accuracy and provide more reliable waste data.
7. Waste is currently transported to WMNZ's Tirohia landfill near Paeroa. Recent weather events, particularly the closure of the Waioweka Gorge, along with associated cost increases, have highlighted the need to improve resilience in disposal arrangements. Work is underway to investigate alternative waste disposal options that could reduce transport distances and improve reliability.

Potential Expansion of Kerbside Services

8. Work is progressing on design of future kerbside services and contract arrangements. This is being informed by learnings from other councils, as well as guidance from WasteMINZ and the Ministry for the Environment, to ensure the future service is fit for purpose and reflects best practice.
9. Council also carried out a Request for Information (RFI) process in 2025. This gauged interest in providing waste services and sought feedback on the structure of services and contracts. Eleven responses were received. The Solid Waste team appreciate those who submitted responses and shared their expertise in support of this work. This information has been instrumental developing the structure of services and contracts.
10. Current thinking includes separate glass collection, a larger co-mingled recycling bin, a smaller refuse bin, and the introduction of organics collection and diversion over time.
11. As part of this design work, a range of service elements are currently being considered, including:
 - Collection frequency and methodology, with weekly food scraps and FOGO collection widely recognised as balancing convenience, performance, and cost.
 - Processing options for organic waste, including seasonal considerations.
 - Use of RFID technology to manage bin assets, improve data collection, and support tracking and charging.
 - Approaches to incentivise correct use of services and address contamination or misuse.
 - Scalable bin options to meet different household needs.
 - Assisted collection services to support accessibility.
 - Service design for multi-unit developments, including storage and collection considerations.
 - Opportunities to expand organics services to commercial and community sectors over time.
 - Funding and cost recovery options, including rates, pay-as-you-throw (PAYT), or hybrid models.
 - Communications and education approaches before, during, and after service rollout.
 - Behaviour change initiatives such as bin tagging, information materials, and community workshops.
 - Complementary waste minimisation programmes (e.g. food waste reduction, composting, food rescue).
 - Monitoring and evaluation frameworks, including tracking tonnage, waste composition, participation, capture rates, user feedback, and contractual KPIs.
12. A key focus is on improving data quality, performance measures, and service monitoring, which are considered critical to future procurement, funding, and overall service effectiveness.

ASSESSMENT of SIGNIFICANCE - AROTAKENGA o NGĀ HIRANGA

The level or history of public interest in the matter or issue

Overall Process: **Medium** Significance

13. The decisions or matters in this report for information are considered to be of **Low** significance in accordance with Council's Significance and Engagement Policy.

TREATY COMPASS ANALYSIS

14. The programme of investigative work underway has been informed by earlier WMMP and kerbside engagement. The process to amend the WMMP affirms and advances the integration of te ao Māori-led perspectives on waste within the broader regional framework, shaping the long-term waste minimisation direction for Te Tairāwhiti.
15. Consideration of Kāwanatanga, Rangatiratanga, Oritetanga and Whakapono will be part of the development and procurement of kerbside services and will be included in analysis presented when decisions are sought.

TANGATA WHENUA/MĀORI ENGAGEMENT - TŪTAKITANGA TANGATA WHENUA

16. Engagement on the draft WMMP has informed proposed amendments, strengthening alignment with te ao Māori perspectives and supporting more effective partnership with iwi and mana whenua.

COMMUNITY ENGAGEMENT - TŪTAKITANGA HAPORI

17. Engagement has been undertaken on kerbside services in 2023 and on the WMMP since late 2024 through a two-stage process.
18. On 12 March 2026, Council approved the Draft WMMP to proceed to public consultation under the Special Consultative Procedure in accordance with the Local Government Act 2002 (**Report 26-63**).
19. Public consultation was undertaken from 20 March to 23 April 2026.
20. Throughout this process, kerbside collections and organic waste were identified as key themes, amongst others.

CLIMATE CHANGE – Impacts / Implications - NGĀ REREKĒTANGA ĀHUARANGI – ngā whakaaweawe / ngā ritenga

21. Council's Climate Change Response team has supported and contributed to the WMMP review process. As part of the Plan, there is a focus on reducing emissions generated from waste facilities and transport, while also improving the resilience of waste management operations to climate-related events.
22. Climate impacts such as flooding, cyclones, and coastal erosion can directly affect landfills, collection services, and material recovery facilities. These risks are being considered as part of ongoing planning and service design work to ensure the system is more resilient over time.

CONSIDERATIONS - HEI WHAKAARO

Financial/Budget

23. The Internal planning and design work is being funded through existing Council budgets. External funding will support the procurement and purchase of wheelie bins, as well as community education programmes to encourage waste minimisation and support the rollout of new services.

Legal

24. Full legal due diligence will be completed during investigation into local disposal, landfill and processing options for waste across Tairāwhiti.
25. Any major changes to our infrastructure or service levels will be verified with our legal team.

POLICY and PLANNING IMPLICATIONS - KAUPAPA HERE me ngā RITENGA WHAKAMAHERE

26. Consideration of relevant policy and planning implications is ongoing as the work continues.

RISKS - NGĀ TŪRARU

27. Looking ahead to implementation (subject to adoption), roll out of a new kerbside collection services model may be influenced by factors such as funding availability, infrastructure readiness, market volatility for recovered materials, regional capacity constraints, and potential disruption to services from climate or extreme weather events. These risks will be managed through phased implementation, diversified funding, strong partnerships, and ongoing monitoring and review.

NEXT STEPS - NGĀ MAHI E WHAI AKE

Date	Action/Milestone	Comments
1 July 2026	Extension period commences for current waste management contract.	
28 February 2027	Purchase of kerbside containers completed.	Better Off Funding spend deadline.

Title: 26-133 Turanga Gardens - Update on Site Investigations
Section: Liveable Spaces
Prepared by: Natalie Waihi - Capital Projects Programme Manager
Meeting Date: Thursday 4 June 2026

Legal: No

Financial: Yes

Significance: **Low**

Report to ENVIRONMENT & COMMUNITIES/NGĀ WHAKAMAHI - TE TAI AO ME NGĀ HAPORI for information

PURPOSE - TE TAKE

The purpose of this report is to update Council on the progress of detailed site investigations at Turanga Gardens, Diana Avenue, Mangapapa following significant land instability and stormwater infrastructure failures associated with severe rainfall events, including Cyclone Gabrielle in 2023.

SUMMARY - HE WHAKARĀPOPOTANGA

Gisborne District Council has completed investigations into significant land instability and infrastructure failures at Turanga Gardens Reserve following severe weather events, including Cyclone Gabrielle.

The investigations found a combination of unstable land, failing stormwater infrastructure, historic landfill contamination, and asbestos risks. The reserve sits on a steep gully that was filled in 1988 with demolition material from the former Cook Hospital. Recent storms caused erosion, slumping, and exposure of buried asbestos-containing materials (ACM).

Technical assessments identified multiple stormwater failure points, active erosion, unstable slopes, and exposed landfill material, particularly on the western and reservoir sides of the reserve. Due to the contamination and safety risks, these areas are considered high risk and unsuitable for public access.

Council's current approach is to keep the reserve closed while further investigations and planning continue. Future public use is more likely to focus on the Diana Avenue side of the reserve, where risks are lower and remediation is considered more achievable.

Long-term management will require a coordinated programme involving stormwater upgrades, slope stabilisation, asbestos management, environmental controls, and reserve planning, with significant future investment likely required.

RECOMMENDATIONS - NGĀ TŪTOHUNGA

That the Environment & Communities/Ngā Whakamahi - Te Taiao me Ngā Hapori:

1. Notes the ongoing closure of the Turanga Gardens Reserve.

Authorised by:

Michele Frey - Director Liveable Communities

Keywords: Turanga Gardens, Site Investigations, Diana Avenue

BACKGROUND - HE WHAKAMĀRAMA

1. Turanga Gardens is a 1.85 hectare Council-owned reserve located within a steep valley on Hospital Hill adjacent to Diana Avenue in Mangapapa. The reserve was historically developed over a gully that was backfilled with demolition material generated from the demolition of the former Cook Hospital in 1988. Approximately 30 buildings were demolished, with landfill materials including asbestos-containing building products deposited within the valley.
2. The reserve has experienced significant deterioration following severe rainfall events, particularly during Cyclone Gabrielle and subsequent storm events. These events caused slope instability, stormwater scour, soil displacement and exposure of buried landfill materials and ACM.
3. The site is highly constrained physically and environmentally. The reserve contains steeply incised slopes ranging between approximately 10–40 percent, a centralised drainage channel system, multiple stormwater discharge locations and areas of active instability. Stormwater infrastructure within and adjacent to the reserve is currently contributing to ongoing erosion and slope failure.
4. Three primary stormwater discharge systems currently affect the reserve:
 - I. North Diana Avenue outfall;
 - II. South Diana Avenue outfall; and
 - III. The Gisborne District Council (Council) reservoir outlet discharge.



Figure 1; Stormwater Infrastructure

5. Investigations identified substantial erosion and scour at each location. At the North Diana Avenue outlet, free discharge flows and steep drops into the receiving channel have created significant erosion features. The South Diana Avenue system contains damaged and undersized open channel infrastructure with evidence of out-of-channel flows and downstream scour.
6. The reservoir outlet area presents some of the most significant concerns on the site. Investigations identified uncontrolled discharge flows causing active erosion, waterfall-like scour features which further expose landfill material within a high asbestos disturbance risk area.
7. The reserve's walking tracks have also effectively become informal stormwater overland flow paths, resulting in channelisation, slumping, scour and track failures. Additional instability has been observed along the western bank where saturated conditions have resulted in ongoing slumping and localised retaining wall damage.
8. Concurrent asbestos investigations confirmed the presence of bonded ACM, asbestos fragments, asbestos fines and asbestos contaminated soils throughout the reserve. Due to the landfill origin of the site and the absence of clearly defined landfill boundaries, the working assumption adopted within planning and safety documents is that all areas of the reserve may contain asbestos contaminated fill below surface level.
9. The site has therefore been categorised into high, medium and low disturbance risk areas based on the likelihood of disturbing ACM. High-risk areas include locations where ACM is visible at the surface and where disturbance could generate airborne asbestos fibre exposure risks. The AMP specifically recommends that high disturbance areas either be remediated by licensed asbestos removal contractors or isolated from public access where immediate remediation is not practicable.

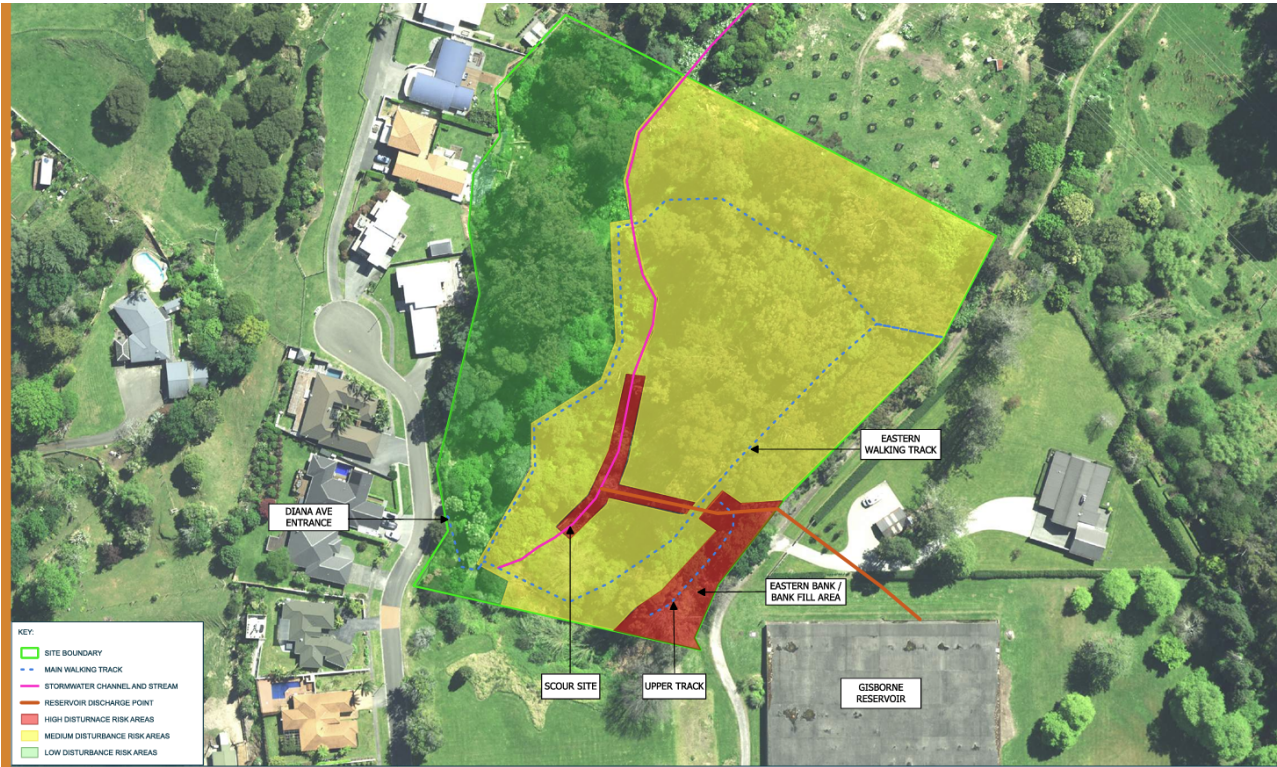


Figure 2 Risk areas

10. The investigations make clear that future works at Turanga Gardens will require careful staging and significant controls around any ground disturbance activities. All intrusive works, including geotechnical investigations, vegetation clearance, stormwater remediation or earthworks, will require asbestos management controls, specialist oversight and compliance with the Health and Safety at Work (Asbestos) Regulations 2016.
11. In response to the identification of asbestos containing materials (ACM) and asbestos contaminated soils within the reserve, Council commissioned preparation of an Asbestos Management Plan (AMP). The AMP establishes the framework for managing asbestos risks across the site, including identifying disturbance risk areas, defining work controls, setting requirements for contractors and workers, and establishing procedures for any future investigation, maintenance or remediation activities. Under the Health and Safety at Work (Asbestos) Regulations 2016, Council, as the Person Conducting a Business or Undertaking (PCBU), is required to maintain an AMP where asbestos or ACM has been identified within a workplace.
12. At this stage, the technical advice supports maintaining closure and isolation of the western or reservoir side of the reserve due to the concentration of high disturbance risk areas, active erosion and ongoing instability. Investigation and planning work should instead prioritise opportunities to establish a safe and manageable future use area focused on the Diana Avenue side of the reserve where lower impact recreational or amenity outcomes may be achievable.
13. The work programme ahead will require a coordinated cross-functional response across Council. Liveable Spaces, Stormwater and Three Waters teams all have direct asset, operational and funding interests in the site. Future decision-making will need to balance public safety, environmental risk, infrastructure resilience, long-term operational obligations, and community expectations for the reserve.

DISCUSSION and OPTIONS - WHAKAWHITINGA KŌRERO me ngā KŌWHIRINGA

14. Initial technical investigations were completed to better understand the stormwater infrastructure failures contributing to ongoing erosion, slope instability and exposure of landfill and asbestos containing materials within Turanga Gardens Reserve. The work completed to date has focused on identifying practical stormwater management responses that minimise disturbance within high-risk areas while improving long-term asset resilience and reducing further environmental degradation.
15. The investigations identified a range of stormwater issues associated with the North Diana Avenue outfall, South Diana Avenue outfall, reservoir discharge area and reserve walking track network. Due to the presence of asbestos containing materials and unstable landfill-derived fill across the site, stormwater solutions must carefully balance constructability, disturbance risk, ongoing maintenance requirements and future public safety considerations.

16. Several preliminary stormwater remediation options have been assessed. The options assessment confirmed that no single intervention will resolve all site issues and that future solutions will likely require a staged programme of works across multiple infrastructure systems and reserve areas. The investigations also highlighted that some options may reduce ground disturbance and asbestos exposure risks but involve higher capital costs, while lower-cost solutions may require greater ongoing operational maintenance or provide only partial mitigation.
17. Council staff have now requested rough order cost estimates for the stormwater and reservoir discharge remediation approaches to better understand the likely scale of investment required and to inform future budget planning and prioritisation discussions.
18. In parallel with the stormwater investigations, the Liveable Spaces teams will continue exploring potential future public use opportunities focused on the Diana Avenue side of the reserve where lower disturbance activities and more manageable remediation approaches may be achievable. This work will consider how parts of the reserve may be able to safely support future amenity or passive recreation outcomes while recognising the significant environmental and contamination constraints affecting the wider site.
19. Given the complexity of the site, ongoing work will continue collaboratively across Council's Liveable Spaces, Stormwater and Three Waters teams. This includes further technical investigations, assessment of asset implications, consideration of operational and maintenance responsibilities, and identification of available budgets and potential funding pathways.
20. At this stage, no decisions are being sought from Council's Operations Committee. The purpose of this paper is to provide an update on the current investigations, site constraints and work underway.
21. A further report will be presented to Council in coming months once additional investigations, concept development and indicative costing work has been completed. That future report is expected to provide more detailed options analysis, funding considerations and recommendations regarding long-term stormwater remediation, reserve management and future public use opportunities at Turanga Gardens Reserve.

ASSESSMENT of SIGNIFICANCE - AROTAKENGA o NGĀ HIRANGA

Consideration of consistency with and impact on the Regional Land Transport Plan and its implementation

Overall Process: Low Significance

This Report: Low Significance

Impacts on Council's delivery of its Financial Strategy and Long Term Plan

Overall Process: Low Significance

This Report: Low Significance

Inconsistency with Council's current strategy and policy

Overall Process: Low Significance

This Report: Low Significance

The effects on all or a large part of the Gisborne district

Overall Process: Low Significance

This Report: Low Significance

The effects on individuals or specific communities

Overall Process: Low Significance

This Report: Low Significance

The level or history of public interest in the matter or issue

Overall Process: Medium Significance

This Report: Medium Significance

22. The decisions or matters in this report are considered to be of Low significance in accordance with Council's Significance and Engagement Policy.

TREATY COMPASS ANALYSIS

Kāwanatanga

23. Council continues to seek advice from hapū and iwi partners throughout the planning and consenting stages of land remediation projects. Historic information relating to early land use and waterways is considered in cultural and environmental impact assessments. We seek guidance and support on resource consent matters, critical outcomes and use of natural resources.

Rangatiratanga

24. Rangatiratanga can be of individual significance to iwi/hapū and should be acknowledged and understood when engaging on matters related to the remediation and use of land. Opportunities for iwi/hapū participation will be explored at a project level to ensure we understand the vision and aspirations of mana whenua.

Oritetanga

25. When discussing use of land under Council's ownership (reserve land) that has been historically used for landfill, or is located close to sites or waterways of significance to mana whenua, we seek feedback and direction on future use and suitable restoration activity.

Whakapono

26. Early in the planning stages, Council staff engage with mana whenua to ensure custom and suitable practices are embedded in the project. Shared decision-making and acknowledgement of the aspirations and desired outcomes of our partners remains at the forefront. Manaakitanga guides us in developing strong relationships with representatives and listening to their feedback on where we can improve our processes to empower mana whenua.

TANGATA WHENUA/MĀORI ENGAGEMENT - TŪTAKITANGA TANGATA WHENUA

27. Until recently Council has not actively engaged with iwi, hapū regarding remediation of contaminated land. Recent remediation projects have informed that a project specific engagement approach is required to appropriately assess and consider cultural impacts and desired outcomes.
28. As works progress to explore the future use of site and isolation of contaminated areas, Council will invite iwi to engage and support planning for the next stages.

COMMUNITY ENGAGEMENT - TŪTAKITANGA HAPORI

29. Council has maintained connection and communication with the local community and other interested stakeholders following the reserve closure. Diana Avenue residents have intimate knowledge of the site and its history which, at times, has supported site investigations. Tairāwhiti Trails who use the reserve for cycle tours are interested in contributing to solutions for the future of the site, we remain in contact with these stakeholders.

CLIMATE CHANGE – Impacts / Implications - NGĀ REREKĒTANGA ĀHUARANGI – ngā whakaaweawe / ngā ritenga

30. The project is strongly aligned with Council's climate adaptation and resilience objectives, particularly in relation to improving infrastructure resilience, reducing environmental risk, and adapting public assets to changing climatic conditions. It also supports Council's broader climate adaptation approach through consideration of sustainable land management, infrastructure renewal and risk-based planning for public use of vulnerable land. Opportunities for climate adaptation and environmental resource management will continue to be explored as part of future planning and concept development.

CONSIDERATIONS - HEI WHAKAARO

Financial/Budget

31. The current planning period capital budget commits \$200k per annum capital budget for land remediation activities. It is proposed that 2027 financial year land remediation budget be allocated to the next stages of the project.

Legal

32. The current closure of the reserve is legally permissible and appropriate under Council's obligations for managing public health and safety.

POLICY and PLANNING IMPLICATIONS - KAUPAPA HERE me ngā RITENGA WHAKAMAHERE

33. This project aligns with the committed outcomes of the three-year recovery plan and 25/2026 Annual Plan.

RISKS - NGĀ TŪRARU

34. Environmental risks are managed through appropriate detailed site investigations and management of contaminated materials and soils as well as consent conditions. The proposed activity is of medium environmental and public interest.
35. Financial risks are managed through a detailed planning process, robust procurement and contract management processes, and sound budget security, with capital funding available for the next stages of the project.
36. Public health and safety risks are managed through the closure of the reserve, management of contaminated materials and soils and appointed of suitably qualified environmental specialists. All contractors operating under robust health and safety and site-specific safety plans.
37. Risks to Council's reputation are considered low, with ongoing engagement with stakeholders and appropriate management of a contaminated site.

NEXT STEPS - NGĀ MAHI E WHAI AKE

Date	Action/Milestone	Comments
June 2026	Finalise costings and determine achievable next steps for SW and three Waters infrastructure upgrades.	Council staff; three Waters and Stormwater.
June- July 2026	Explore options for the future use of Turanga Gardens, managed as a contaminated site.	Liveable Spaces- Prepare options for Council decision.
August 2026	Options paper to Council decision on future use.	



Title: 26-91 Public Conveniences Network Review - 2026/27 Upgrade Plan

Section: Liveable Communities
Liveable Spaces

Prepared by: Natalie Waihi - Capital Projects Programme Manager

Meeting Date: Thursday 4 June 2026

Legal: No

Financial: No

Significance: **Low**

Report to ENVIRONMENT & COMMUNITIES/NGĀ WHAKAMAHI - TE TAI AO ME NGĀ HAPORI for information

PURPOSE - TE TAKE

The purpose of this report is to update Council on progress implementing the 2024 Public Conveniences Network Plan, including current priority projects, operational challenges and feasibility work underway for future network improvements.

SUMMARY - HE WHAKARĀPOPOTOTANGA

The 2024 Public Conveniences Network Plan identified that Council's ageing network of 53 public conveniences needed widespread renewal to keep pace with asset failure and were costing significantly more than industry standards to maintain, due to their age and poor design.

Through the 2024-27 Three-Year Plan, a commitment was made to renew key sites, improving community, environmental and financial outcomes. During the plan period, future-proof and sustainable renewals have been delivered at Peel Street, Ūawa (main street), Waihīrere Domain and Onepoto/Kaiti Beach. Each renewal drives down the operational maintenance cost of the public convenience network.

In the final year of the Three-Year Plan, the priority for the network is to implement a solution for the Te Puia Springs main street public convenience, which is currently the highest cost facility in the network to service, due to its inadequate and failing wastewater infrastructure.

Additionally, feasibility work will be undertaken to identify suitable solutions for the facilities at Mātāwai and Wainui-Turihaua.

Supporting this work, a Condition and Performance Framework has been developed to enable standardised assessment of the overall condition of Council's 53 public conveniences, which will inform robust planning within the Liveable Spaces Asset Management Plan, and the 2027-37 Long Term Plan.

RECOMMENDATIONS - NGĀ TŪTOHUNGA

That the Environment & Communities/Ngā Whakamahi - Te Taiao me Ngā Hapori:

- 1. Notes the progression of planned projects and feasibility work to improve equity affordability and effectiveness of the network.**

Authorised by:

Michele Frey – Director Liveable Communities

Keywords: rural, public conveniences, upgrade, stock route, Turihaua, three-year recovery plan, liveable spaces

BACKGROUND - HE WHAKAMĀRAMA

1. Over time, the Council has furnished its 8385 km² geographical area with a relatively high number of public conveniences. These facilities have been serviced, cleaned, and maintained to remain functional; however, there has been minimal financial investment over the past decade to align the network with evolving needs. The approach has been to consider facilities on a case-by-case basis and has therefore lacked a strategic network approach.
2. A variety of public convenience arrangements can be observed throughout the network. Many of these setups are no longer fit for purpose, have undercapacity or aged wastewater systems or are reliant on unsustainable water supplies, susceptible to extreme weather conditions and sensitive coastal environments.
3. Council developed the [Public Conveniences Plan](#) in 2018 to set out a vision for achieving consistency in the management of Council's public conveniences to ensure that health, wellbeing and convenience is provided for communities and visitors within the Tairāwhiti region. It recognises that public conveniences serve both visitors and locals who are on the go and play a significant role in meeting the needs of individuals with accessibility challenges or health concerns.
4. A key action of the Public Conveniences Plan (2018) was to undertake a complete assessment of the network of public conveniences reviewing the following:
 - Levels of service at each site
 - Amenity and quality
 - Compliance with the relevant standards
 - Services in relation to the network
5. In 2024 the Public Convenience Network Plan was developed to review the Council's public convenience network. The review evaluated geographic distribution and access equity, asset performance and condition, appropriate service levels and seasonality, remaining useful life and lifecycle costs.
6. The key findings of the Network Plan were:
 - a. The average age of Council's public conveniences is 28 years old. Toilet suppliers recommend a lifespan of 25 years, with refurbishment typically anticipated after approximately 15 to 20 years. Without an increase in capital funding and proactive facility renewal, we risk more widespread failures of assets and the associated environmental and health risks.
 - b. Owing to age and poor design, operational expenditure on public conveniences has increased by 57% over the past 10 years. Our average cost to operate public conveniences (\$19,474) is more than twice the national median (\$9,000). This is due to a mixture of age and poor design.
 - c. Many of our facilities are not fit for purpose; 64% of our public conveniences have standalone septic systems and require frequent delivery of water and emptying of tanks, many of which are in remote locations with variable access.

7. The recommendations of the Network Plan were to:
 - a. Provide a lesser number of facilities in more strategic locations.
 - b. Prioritise environmentally friendly facilities.
 - c. Implement universal design principles as standard practice.
 - d. Meet demand and use with service provision through taking a network approach.
8. The priorities of the 2024 Network Plan were reflected in the 2024-27 Three Year Plan.

DISCUSSION and OPTIONS - WHAKAWHITINGA KŌRERO me ngā KŌWHIRINGA

9. During the current Three-Year Plan period we have delivered four renewals to sites identified as priority refurbishment projects in the Public Convenience Network Plan. These are:
 - a. Peel Street Toilet – new, accessible internal fitout, opened 2024.
 - b. Waihīrere Domain Toilet – renovation of the existing toilet building into a modern, accessible facility, opened October 2025.
 - c. Onepoto/Kaiti Beach – full replacement with local, prefabricated facility, opened December 2025.
 - d. Ūawa main street toilet – full replacement with 3 pan, prefabricated facility, opened April 2026.
10. Each of these renewals reflects an improved level of service and significant operational savings.

Remaining Priorities for the 2024-27 Three Year Plan

Priority 1: Resolve Escalating Service Issues and Costs Associated with Te Puia Springs Facility

11. The current facility on Hall Street, immediately adjacent to the Te Puia Springs Store, is located across boundaries of private land and Council owned road reserve. There is insufficient room in the immediate area for expansion or development of supporting infrastructure.



Figure 1 – Te Puia Springs Hall Street Public Convenience

12. The primary issue with the facility is the wastewater system, **which is a privately owned holding tank** undersized for its current load servicing the neighbouring convenience store, private residence and Council's public toilets.
13. When Council constructed the toilets in 1998 the consent was granted for the toilet to be connected to the privately owned system. No formal agreement has been located for this arrangement however since construction of the public toilets, Council has covered costs for all wastewater removal.
14. The privately owned holding tank system is of insufficient size for the increasing volumes discharged, requiring at minimum, fortnightly, often weekly clearances or blockages addressed.
15. Grey water from the house and convenience store are also discharged directly to the septic holding tank, which is understood to be influencing the escalating service requirements as well as higher visitor numbers to the store and public convenience facility.
16. Associated costs of emptying the wastewater averaged at ~\$22,700 per annum. When combined with routine servicing and water supply, this site is the costliest to maintain across the entire network.
17. Operational costs for this site are unsustainable, and trade-offs such as decreased cleaning frequency or closures at other sites may occur to manage the increasing service costs of the current Te Puia facility.
18. Council is not obligated to continue servicing the wastewater should the toilets close.
19. The store and landowner have shared that they experience significant interruption as well as some health and safety concerns, when the system is blocked or full, rendering their private toilet unusable until it is cleared. They support Council reviewing the current facility and its operational challenges, understanding that the existing arrangement is no longer feasible for Council to maintain.
20. Investigations supported by early engagement with community representatives and the Te Puia Springs store and landowner have identified two options that will progress through detailed feasibility and planning.
 - a. The store and landowner is willing to negotiate a lease agreement with Council, facilitating use of private land for the purpose of installing a fit for purpose modern design wastewater system.
 - b. Alternatively, the Gisborne District Council (Council) office site in Te Puia Springs, **Title GS5C/405** currently leased from Gisborne Holdings Ltd (GHL), has been determined as an appropriate alternative site to develop a public convenience facility.



Figure 2 – Te Puia Springs Township PC sites

21. GHL have given approval in principle for additional development, confirming the provision of a public toilet at this site is in keeping with the business use terms of the lease agreement. A facility at this site would address key outcomes of the strategic reviews, improving access, performance outcomes and value for community.
22. The community has identified climate resilience as a priority and are also considering this site as a potential location for Civil Defence response centre and a new community playground. The provision of a resilient public convenience would complement their vision.
23. The key outcome of any renewal to public conveniences at Te Puia Springs will be determining a resilient, sustainable solution that is future proofed and cost-effective to maintain, while minimising impacts on resources and the environment.
24. Council staff will now progress detailed feasibility, stakeholder engagement and preliminary design work for the two identified Te Puia Springs options outlined above. This work will assess deliverability, operational sustainability, resilience, consenting requirements, whole-of-life costs and alignment with the key strategic outcomes identified through the Public Convenience Network Plan and community feedback.
25. Subject to the outcomes of feasibility investigations, staff intend to progress the option that can be delivered within available budgets while achieving the key outcomes of improved resilience, reduced environmental impact, operational sustainability, affordability and an appropriate level of service for the community and visitors.
26. If feasibility assessments determine that neither option can be delivered within those parameters, or if community feedback identifies significant concerns with the proposed direction, staff may return to Council for further direction and decision-making regarding the future provision of public conveniences in Te Puia Springs.

Priority 2: Identification of a Suitable Solution for Mātāwai

27. One of Council's busiest rural public conveniences, this facility is a key visitor stop in Mātāwai Township, the entrance to Tairāwhiti from the Waioweka Gorge.
28. The current facility is congested (comparatively long queues and wait times) and struggles to service user demand.
29. The water supply for Mātāwai public convenience is pumped from a nearby stream through a junction that is shared with Mātāwai School. Council has recently replaced the pump, however the pressure to the public toilets is not sufficient and does not suitably flush the toilets. This results in increased toilet paper blockages and reactive clearances. This water supply is reliant on suitable flow in the stream, which poses risk in periods of drought and the line is susceptible to damage during heavy rains.
30. Similarly to Te Puia, Mātāwai has a small holding tank wastewater system which, although Council owned, receives all grey and wastewater from the facility, filling the small septic holding tank and driving high service frequency and increasing costs for wastewater clearance.
31. While the current toilet is located on land owned by Council, that land is leased to the Mātāwai Hall with a small footprint for the toilet building subleased back to Council. The infrastructure (underground tanks) is located on adjoining land owned by a local sports club.
32. Should the toilet remain in its current location, land tenure and occupation matters will need to be worked through before solutions and designs can be considered.
33. Council staff will soon commence feasibility work including engagement with stakeholders and community to determine the best location for a renewal which could be delivered in the 2027/28 financial year (subject to funding in the 2027-37 Long Term Plan).



Figure 3 – Matawai Township PC site

Priority 3: Network Planning from Wainui to Turihaua

34. The stretch of highway and coastal visitor sites from Wainui to Turihaua is considered to have the highest density of public convenience facilities across the entire network. All eight of these toilets are approaching, or are at, end-of-expected life, or have accelerated deterioration due to the coastal environment and high levels of use.
35. They are also expensive to maintain, requiring frequent water deliveries and septic emptying.
36. The wastewater systems are primarily holding tanks requiring a high frequency of clearances—a cost that is increasing and not sustainable in the long term.
37. Modern consenting and setback requirements mean several sites would no longer be considered suitable for a facility if new consents were required for refurbishments or wastewater upgrades.
38. The 2023 Public Convenience Network Study recommends a review of these facilities and, following engagement with the community, a consolidation of facility numbers. This approach would ensure that remaining facilities are upgraded, accessible, sustainable and reduce risks to the environment and Council assets.
39. Council intends to undertake a review of consenting implications and consult with community over the 2026/27 financial year, seeking feedback on user numbers and experience, including level of service outcomes, which will inform a recommendation for consolidations to be consulted through the Long Term Plan process.

Planning for the 2027-37 Long Term Plan

40. A Public Convenience Condition and Performance Framework has been developed to assess the overall condition of Council's 53 public conveniences, focusing on operational performance and cost, and the condition of infrastructure including buildings, water provision, and wastewater systems.
41. This, together with the 2024 Network Plan, provides a consistent approach for assessing the overall condition rating and criticality of assets, identifying the priority sites that Council should invest in developing, maintaining, renewing and, in some cases, removing.
42. The Public Convenience Condition and Performance Framework identified 68% of facilities have exceeded or are approaching expected life.
43. Moving forward, the key focus is to construct public conveniences in a consistent manner that improves access and maximises performance and value for the community.
44. Consistent assessment of condition and performance, as well as a strategic view of network requirements will ensure that Council's priorities for construction, renewal and removal contribute to an efficient, affordable and future-proof public convenience network.

ASSESSMENT of SIGNIFICANCE - AROTAKENGA o NGĀ HIRANGA

Consideration of consistency with and impact on the Regional Land Transport Plan and its implementation

Overall Process: **Low** Significance

Impacts on Council's delivery of its Financial Strategy and Long Term Plan

Overall Process: **Low** Significance

Inconsistency with Council's current strategy and policy

Overall Process: **Low** Significance

The effects on all or a large part of the Gisborne district

Overall Process: **Low** Significance

The effects on individuals or specific communities

Overall Process: **Low** Significance

The level or history of public interest in the matter or issue

Overall Process: **Low** Significance

45. The decisions or matters in this report are considered to be of **Low** significance in accordance with Council's Significance and Engagement Policy.

TREATY COMPASS ANALYSIS

Kāwanatanga

46. Council continues to seek advice from hapū and iwi partners throughout the planning and consenting stages of upgrade projects. Historic information relating to early land use and waterways is considered in cultural and environmental impact assessments. We seek guidance and support on resource consent matters, critical outcomes and use of natural resources.

Rangatiratanga

47. The individual nature of Rangatiratanga to iwi/hapū is to be acknowledged when engaging on matters related to the upgrade, renewal or removal of public conveniences across the network. Opportunities for iwi / hapū participation will be explored at a project level to ensure we understand the vision of mana whenua.

Ōritetanga

48. When discussing use of land under Council's ownership (reserve land) that has proximity or prior use to by sites of significance to mana whenua, we seek feedback and direction on future use.

Whakapono

49. Early in planning stages, Council staff engage with mana whenua to ensure custom and suitable practices are embedded in the project. Shared decision-making and acknowledgement of the inspirations and desired outcomes of our partners remains at the forefront. Manaakitanga leads us, developing strong relationships with representatives and listening to their feedback on where we can improve our processes to empower mana whenua.

TANGATA WHENUA/MĀORI ENGAGEMENT - TŪTAKITANGA TANGATA WHENUA

50. Historically Council has not actively engaged with iwi, hapū regarding public conveniences or network locations. Recent upgrades have required a project specific engagement approach due to the reactive nature of upgrades and subsequent consent applications. By taking a strategic network approach to upgrades we can engage meaningfully with mana whenua regarding projects in their rohe. Consultation through the Long Term Plan will provide a thorough and consistent framework for that engagement.

COMMUNITY ENGAGEMENT - TŪTAKITANGA HAPORI

51. Targeted consultation was undertaken with representatives of Te Puia Springs, through Township programme planning and by Liveable Spaces staff. Engagement with key stakeholders and community will occur as part of the feasibility work on solutions for Matawai.
52. Early engagement with community will occur through Council's participate page, where we will request community feedback on frequency and experience of visits to the stretch of public conveniences between Wainui-Turihaua.
53. Wider consultation of future network upgrades will occur as through the Long Term Plan consultation process.

CLIMATE CHANGE – Impacts / Implications - NGĀ REREKĒTANGA ĀHUARANGI – ngā whakaaweawe / ngā ritenga

54. This project is of low impact. There are opportunities to adapt to climate change and reduce use of resources through the strategic placement and suitable construction of facilities to manage its environment and climate events. Resilience is a key focus of upgrades ensuring water supply is sustainable and reliable, and wastewater systems reduce impact on the environment.

CONSIDERATIONS - HEI WHAKAARO

Financial/Budget

55. Over the 2026/27 Financial year budget for capital upgrades is allocated across rural and district projects;
- Rural Conveniences 2026/27 Capital budget; \$250k.
 - District Conveniences 2026/27 Capital budget \$100k.

Legal

56. There are no legal implications outside of statutory requirements for resource consent should the activity not be considered permitted.

POLICY and PLANNING IMPLICATIONS - KAUPAPA HERE me ngā RITENGA WHAKAMAHERE

57. This project aligns with the outcomes of the Three-Year Recovery Plan and 25/2026 Annual Plan for public convenience upgrades.

RISKS - NGĀ TŪRARU

58. Environmental risks are managed through consent conditions, and the proposed activity is considered to be of environmental and public interest.

59. Financial risks are managed through a detailed planning process, robust procurement and contract management processes, and sound budget security, with capital funding available for the proposed upgrades.

60. Public health and safety risks are managed through the appointment of suitably qualified SHE-approved contractors operating under robust health and safety and site-specific safety plans.

61. Risks to Council's reputation are considered low, as the upgraded facilities will be more equitable and accessible for the community.

NEXT STEPS - NGĀ MAHI E WHAI AKE

Date	Action/Milestone	Comments
July 2026- Feb 2027	Feasibility & Engagement (Mātāwai & Wainui - Turihaua).	Aligned with early engagement of LTP.
June- September 2026	Feasibility detailed planning and consent application for Te Puia Springs.	May require a further paper to Council if solutions are not achievable with mentioned parameters.
November- Early Dec 2026	Intended Construction period Te Puia.	



Title: 26-151 New Zealand Silver Fern Rally Proposed Engagement
Section: Communications & Engagement
Prepared by: Jade Lister-Baty - Strategic Communications and Engagement Manager
Meeting Date: Thursday 4 June 2026

Legal: No

Financial: No

Significance: **Low**

Report to ENVIRONMENT & COMMUNITIES/NGĀ WHAKAMAHI - TE TAI AO ME NGĀ HAPORI for information

PURPOSE - TE TAKE

The purpose of this report is to inform elected members about proposed public engagement to support decision-making for a temporary road closure application made by the New Zealand Silver Fern Rally.

Council is not being asked to approve the event or the proposed road closures. Operational responsibility for managing the statutory road closure process remains with Council officers under existing delegations. This paper outlines the process for considering the application and public notification, noting that it may attract community and media interest due to the proposed temporary road closures and use of local roads for the event.

SUMMARY - HE WHAKARĀPOPOTOTANGA

Ultimate Rally Group (URG) has submitted an application for temporary road closures to enable proposed New Zealand Silver Fern Rally stages in Tairāwhiti on 30 November and 1 December 2026. The proposed closed-road stages are Te Wera Road, Whakarau Road, Taumata-Pehiri Roads and Parikanapa Road.

The event is expected to involve approximately 100 vehicle entries, around 600 participants and crew, around 150 officials, plus volunteers. Council's Journeys and Recovery teams have reviewed the proposed roads and consider the routes and timing to be among the more suitable options available.

The event has potential economic and tourism benefits but may attract community and media interest due to the proposed temporary road closures and use of local roads. Progressing to engagement allows Council to hear from affected residents, road users, communities and iwi before any final decision is made.

The decisions or matters in this report are considered to be of **Low** significance in accordance with the Council's Significance and Engagement Policy.

RECOMMENDATIONS - NGĀ TŪTOHUNGA

That the Environment & Communities/Ngā Whakamahi - Te Taiao me Ngā Hapori:

1. Notes Ultimate Rally Group has submitted an application for temporary road closures to enable proposed New Zealand Silver Fern Rally stages in Tairāwhiti on 30 November and 1 December 2026.
2. Notes that Council is not being asked to approve the rally or road closures at this stage.
3. Notes the proposed approach to progressing the application to public notification and community engagement, including engagement with affected residents, road users, communities and iwi.
4. Notes elected members may provide preliminary feedback on the approach.
5. Notes any objections received through the process will be considered before a final decision is made by Council as the Road Controlling Authority, or by elected members if required through the appeal process.

Authorised by:

Anita Reedy-Holthausen - Director Engagement & Maori Partnerships

Keywords: silver ferns rally, environment & communities, temporary road closures, ultimate rally group, tew era road, whakarau road, taumata-pehiri roads, parikanapa road

BACKGROUND - HE WHAKAMĀRAMA

1. The Silver Fern Rally has been running since 2006 and features classic two-wheel-drive vehicles manufactured before 1987.
2. URG has advised the participating vehicles are collectively valued at around \$40 million, with some individual vehicles worth more than \$1 million.
3. URG has advised the event seeks to showcase rural regions, build relationships with rural communities, and provide opportunities for local involvement through marshalling and fundraising. The rally is also free for the public to watch.
4. The event has previously used Tairāwhiti roads, with rally stages held previously around East Cape, Motu, Wharekopae and Waimatā Valley between 2012 and 2018.
5. In 2020, an application for event road closures was initially declined by the Roothing Manager. At the time, the decision was influenced by the fragility of the local roading network and the likelihood of negative public feedback from communities already concerned about road condition, maintenance and the potential cost of any further damage.
6. Trust Tairāwhiti and URG then presented to Council on the benefits of the event, including tourism exposure and local economic spend. Councillors voted to allow the rally to proceed, but the event was later cancelled due to COVID-19.
7. Ultimate Rally Group has submitted an application for temporary road closures to enable proposed New Zealand Silver Fern Rally stages in Tairāwhiti on 30 November and 1 December 2026.
8. The proposed closed-road stages are Te Wera Road, Whakarau Road, Taumata-Pehiri Roads and Parikanapa Road.
9. The event is expected to involve approximately 100 vehicle entries, around 600 participants and crew, around 150 officials, plus volunteers. Around 70% of participants are expected to be international, with one overnight stay in Gisborne anticipated.
10. Council's Journeys and Recovery teams have reviewed the proposed roads and consider the routes and timing to be among the more suitable options available. Any additional road damage is expected to be manageable, and a bond can be required if the event proceeds.
11. The proposal has potential economic and tourism benefits but may attract community and media interest due to the proposed temporary road closures and use of local roads for the event.
12. Progressing to engagement allows Council to hear from affected residents, road users, communities and iwi before any final decision is made.
13. Operational responsibility for managing the statutory road closure process remains with Council officers under existing delegations.
14. This report gives elected members early visibility of the proposal and the proposed engagement approach before officers progress the application to public notification and community engagement in accordance with the required process.

DISCUSSION and OPTIONS - WHAKAWHITINGA KŌRERO me ngā KŌWHIRINGA

Road Closure and Assessment Considerations

15. Ultimate Rally Group has driven the proposed roads, with advice from the Journeys team, and submitted a road closure application.
16. The proposed routes and time of year have been assessed as generally suitable compared with other available options.
17. Any additional damage to these roads is expected to sit within a manageable range, rather than being materially different to current road conditions.
18. If the application is approved after engagement, the Journeys team would work with Ultimate Rally Group to set an appropriate bond for potential damage to road infrastructure, if required.
19. Council approval would only apply to the closed-road rally stages. Touring stages would take place on open roads, where competitors must obey normal road rules and speed restrictions.
20. Journeys and Recovery teams support the application progressing to consultation, on the basis that community feedback may affect any final decision.

Engagement and Notification

21. The next step is to publicly notify the road closure application and call for objections. An extended objection period is proposed from the beginning of June to the end of September 2026. This provides time for engagement, negotiation with affected parties and any appeal process if required.
22. URG will be expected to engage with affected residents, road users, local communities and iwi. Council's Communications team will work with URG to confirm an agreed plan.
23. Any person may object to the proposed rally stages, including people who are not directly affected by the road closures.
24. URG will be required to place a public notice in the Gisborne Herald, using wording that meets Council's road closure process requirements.
25. Council will notify the application through appropriate Council channels.
26. The Communications team will prepare messaging and FAQs so Council can respond clearly to questions about process, roles, risks and decision-making.

Objection Process

27. If objections are received, Council would allow URG to work directly with objectors to see whether concerns can be resolved.
28. Possible resolutions could include changes to timing, traffic management, local access arrangements, or removing a road or part of a road from the rally route.
29. If objections cannot be resolved, Council as the Road Controlling Authority would make a decision on the application.

30. If objections relate to the rally as a whole, declining the full road closure application remains an available option.
31. If URG disagrees with an officer decision, it may appeal to Council through a normal Council meeting process.
32. In the case, URG would present to Mayor and Councillors, officers would provide a report, and elected members would vote on whether to support or decline the road closures.
33. Council is not being asked to approve the rally or the road closures at this stage. The matter for noting is that the application would proceed to public notification and community engagement.
34. Progressing the application allows Council to hear from affected communities, road users, iwi and the wider public before making any final decision. It also ensures Council does not pre-judge the outcome or appear to support the event before feedback has been received.
35. If there is unresolvable dispute resulting from these processes, a decision paper will be presented to Council for consideration.

Risks and Mitigations

36. Council officers can decline the application, however the recommended approach is to progress to public notification and community engagement.
37. This allows affected communities and iwi to be heard, gives URG an opportunity to respond to concerns, and gives Council more complete information before deciding whether any road closures should be approved, modified or declined.
38. There are risks to proceeding to notification which can be mitigated or reduced, but overall undertaking the process enables transparency in decision-making. Refer to table 1.

Table 1

Risk / Issue	Comment	Proposed Mitigation
Community concern about road damage	Some residents may be concerned the rally will damage roads or worsen existing road condition issues.	Make clear that no approval is being given at this stage; undertake pre-event assessment if approved; require an appropriate bond if needed; respond with clear FAQs.
Cost to ratepayers	There may be a perception that any damage or repairs would fall to ratepayers.	Explain bond and assessment process; clarify Council's role and the applicant's responsibilities.
Council appearing to support the event prematurely	Public notification could be interpreted as Council endorsement.	Use neutral wording. Clearly state Council is progressing a statutory/process step, not approving the rally.
Social media misinformation	Incomplete information may circulate quickly, particularly around road impacts and costs.	Prepare proactive key messages, FAQs and a single source of truth on Council channels.

Risk / issue	Comment	Proposed mitigation
Objections and decision sensitivity	Any person can object, and unresolved objections may require a visible Council decision.	Provide councillors with process advice, options, and officer recommendations if the matter returns for decision.
Impacts on affected residents and road users	Temporary closures may affect access, travel times and local activity.	Require URG to engage early with affected parties and consider timing, access and route adjustments where needed.

Potential Benefits of the Event

39. Ultimate Rally Group has advised that the national economic impact of its events is expected to exceed \$25 million, much of which is spent in the regions visited. This figure has not yet been independently verified for Tairāwhiti.
40. For Tairāwhiti, the most direct benefit would be local visitor spend from approximately 600 participants and crew staying in Gisborne for one night, as well as officials, volunteers and spectators.
41. The rally provides an opportunity to showcase Tairāwhiti roads, landscapes and communities to a national and international audience.
42. Ultimate Rally Group has indicated the event can provide opportunities for rural communities to be involved through marshalling, volunteering and local fundraising.
43. Trust Tairāwhiti has been asked for its position on the event and has committed to undertaking an economic impact assessment. The Trust has also indicated it will work with Council to help maximise opportunities for local businesses and communities. A full cost-benefit analysis is not available at this stage

ASSESSMENT of SIGNIFICANCE - AROTAKENGA o NGĀ HIRANGA

Consideration of consistency with and impact on the Regional Land Transport Plan and its implementation

Overall Process: **Medium** Significance

This Report: **Medium** Significance

Impacts on Council's delivery of its Financial Strategy and Long Term Plan

Overall Process: **Low** Significance

This Report: **Low** Significance

Inconsistency with Council's current strategy and policy

Overall Process: **Low** Significance

This Report: **Low** Significance

The effects on all or a large part of the Gisborne district

Overall Process: **Low** Significance

This Report: **Low** Significance

The effects on individuals or specific communities

Overall Process: **Medium** Significance

This Report: **Medium** Significance

The level or history of public interest in the matter or issue

Overall Process: **Medium** Significance

This Report: **Medium** Significance

44. The decisions or matters in this report are considered to be of **Low** significance in accordance with Council's Significance and Engagement Policy.

TREATY COMPASS ANALYSIS

Kāwanatanga

45. Council's role as road controlling authority is to manage the statutory road closure process in a fair, transparent and well-informed way. The process requires that engagement is sought with iwi and hapū.

Rangatiratanga

46. Iwi and hapū may have interests in the roads, places and communities affected by the proposed rally stages.
47. The proposed engagement approach provides an opportunity for iwi and hapū to be informed of the application and provide feedback before any decision is made.

Oritetanga

48. The proposed engagement process gives affected people and communities a fair opportunity to understand the proposal and raise concerns.

Whakapono

49. There is known sensitivity around the condition of local roads, possible damage, cost to ratepayers and Council appearing to support the rally before feedback is received.
50. Clear public messaging, neutral wording and honest information about the process, risks, benefits and mitigations will help maintain trust and confidence before any future decision is made.

TANGATA WHENUA/MĀORI ENGAGEMENT - TŪTAKITANGA TANGATA WHENUA

51. The proposed engagement approach includes engagement with iwi. Ultimate Rally Group will be expected to engage with affected residents, road users, local communities and iwi. Council's Communications team will work with Ultimate Rally Group to confirm an agreed plan.

COMMUNITY ENGAGEMENT - TŪTAKITANGA HAPORI

52. The next step is to publicly notify the road closure application and call for objections. An extended objection period is proposed from the beginning of June to the end of September 2026. This provides time for engagement, negotiation with affected parties and any appeal process if required.

CLIMATE CHANGE – Impacts / Implications - NGĀ REREKĒTANGA ĀHUARANGI – ngā whakaaweawe / ngā ritenga

53. The report does not consider climate change impacts or implications.

CONSIDERATIONS - HEI WHAKAARO

Financial/Budget

54. The notification process is at the cost of the applicant.
55. The report provides indication of economic benefits which would be more widely analysed by Trust Tairāwhiti.
56. If the event were to proceed a suitable bond for damage to Council's roading infrastructure would be entered into with URG before the event could proceed.

Legal

57. Operational responsibility for managing the statutory road closure process remains with Council officers under existing delegations and public notification completed in line with requirements.

POLICY and PLANNING IMPLICATIONS - KAUPAPA HERE me ngā RITENGA WHAKAMAHERE

58. The report does not have planning or policy implications.

RISKS - NGĀ TŪRARU

59. As outlined in Table 1.

NEXT STEPS - NGĀ MAHI E WHAI AKE

Date	Action/Milestone	Comments
May 2026	Council notes proposal and proposed approach.	Councillors may provide preliminary feedback on the approach.
Early June 2026	Prepare and agree engagement plan, public notice wording and Council communications material.	Includes FAQs.
Early June to end of September 2026	Public notification and objection period.	Ultimate Rally Group engages with affected residents, road users, communities and iwi.
After objection period	Objections considered.	Ultimate Rally Group works with objectors to resolve concerns where possible.
If required	Officer assessment and recommendations.	Matter returns to Council if required.



Title: 26-122 Environment & Communities- Land Rivers & Coastal

Section: 4 Waters Infrastructure
Community Lifelines

Prepared by: Lana McGuinness - Executive Assistant • Community Lifelines

Meeting Date: Thursday 4 June 2026

Legal: No

Financial: No

Significance: **Low**

Report to ENVIRONMENT & COMMUNITIES/NGĀ WHAKAMAHI - TE TAI AO ME NGĀ HAPORI for information

PURPOSE - TE TAKE

The purpose of this report is to provide an update to the Committee on the work being undertaken to maintain:

- Stream and Rivers
- Land drainage system
- Coastal assets

The report is presented for information and supports governance oversight of essential flood protection, drainage, and coastal asset management services across Tairāwhiti.

SUMMARY - HE WHAKARĀPOPOTANGA

This report confirms that Council continues to deliver routine maintenance and operational works across streams and rivers, land drainage systems, and coastal assets in line with the adopted Three-Year Plan. Performance reporting indicates ongoing delivery of the annual work programme, with no material issues requiring governance decision at this stage.

Forward planning is well advanced, with procurement for the next Land, Rivers and Coastal Operations and Maintenance contract scheduled for completion ahead of the current contract expiry in June 2027. The transition approach is sequenced with the 3 Waters procurement to maintain market engagement and delivery continuity.

In parallel, Activity and Asset Management Plans are being developed to strengthen long-term planning, improve asset condition visibility, and support more robust investment and resilience decision-making across the network. These plans will provide a clearer evidence base for managing flood risk, drainage performance, and climate adaptation pressures into the next planning cycle.

The decisions or matters in this report are considered to be of **Low** significance in accordance with the Council's Significance and Engagement Policy.

RECOMMENDATIONS - NGĀ TŪTOHUNGA

That the Environment & Communities/Ngā Whakamahi - Te Taiao me Ngā Hapori

1. Notes the contents of this report.

Authorised by:

Tim Barry - Director Lifelines

Keywords: environment & communities, stream and rivers, land drainage system, coastal assets, coastal maintained drainage assets

BACKGROUND - HE WHAKAMĀRAMA

1. The Environment & Communities Committee's functions, terms of reference, asset management responsibilities, and powers to act and recommend are clearly defined in the Governance Structure Delegations to Committees. These reports support the Committee in providing governance oversight of Council-maintained drainage assets.

DISCUSSION and OPTIONS - WHAKAWHITINGA KŌRERO me ngā KŌWHIRINGA

2. An overarching report will be provided, and the following ongoing maintenance efforts will provide attachments.
 - Land Rivers and Coastal
3. The appropriate staff will then present their reports to the Committee; the reports will discuss updates since the last report and provide a forward focus of their respective work programmes.

Procurement of Land, Rivers and Coastal Maintenance

4. Council's current 19-08 Operations and Maintenance Services for Water, Wastewater and Stormwater Contract (which includes *Land, Rivers and Coastal Maintenance*) expires on 30 June 2027.
5. Procurement planning is well advanced. Separate procurement approaches are planned with 3 Waters to be tendered first, and Land, Rivers and Coastal to follow shortly thereafter.
6. It is intended that the successful contractor for the 3-Waters contract will be identified and awarded prior to the closing date for the Land, Rivers and Coastal tender. This will provide the successful 3-Waters contractor with the opportunity to also submit a tender for the Land, Rivers and Coastal contract.
7. The contract start date for the new Land, Rivers and Coastal Maintenance Contract will commence on 01 July 2027.

Activity Management Plans

8. Activity and Asset Management Plans for Land, Rivers and Coastal operations are currently being drafted to support the 2027–2037 Long Term Plan to establish a clear, long-term framework for service delivery, asset management, maintenance prioritisation, and future investment requirements across Tāirāwhiti.
9. The plans will provide Council with a stronger evidence base by identifying current asset condition, levels of service, operational risks, resilience needs, maintenance programme requirements, renewal pressures, and potential funding gaps across the network. This includes testing whether existing maintenance and renewal budgets remain sufficient to manage service risk and meet future Long Term Plan requirements.
10. Preparation of the plans also supports improved strategic alignment between flood resilience, land drainage, infrastructure planning, and climate adaptation objectives, ensuring Council is better positioned to prioritise investment and meet future community and regulatory expectations.

ASSESSMENT of SIGNIFICANCE - AROTAKENGA o NGĀ HIRANGA

Consideration of consistency with and impact on the Regional Land Transport Plan and its implementation

Overall Process: **Low** Significance

This Report: **Low** Significance

Impacts on Council's delivery of its Financial Strategy and Long Term Plan

Overall Process: **Medium** Significance

This Report: **Medium** Significance

Inconsistency with Council's current strategy and policy

Overall Process: **Low** Significance

This Report: **Low** Significance

The effects on all or a large part of the Gisborne district

Overall Process: **Low** Significance

This Report: **Low** Significance

The effects on individuals or specific communities

Overall Process: **Low** Significance

This Report: **Low** Significance

The level or history of public interest in the matter or issue

Overall Process: **Medium** Significance

This Report: **Low** Significance

11. The decisions or matters in this report are considered to be of **Low** significance in accordance with Council's Significance and Engagement Policy.

TREATY COMPASS ANALYSIS

Kāwanatanga

12. The community meetings with Te Arai Catchment Group in November and December last year and a meeting held at Ohako Marae on the 9th of February this year have been a learning opportunity for staff to engage with mana whenua to discuss levels of involvement with the Community Lifelines and its forward works programme.

Rangatiratanga

13. The community meeting on the 9th of February 2026 enabled opportunities to partner, codesign and collaborate with Community Lifelines and its present and forward works programme.

Oritetanga

14. The community meetings with stakeholders were an opportunity to understand inequities and to address them in present and future levels of service however, staff are finding this difficult to achieve as they are facing hard financial constraints.

Whakapono

15. The community meetings above were an opportunity to acknowledge or empower any application of tikanga and kawa.

TANGATA WHENUA/MĀORI ENGAGEMENT - TŪTAKITANGA TANGATA WHENUA

16. This report relies on the Three-Year Plan (3YP) community engagement process. Further engagement with mana whenua maybe required as projects and initiatives progress.

COMMUNITY ENGAGEMENT - TŪTAKITANGA HAPORI

17. This report relies on the Three-Year Plan (3YP) community engagement process, but the details will require further discussions with Māori.

CLIMATE CHANGE – Impacts / Implications - NGĀ REREKĒTANGA ĀHUARANGI – ngā whakaaweawe / ngā ritenga

18. The impact of climate change is being considered, and site-specific details will be raised in the appropriate infrastructure services report.

CONSIDERATIONS - HEI WHAKAARO

Financial/Budget

19. Project Managers are working with the Finance Team to forecast project expenditure over the next 12 months and prepare for the next Long Term Plan.

Legal

20. Major repairs to fix infrastructure damaged because of a rainfall event may trigger the emergency provisions of the Resource Management Act. There was discussion as to whether the powers available to the Recovery Manager under Part 5A, Civil Defence Emergency Management Act 2002 are also available. Council's Legal Team have provided clear instructions as to how and who can authorise each piece of legislation. Training will be provided to the Hub so that legal requirements are managed/met.

POLICY and PLANNING IMPLICATIONS - KAUPAPA HERE me ngā RITENGA WHAKAMAHERE

21. The details of these reports relate to the Gisborne District Council's adopted 3YP.

RISKS - NGĀ TŪRARU

22. Each maintenance service has its own specific risks that need to be addressed and mitigated. These will be highlighted in the appropriate report

NEXT STEPS - NGĀ MAHI E WHAI AKE

Date	Action/Milestone	Comments
July 30 th 2026	Prepare next year's work Program for 2026-2027.	As a part of the consent condition.
September 30 th 2026	Aerial spraying resource consent for Te Arai approved.	One consent is approved carry out aerial spraying in October 2026.
August 2026 (Indicative)	Tendering of the Land, Rivers and Coastal O&M Contract.	Separate process to 3-Waters procurement.

ATTACHMENTS - NGĀ TĀPIRITANGA

1. Attachment 1 - Land Rivers Coastal [26-122.1 - 4 pages]

Te Whenua, ngā Awa, me te Takutai

Land, Rivers and Coastal

Environment and Communities Report

What we do

Land, Rivers and Coastal (LRC) minimise and prevent damage to Tairāwhiti from floods and erosion. We do this by providing advice on preventative works, maintenance of Gisborne District Council open drains across the Poverty Bay Flats, monitoring changes to river/stream channels and the coast, providing essential river and stream maintenance, and maintaining foredunes and coastal protection structures in alignment with the Wainui Beach Erosion Management Strategy.

About this report

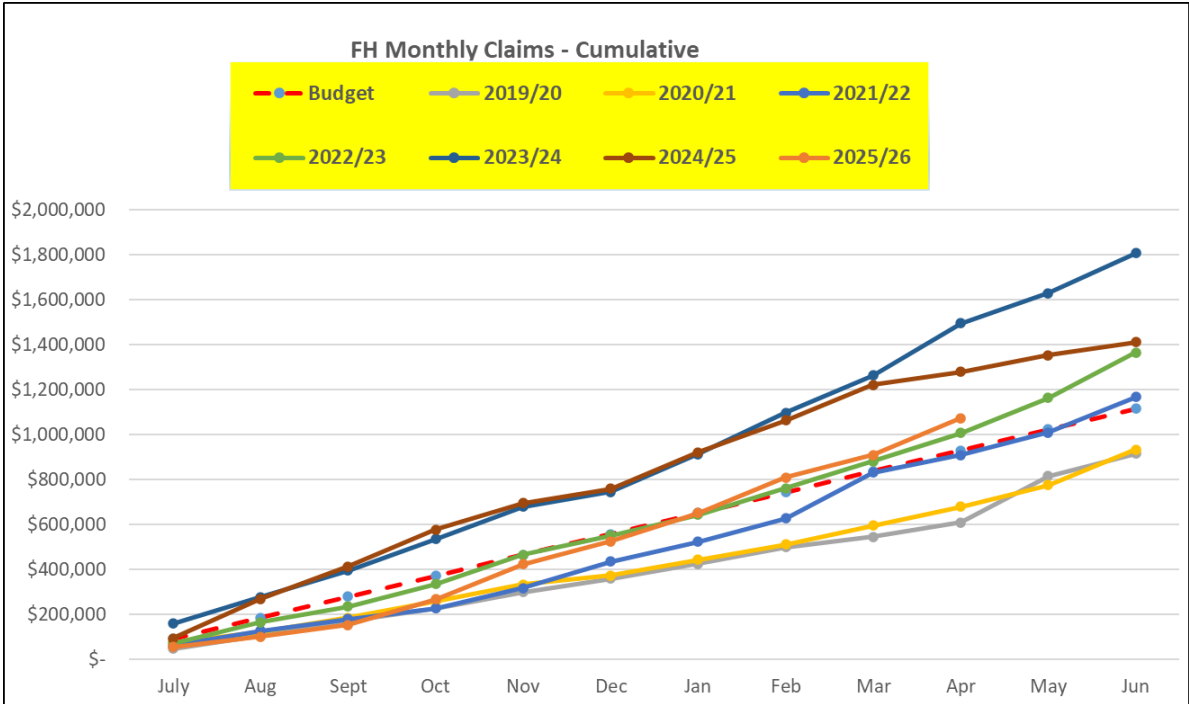
This report summarises key Land, Rivers and Coastal outcomes and contains the following sections:

- Updates since the last report.
- Focus for next three months.
- Risks.

Updates Since the Last Report

LRC Maintenance Contract

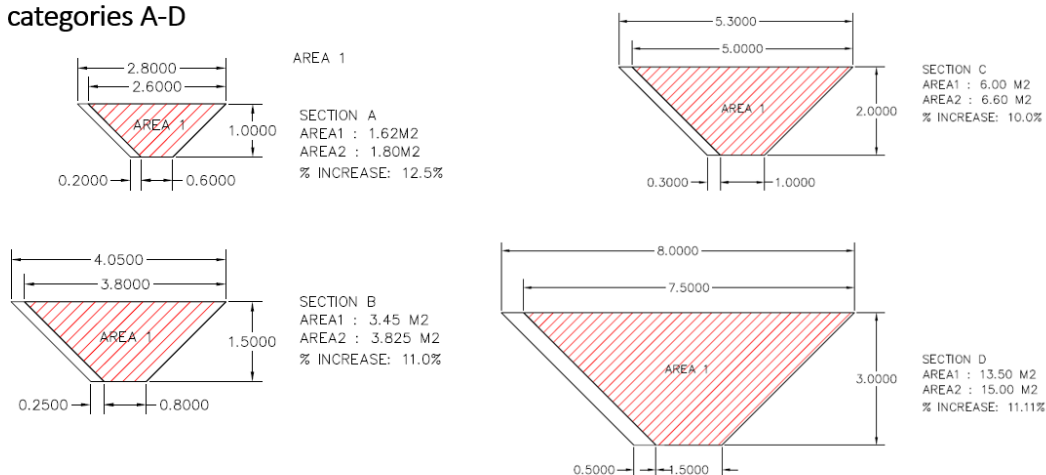
1. LRC Maintenance Contract progress for this financial year is 96.2% by April 2026.



LRC Plan on Drain Regrades – Long Term Plan (2027-37)

- The Drain Regrade Plan was prepared for the next 10 years, and LRC is planning to regrade all drains totalling to 330kms to the design standards. The annual target is to regrade at least 33- 35kms of the drains each year in all drainage districts.
- All drains have been categorised under 4 categories based on depths—from smallest – A, to the biggest – D as the cost for regrades vary considerably depending on the sizes / cross section of the drains.

Drain categories A-D



- Drain lengths under each category in each Drainage District.

Budget Code	DRAINAGE Districts	No of Drains	Drain Type - A (m)	Drain Type - B (m)	Drain Type - C (m)	Drain Type - D (m)
2372	Ormond	13	7,165	664		4,778
2373	E Taruheru	58	8,015	29,270	18,296	2,060
2374	W Taruheru	34	1,918	23,974	13,048	0
2375	Willows	13	1,167	13,057	3,522	7,392
2376	Waikanae	10	2,376	4,353	0	3,414
2377	City/Wainui	9	1,856	781	3,470	1,276
2378	Taruheru	0	-	-	-	-
2379	Eastern Hills	0	-	-	-	-
2380	Waipaoa	11	-	-	14,130	4,389
2381	Patutahi	36	-	37,806	5,242	7,290
2382	Ngatapa	12	-	3,530	10,344	9,980
2383	Manutuke	43	796	22,494	18,879	18,121
2384	Western Hills	0	-	-	-	-
2385	Muriwai	19	-	7,441	5,906	11,820
	Waipapu	7	436	2,469	1,332	553
	Cook	1		339		
	Waikohu	1				190
	Total	267	23,729	146,178	94,170	71,264
			24km	146km	94km	71km

9. Our scope of works is currently capped by available budget approved in the last Long Term Plan. Drain regrades budget will be requested to be increased to align with the 10%/year target in the next Long Term Plan (i.e. for regrade works after 01 July 2027). The increase is in the range of 200%-400%.

Te Arai Willow Management

10. Resource Consent for aerial spraying was submitted on 10 April 2026, and further details were requested by the Consenting Team.
11. Planning is underway to carryout aerial spraying in Te Arai from early 2027, once the Resource Consent is approved.

Team Focus for Next Three Months

12. Input into draft maintenance contract covering LRC maintenance works commencing on 01 July 2027 onwards. Tendering of this contract is planned for mid-2026. Our team focus is to complete the Tender Document and Engineers Estimate for the next LRC Contract.
13. Complete our annual work program as planned (e.g. weed spraying, routine inspections, floodgate maintenance, pumpstation maintenance, and other critical proactive preventative maintenance works).
14. Prepare next year work Program for 2026-2027.
15. LRC planning and workshops relating to the Long Term Plan process that happens every three years.
16. Approval of the Te Arai Willow management consent.

Risks & Issues

17. Budget restrictions are limiting the scope of maintenance activities such as drain regrades. Carting out of material is a part of the approved process as per the consent. There are additional tasks required now that have reduced our productivity, but budget constraints remain the same; e.g. eel relocation and traffic management.
18. Work is underway now to understand appropriate budgetary requirements. This will feed into the next Long Term Plan process underway now, so that additional and appropriate budgets are set in the next Long Term Plan starting 01 July 2027 onwards.
19. Uncertainties of additional budget required under the Long Term Plan, as current budgets are insufficient to meet LOS expectations and standards.
20. Repeated extreme wet weather events.
21. Consenting restrictions related to weed spraying maintenance work (wet weather, wind, financial constraints/budget, no spray zones).