

AGENDA



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MEMBERSHIP: Andy Cranston (Chair), Meredith Akuhata-Brown, Bill Burdett, Shannon Dowsing, Sandra Faulkner, Debbie Gregory, Larry Foster, Isaac Hughes, Tony Robinson, Pat Seymour, Terry Sheldrake, Josh Wharehinga, Kerry Worsnop and Her Worship the Mayor Rehette Stoltz

OPERATIONS Committee

DATE: Thursday 15 September 2022

TIME: 9:00AM

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

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Operations

Reports to:	Council
Chairperson:	Alternating Cr Larry Foster and Cr Andy Cranston
Deputy Chairperson:	Alternating Cr Andy Cranston and Cr Larry Foster
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).

Functions

- To provide governance oversight of Council's operational programmes, services, activities and projects (including major projects) related to environmental operations, community development and infrastructural assets.
- To enable the progress of the Council's operational activities, projects and services.
- Its scope includes:

Environment Services and Protection

- Building Services
- Enforcement
- Environmental Health
- Pests and Plant management
- Biodiversity
- Integrated catchments
- Land management
- Animal control
- Harbour management

Infrastructure Services

- Urban Stormwater
- Wastewater
- Water Supply
- Land, Rivers and Coastal
- Local Roding Network – including associated structures, bridges and retaining walls, walkways, footpaths and road reserve, landscaping and ancillary services and facilities, street lighting and traffic management control
- Solid Waste – including landfill and transfer stations, recycling and waste minimisation

Communities

- Cultural Activities including Theatres, Museum and Public Art, Library and Tairawhiti Navigations
- Recreation and Amenity – 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 as outlined in the general purposes and scope section.
- 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 programmes, major projects/projects and activities.
- To have 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 physical assets – including land, buildings and roads.
- Make decisions on infrastructure and 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 subject to the limitations imposed.

To establish subcommittees, working parties and forums as required.

To appoint non-voting advisory members and/or Tangata Whenua representatives to assist the Committee.

Power to Recommend

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

3.1. Confirmation of non-confidential Minutes 4 August 2022

MINUTES

Draft & Unconfirmed



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MEMBERSHIP: Larry Foster (Chair), Meredith Akuhata-Brown, Bill Burdett, Andy Cranston, Shannon Dowsing, Sandra Faulkner, Debbie Gregory, Isaac Hughes, Tony Robinson, Pat Seymour, Terry Sheldrake, Josh Wharehinga, Kerry Worsnop and Her Worship the Mayor Rehette Stoltz

MINUTES of the OPERATIONS Committee

Held in Te Ruma Kaunihera (Council Chambers), Awarua, Fitzherbert Street, Gisborne on Thursday 4 August 2022 at 9:00AM.

PRESENT:

Larry Foster (Chair), Meredith Akuhata-Brown, Bill Burdett, Andy Cranston, Sandra Faulkner, Larry Foster, Debbie Gregory, Isaac Hughes, Tony Robinson, Pat Seymour, Terry Sheldrake, Kerry Worsnop and Her Worship the Mayor Rehette Stoltz.

IN ATTENDANCE:

Chief Executive Nedine Thatcher Swann, Director Lifelines David Wilson, Director Internal Partnerships James Baty, Director Liveable Communities Michele Frey, Chief Financial Officer Pauline Foreman, Strategic Planning Manager Charlotte Knight, Liveable Spaces Manager De-Arne Sutherland, Democracy & Support Services Manager Heather Kohn and Committee Secretary Jill Simpson.

The meeting commenced with a karakia.

Secretarial Note: Cr Wharehinga and Director Environmental Services & Protection Helen Montgomery attended via Audio visual link.

Secretarial Note: Items were heard out of order as described in the Agenda. For ease of reference the Minutes have been recorded in Agenda order.

1. Apologies

MOVED by Cr Stoltz, seconded by Cr Robinson
That the apology from Cr Dowsing be sustained.

CARRIED

2. Declarations of Interest

Cr Stoltz declared an interest in report 22-178 Peel Street Toilets Updates as her sister is the Architect working on the project.

3. Confirmation of non-confidential Minutes

3.1 Confirmation of non-confidential Minutes 9 June 2022

MOVED by Cr Burdett, seconded by Cr Sheldrake

That the Minutes of 9 June 2022 be accepted.

CARRIED

3.2 Action Sheet

Item 10.2.2 - Ruatoria Drinking Water Supply: Testing is underway on the Ngata College and Whakarua Park bores. A condition assessment will also be carried out. A meeting has been held regarding moving forward with Whakarua Park and the intention is to have facility open by summer 2022.

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

6.1 Hemara Donnelly - Traffic Calming

Hemara Donnelly did not attend the meeting to speak on traffic calming.

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

10.1 INFORMATION Reports Infrastructure Services

10.1.1 22-150 March 2022 Emergency Roothing Fund Application and Plan for Delivery

Director Lifelines David Wilson presented on Journey's Network Update.

Questions of clarification included:

- Council is 100% on track with spend on roading. Outputs have been increased for August with a higher spend across the whole of the network.
- Council is 4 weeks into the new contracts.
- Contractors are currently running at 80/20 for July. Prior to that they were running at 50/50 around reactive work versus programme maintenance.

- Waka Kotahi have been upfront in terms of their funding constraints.
- Still minor works to carry out in terms of the 2010/8/19 emergency work programme.
- There is funding available for the dropouts on East Cape Road which will get to the 18km mark. Long term options will need to be looked at for the Bluffs around to the lighthouse. Council will work with the Kohere whanau around options that are available and keeping in mind the importance of the lighthouse to the region.
- For the last month staff have been focusing on culverts and drainage.
- Staff are working with the regional arm of Council around the types of consents that will be needed and making the consent process as simple as possible.
- Council have had initial conversations with Wood Council around options for prioritising funding and have initially indicated that not all roads will be repaired. The forestry industry have been helpful in indicating they will work with Council on repair work.
- In a number of areas it is the hillside that has come down onto the roads and causing damage. Where it is possible hillsides are stabilised and the most resilient fixes are carried out, however the underlying geology and climate change are the big issues.
- Urge Councillors to accept the recommendations that Council officers have put forward.
- The Inline team have carried out incredible emergency response work across the network.
- Money can only be spent to open the road for people to get through safely eg if a tree has fallen across the road and one lane is still open, as long as it is marked up the road is open.
- Inline do have a backlog of work which was inherited; however, this has now been prioritised. Some of the work is emergency work and waiting on approval from Waka Kotahi so the work can commence.
- There is a programme for Inline across the region which is based on budget. Inline would be 90% programmed and 10% reactive. There is a prioritised programme which is reviewed monthly.
- A lot of damage within the city is potholes and maintenance which will be looked at as part of the sealing programme. Drainage is taken care of by Fulton Hogan under their contracts. The potholes will be repaired in September and the subsidence sites in the urban area are waiting for consents or engineering assessments.
- Acknowledging that many businesses are under pressure from the inability to get traffic to move and this is yet to flow through our regional economy.
- The funding application to the Waka Kotahi Board was very explicit regarding the community's inability to pay. The Finance Team went through the Long Term Plan on affordability for our community around our demographics etc and this has all fed into the application. If funding is not approved, Council would look at its available funding and commence to reprioritise over multiple years.

- Should Waka Kotahi only approve 67% that would mean an increase of 25% in rates.
- Referring to the 80/20 ratio, the 20% is maintenance work.
- When the Asset Condition Assessment was carried out Council was \$161m short of what could be afforded. It was flagged in the Long Term Plan that funding would need to be found for this or hard decisions would have to be made on the condition of the network in order for our community to be able to pay.
- A Comms programme will be made available to the public.

Mayor Stoltz thanked the community for being patient in these are unprecedented times. We are dealing with a perfect storm. Council is actively working beside Waka Kotahi who are also dealing nationally with these weather events.

MOVED by Cr Stoltz, seconded by Cr Seymour

That the Operations Committee:

1. Notes the contents of this report.

CARRIED

Secretarial Note: The meeting adjourned at 10.10am for morning tea and reconvened at 10.25am.

Secretarial Note: Cr Wharehinga left the meeting at 10.10 to catch a flight back to Gisborne.

Secretarial Note: Cr Robinson left the meeting at 9.38am and returned at 10.15am.

10.2 INFORMATION Reports Communities

10.2.1 22-190 Ministry for the Environment Freshwater Farm Environment Plan Pilot with Gisborne District Council

Integrated Catchments Manager Kerry Hudson attended and advised the Committee that being involved in the Pilot programme is an opportunity for Council to outline the uniqueness of our district. Council has been proactive in sending MfE an outline of how Council would like to proceed.

Questions of clarification included:

- An opportunity to draw together existing farm plans.
- Council holds a lot of valuable information on our land. Council has an advantage regarding Land Overlay 3A as not many Councils have been down this track.
- The information is very useful as it allows Council to see if there is an improvement in water quality etc.
- It is a matter of working alongside MfE and indicating that Council would like one approach tying all the information together.

- It will play a key role in highlighting that the way we farm our land is very different to a large area of New Zealand. This will be helpful in the long run as to how the information is held, especially if the integrated plan eventually ends up as a business plan and is accessible via LGOIMA.
- Council does not have the resources for this pilot programme and is looking at funding through the hill country erosion fund. Equity is critical and there are also confidentiality issues that Council needs to maintain. Council is pushing to look at it from a catchment approach so that the good of the whole catchment is captured.
- Council is given the opportunity to nominate several properties within our district.
- Clarification is still needed on the size of the property. Gisborne has large properties with land in various stages of soil erosion and stability.
- A key point with Council's submission process was around forestry. Recent updates from the forestry industry indicate that they want to be part of this.

The Chair acknowledged Kerry Hudson for the work that he is doing for our region.

MOVED by Cr Seymour, seconded by Cr Robinson

That the Operations Committee:

1. Notes the contents of this report.

CARRIED

10.2.2 22-189 Gisborne District Council's Internal Biodiversity Work Plan

Team Leader Biodiversity and Catchments Don McLean attended and answered the following questions of clarification:

- Monitoring of particular species, particularly the ones under threat is challenging as it crosses over to the Department of Conservation.
- Tangata Whenua are increasing their work around biodiversity.
- Landowners should be recognised as a 'Strength' to the overall project. The Plan is also silent on QEII Covenant which has been around for many years and is a private initiative, along with Whenua Rahui and they both should also be noted as a 'Strength'.
- The Plan is a stocktake of where certain things fit together. It is about strategising on where the work should be focused, where the work will make a difference and where sustained control of pest/plants fits in.
- The Plan should be easier to negotiate in terms of what are the guiding outcomes and who are we trying to mobilise along with mention of catchment groups or existing biodiversity work streams that are in the community.

Director Liveable Communities Michele Frey advised the meeting that the Plan is an internal work plan and very much focusing on the mahi that Council are carrying out here and now as we lead up to the Regional Biodiversity Strategy which is 2026. The purpose is to help inform the Biodiversity Team by working in a connected way with biosecurity and land management teams. In terms of objectives and the way the Plan is laid out, it is for the internal team purposes and very much action focused. With respect to external engagement, staff have outlined what they are doing currently, however it has not been widely consulted on given it is an internal work programme. The real focus is to give clarity and transparency about where we are heading while the Regional Biodiversity Strategy for 2026 is being developed.

Objective 4 talks about engagement with landowners, the community and key stakeholders and identifying protecting and enhancing biodiversity so this is a core part of the team's focus.

The document is intended to be a live working document and all feedback can be included in Version 2. The intention was to have a plan in place that was at an appropriate level to guide direction.

The Chief Executive explained that Te Roopu Taiao are a group of officials that have the responsibility of funding investment. It is about coordination and visibility over the different investments going into the biodiversity area. It has been set up as a coordinating collaborative body because of the investment that has come into the region for these types of projects. In terms of Objective 1 around the Mana Whenua relationship this is giving effect to our responsible relationship as Te Tiriti partners.

MOVED by Cr Stoltz, seconded by Cr Cranston

That the Operations Committee:

1. Notes the contents of this report.

CARRIED

10.2.3 22-100 Update Report on Projects Funded by the 2020-21 Natural Heritage Fund

Following a question of clarification Melanie Cheetham, Senior Land Management Officer told the meeting that applications for the 2023 funding round have opened, and four applications have been received with the value being \$44k.

Regarding the Waihuka Wetland Project, this has been a long-term ongoing project and is a QEII Block. The particular funding applied for was just for that work, however it is part of a longer term project. Regarding Maikaika Station Kahikatea Fencing Project the landowners still intend to do the work in the future, however, have fallen outside of the funding timeframes. It was considered to be a very worthwhile project and could be considered again in the future.

MOVED by Cr Seymour, seconded by Cr Sheldrake

That the Operations Committee:

1. Notes the contents of this report.

CARRIED

10.2.4 22-178 Peel Street Public Toilets Update

Liveable Spaces Manager De-Arne Sutherland attended. Key points include staff are on track to progress to June 2023, Architects 44 have been engaged, the design has been refined and is now less fussy and quantity surveyor costs support that it can be delivered within the existing budget. The Exeloo will not be included within this project's budget and nor is it required. The Project budget is strictly for the restrengthening. There is a small amount of finishing work that will need to be undertaken to enable the building to be reopened as a public convenience. Over the next year while the restrengthening work is being carried out there will be an opportunity for Council staff to work with interested parties to look at potential funding to refurbish the facility. There is keen interest from Historic Places Tairāwhiti and others to see the facility refurbished. Also, internally as part of the public convenience rationalisation process under the Community Facilities Strategy, staff will be assessing the needs within the central business district, and this will help inform any future potential funding for refurbishing.

Councillors questions of clarification included:

- The refined design being steel beams within the existing building will enable refurbishment.
- The Bright Street toilets and Port toilets can be used while the Peel Streets toilets are being strengthened.
- Important to seek funding in a timely fashion and not wait until June 2023.

Cr Burdett thanked De-Arne for the mahi carried out.

MOVED by Cr Robinson, seconded by Cr Worsnop

That the Operations Committee:

1. Notes the contents of this report.

CARRIED

10.2.5 22-184 Tairāwhiti Museum Annual Plan 2022 - 2023

Kaiwhakahaere of Tairāwhiti Museum Elloise Wallace attended and responded to questions as follows:

- National Touring Exhibitions are managed carefully and are well planned when moving around the country. It needs to be ensured they are cost effective in terms of transport as transport insurance would be the biggest cost incurred when there is an incoming touring exhibition. In terms of budget, Tairāwhiti Museum can afford to do one or two a year, so proposals are looked at that are a good fit and interest to the Tairāwhiti community. The programme is then built up with locally generated exhibitions. Affordability can be an issue with some of the larger exhibitions generated by the Metropolitan Museums, however special arrangements can be made, and funding sought to support them.

- The gap between income and expenses is widening, however the budget is a baseline operational budget based on confirmed funding sources. As an organisation we work hard to find grants and sponsorship to fill the gaps.
- The roof has not leaked for a while and working closely with Council to renew the lease and the Contract for Services between Tairāwhiti Museum and the Council. A key aspect is working in partnership to ensure that we have an asset fit for purpose with an active maintenance plan.
- The funding from the Ministry of Education has not changed since 2010, however costs have increased. At a national level there are discussions with the Ministry of Education and Manatū Taonga and, in particular, in relation to the New Zealand's History Curriculum and the changing demand from educators in our region.

MOVED by Cr Akuhata-Brown, seconded by Cr Worsnop

That the Operations Committee:

1. Notes the contents of this report.

CARRIED

10.3 INFORMATION Reports Planning and Development/Support Services

10.3.1 22-89 Uawa-Hikuwai Catchment Scientific Bore Drilling Project - Completion

Environmental Monitoring and Science Manager Tom Porter attended and introduced Anne McGuire and Mere Tamanui to the Committee and they presented on Te Aitanga a Hauiti Mana Kaitieki. Tom extended a mihi to Josh Hovell and Kaaterina Kerikeri. Councillors stood for a moment's silence to remember Gerald Puhipuhi who recently passed away. Gerald was a great help in getting the project underway.

MOVED by Cr Seymour, seconded by Cr Akuhata-Brown

That the Operations Committee:

1. Notes the contents of this report.

CARRIED

Secretarial Note: The meeting adjourned at 12.05pm and reconvened at 12.30pm.

11. Public Excluded Business

Secretarial Note: These Minutes include a public excluded section. They have been separated for receipt in Section 11 Public Excluded Business of Council.

12. READMITTANCE OF THE PUBLIC

MOVED by Cr Foster, seconded by Cr Burdett

That the Operations Committee:

1. Re-admits the public.

CARRIED

13. Close of Meeting

There being no further business, the meeting concluded at 2.11pm.

Larry Foster

CHAIR

3.2. Action Sheet

Meeting Date	Item No.	Item	Status	Action Required	Assignee/s	Action Taken	Due Date
11/11/21	13.2	Additional Action Item	Completed	Report 21-245 Quarterly Activity Reporting - Quarter 1 Financial Year 2021-2022 Solid Waste: 1. Report to the Operations Committee in 2022 on the following: <ul style="list-style-type: none"> - Works planned around solid waste and the timing of the review of the Waste Management and Minimisation Plan. - Waste Contracts moving forward. - Update on the Paokahu landfill. - Update on the Tairāwhiti Environment Centre. 	Phil Nickerson	08/07/2022 Gael Alderton General update report on Solid Waste will be provided for 15 September Operations Committee.	23/08/22
17/02/22	14.1	Additional Action Items	Completed	Report 22-33 Quarterly Activity Reporting - Quarter 2 Financial Year 2021-2022 Provide a report to April Operations Committee on the Resource Recovery Centre regarding waste plans, waste collection contracts and what can be done around illegal dumping	Phil Nickerson	08/07/2022 Gael Alderton General update report on Solid Waste will be provided at 15 September Operations Committee.	23/08/22

3.3. Governance Work Plan

OPERATIONS - COMMITTEE OF THE WHOLE						Meeting Dates				
Group Activity	Activity	Name of agenda item	Purpose	Report type	Owner	13-Apr	9-Jun	4-Aug	15-Sep	10-Nov
Community Lifelines	Journeys Infrastructure	June 2020 Weather Event	The Finance and Performance Committee requested a progress report on the June 2020 Emergency Works Project which has a repair cost of \$16.8m.	Information	Dave Hadfield					
Community Lifelines	Solid Waste & Road Safety Education	Gisborne District Council Future Recycling and Rubbish Collection Services	To improve Council's waste management system for better health and safety outcomes and emissions reduction by introducing a wheelie bin service for Gisborne City for kerbside collection of rubbish and recycling with the intent to introduce future service for organics.	Decision	Chloe Howard-Lloyd					
Community Lifelines	Journeys Operations	Tolaga Bay Wharf	Report on completed safety Improvements on Tolaga Bay Wharf and the ongoing issues we have had.	Information	Kellee Tupara					
Community Lifelines	4Waters Operation	Ruatoria Water Supply Update	Progress of establishing a potable water source for carrier supply and community collection in Ruatoria.	Information	Murray Campbell					
Community Lifelines	Journeys Operations	Emergency Rooding Fund Application and Plan for Delivery	The purpose of this report is to provide information on the steps required to complete an emergency rooding fund request to Waka Kotahi and provide the timeline for delivery if the funding for the latest March 2022 weather event is approved.	Information	Donna McArthur					
Community Lifelines	Solid Waste	Waste Management Collections Contract	To agree to go to direct procurement for the waste management kerbside collection.	Public Exclusion (D)	Phil Nickerson					

OPERATIONS - COMMITTEE OF THE WHOLE						Meeting Dates				
Group Activity	Activity	Name of agenda item	Purpose	Report type	Owner	13-Apr	9-Jun	4-Aug	15-Sep	10-Nov
Community Lifelines	Solid Waste	Solid Waste Update	To report on the following in 2022: Works planned around solid waste and the timing of the review of the Waste Management and Minimisation Plan. Waste Contracts moving forward. Update on the Paokahu landfill. Update on the Tairāwhiti Environment Centre. Resource Recovery Centre regarding waste plans, waste collection contracts; and what can be done around illegal dumping.	Information	Phil Nickerson					
Community Lifelines	Solid Waste	The Future of Refuse and Recycling for Tairāwhiti	Report for Council's approval to improve our current kerbside collection to a wheelie bin system.	Decision	Chloe Howard-Lloyd					
Community Lifelines	4 Waters Infrastructure	Vehicle Fleet Update	To identify the relevant sections of Policy for Council's vehicle fleet acquisition/retention (ie what criteria is used to determine the current fleet and who makes the decision on acquiring and retiring vehicles); what the plan, timeframe and budget is for decarbonising the fleet (ie electrification) and explain the steps/policy/practice employed to ensure the fleet use is optimised.	Information	Simon Jeune & Graham MacLean					
Environmental Services & Protection	Compliance & Enforcement	Annual Report Dog Control Policy and Practices 1 July 2020 - 30 June 2021	The Council is required under the Dog Control Act and subsequent amendments to report annually to the Secretary of Local Government on its dog control policy and operations. Section 10A requires Council to report on a number of statistical aspects of its dog control policy responsibilities.	Decision	Gary McKenzie					

OPERATIONS - COMMITTEE OF THE WHOLE						Meeting Dates				
Group Activity	Activity	Name of agenda item	Purpose	Report type	Owner	13-Apr	9-Jun	4-Aug	15-Sep	10-Nov
Environmental Services & Protection	Compliance & Enforcement	Update on Winter Air Quality Monitoring and the Review of the National Environmental Standard for Air Quality		Information	Kate Sykes					
Environmental Services & Protection	Compliance & Enforcement	Parking Annual Report		Information	Gary McKenzie					
Liveable Communities	Liveable Spaces	Cobham School Neighbourhood Play System		Information	Tyler Kirk					
Liveable Communities	Liveable Spaces	Public Conveniences Rationalisation		Information	Tyler Kirk					
Liveable Communities	Liveable Spaces	Peel Street Toilets		Information	De-Arne Sutherland					
Liveable Communities	Integrated Catchments	Update Report on Projects Funded by the 2020--21 Natural Heritage Fund		Information	Melanie Cheetham					
Liveable Communities	Integrated Catchments	Allocation of the Natural Heritage Fund		Decision	Melanie Cheetham					
Liveable Communities	Liveable Spaces	Waingake 29% Future Use Issues and Options	Report & Powerpoint	Workshop	Amy England					
Liveable Communities	Liveable Spaces	Tokomaru Bay Destination Play Park		Information	Tyler Kirk					
Liveable Communities	Liveable Spaces	Skate Park and Pump Track Update		Information	Abbe Banks					
Liveable Communities	Tokomaru United Sports Club Lease	Requesting to grant a lease to the Tokomaru United Sports Club for the building the club currently occupies.		Decision	Abbe Banks					

OPERATIONS - COMMITTEE OF THE WHOLE						Meeting Dates				
Group Activity	Activity	Name of agenda item	Purpose	Report type	Owner	13-Apr	9-Jun	4-Aug	15-Sep	10-Nov
Liveable Communities	Community Projects	Waingake Tranformation Programme Update	Provide an update on the Waingake Transformation Programme and associated restoration activities	Information	Amy England					
Liveable Communities	Integrated Catchments	GDC Internal Biodiversity Work Plan		Information	Don McLean					
Liveable Communities	Integrated Catchments	Sustainable Hill Country & Land Overlay 3A		Information	Kerry Hudson					
Liveable Communities	Liveable Spaces	Makorori Master Plan Update		Information	Tyler Kirk					
Liveable Communities	Liveable Spaces	Peel Street Public Toilet Tender Award		Decision	De-Arne					
Liveable Communities	Liveable Spaces	Hawaiki Turanga Update		Information	De-Arne Sutherland					
Strategy & Science	Community Projects	Water Services Entity Bill	Submission Content	Information	Yvette Kinsella					
Strategy & Science	Strategy & Science	AIA Water Availability Project	Aqua Intel Aotearoa (AIA) External presenters	Information	Tom Porter					
Strategy & Science	Strategy & Science	Uawa-Hikawai Catchment Scientific Bore Drilling Project	Completion Information Report	Information	Tom Porter/ Joanne Ferry/ Graeme Card					
Strategy & Science	Science monitoring	Swimming Pool monitoring programme	Requesting decision on whether to continue the pool monitoring program	Decision	Kathryn Sharman					

10.1. INFORMATION Reports Infrastructure Services



22-155

Title: The Future of Refuse and Recycling for Tairāwhiti

Section: Community Lifelines Solid Waste

Prepared by: Chloe Howard-Lloyd - Solid Waste Advisor

Meeting Date: 15 September 2022

Legal: No

Financial: Yes

Significance: **Medium**

Report to OPERATIONS Committee for information

PURPOSE

This report is to provide information on improving our current kerbside collection to a wheelie bin system that aligns closely with the public survey results to promote better waste minimisation outcomes for our community. Gisborne District Council (Council) is taking a proactive approach towards the recommendations by Ministry for Environment (MfE) for the standardisation of kerbside collection.

Improving our kerbside collection aligns with the current Waste Management and Minimisation Plan (WMMP) 2020–2024 and Council's target emissions reduction approved in 2022.

SUMMARY

[Report 22-21 Gisborne City Council Future Recycling and Rubbish Collection Service](#) outlined the intent for the solid waste team to investigate options to improve our kerbside collection to a wheelie bin system. The outcome of the survey has provided three possible combinations. Combination one, shown in the table below, is the preferred combination of the community. The variables of the service will need to include contractor capability and choosing a cost-effective option that ensures better outcomes for waste minimisation.

Combination One Three Wheelie Bins and a Glass Crate	Bin Type	Bin size	Collection frequency
General waste	Wheelie	120 litres	Weekly
Recycling- Co-mingled	Wheelie	120 litres	Weekly
Glass	Crate	2 x 40 litres (existing crate)	Fortnightly
Green waste	Wheelie	120 litres	Fortnightly
Food waste	Wheelie	60 litres	Weekly

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

That the Operations Committee:

- 1. Notes that the contents of this report and that a preferred option and pricing will be presented in November.**

Authorised by:

David Wilson - Director Lifelines

Keywords: wheelie bins, kerbside collection, ministry for environment, solid waste, refuse and recycling for Tairāwhiti, waste management & minimisation plan

BACKGROUND

1. **Report 22-21** Gisborne District Council Future Recycling and Rubbish Collection Services was presented to Council on 13 April 2022, which identified issues with our current kerbside collection. The solid waste team's intention was to investigate combinations for a wheelie bin system that aims to provide better outcomes for the current management of waste and waste minimisation. Our waste emission profile and our 2030 net-zero climate target will require Council to take proactive steps to establish an improved waste system before the government's waste standardisation policy is released.

DISCUSSION and OPTIONS

2. The current Waste Management and Minimisation Plan 2018–2024 aims to increase our household recycling volumes. To increase recycling, an improved management kerbside collection system will need to be established. The solid waste team has investigated wheelie bin and crate combinations that will meet the needs of the community and aid in the reduction of carbon emissions, landfill gases, increase household recycling and divert waste going to landfill. The recommendations in this paper have been in consideration of the standardisation of kerbside paper and a future bottle recycling centre proposed by MfE, [Recommendations for standardisation of kerbside collections in Aotearoa \(environment.govt.nz\)](https://www.environment.govt.nz/standardisation-of-kerbside-collections-in-aotearoa).

Community Survey

3. A survey was conducted online to help the solid waste team gauge if a wheelie bin system would be supported by the community; one thousand surveys were completed. The survey consisted of eleven questions; the following relevant information was obtained.
4. *Question one: Do you support a change to improve the current kerbside collection with wheelie bins?*

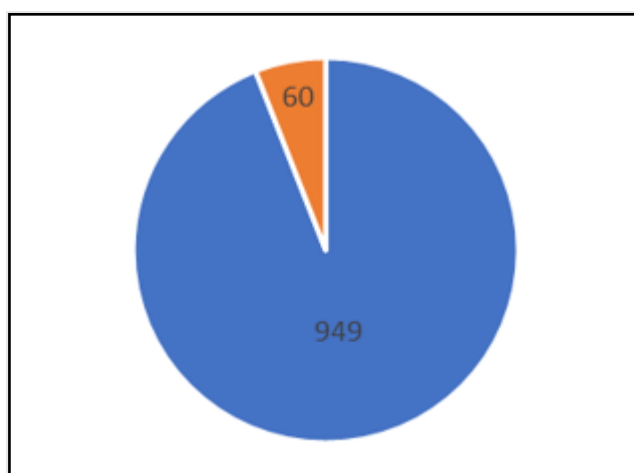


Figure 1, support the change to a wheelie bin system

94% of the community surveyed support the change to a wheelie bin system and 6%¹ do not support the change, indicated by Figure 1, support change to a wheelie bin system.

¹ 6% did not support the change to a wheelie bin system, however of these 6% a majority didn't support having all the proposed bins.

5. Question two: Are you willing to separate your waste into multiple streams for kerbside collection?

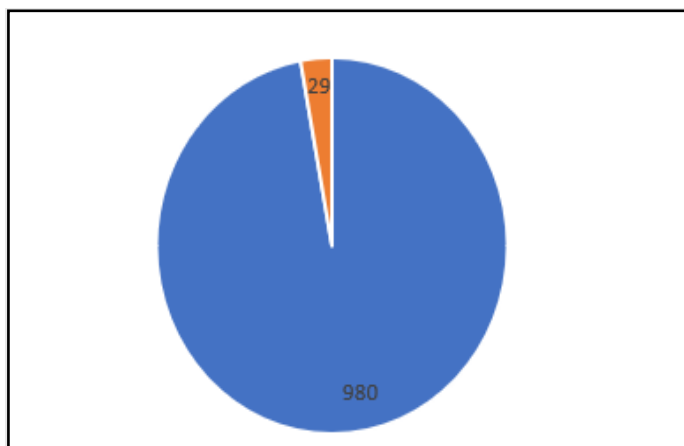


Figure 2, willing to separate waste into multiple streams

97% of the community surveyed are willing to separate waste into multiple streams for kerbside collection and 2% do not support the change, indicated by Figure 2, willing to separate waste into multiple streams.

6. Question three: preferred bin size for general waste?

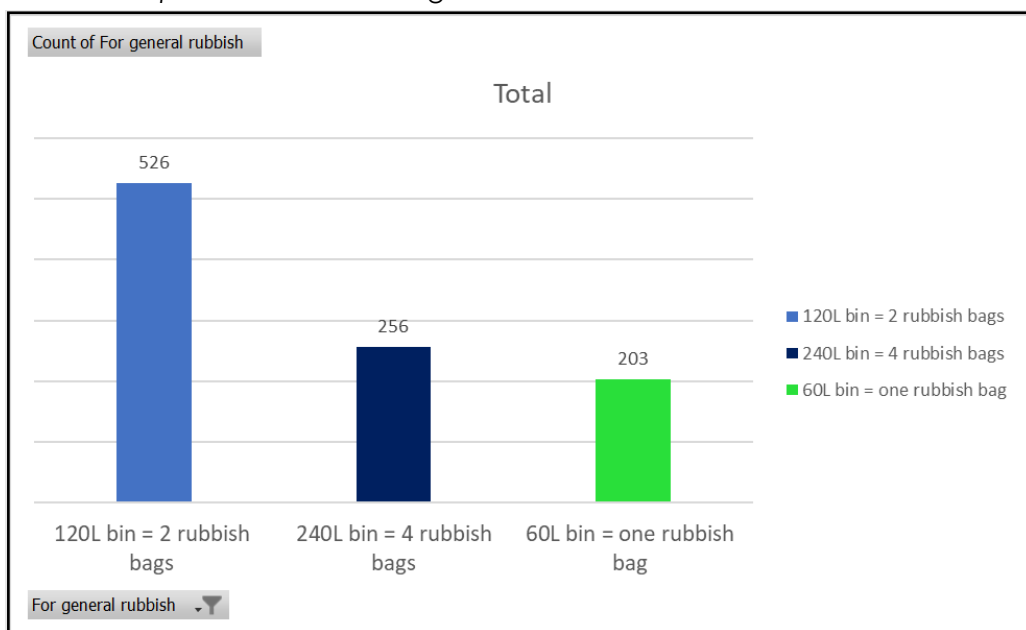


Figure 3, preferred general waste bin size

53% of the community surveyed preferred a 120 litre bin for general waste, 26% preferred a 240 litre bin and 21% preferred a 60 litre bin, indicated by Figure 3, preferred general waste bin size. Overall, 74% of the community are in agreeance with the MfE recommendation of a maximised sized 120 litre general waste bin.

7. Question four: What is your preferred size for a recycling bin?

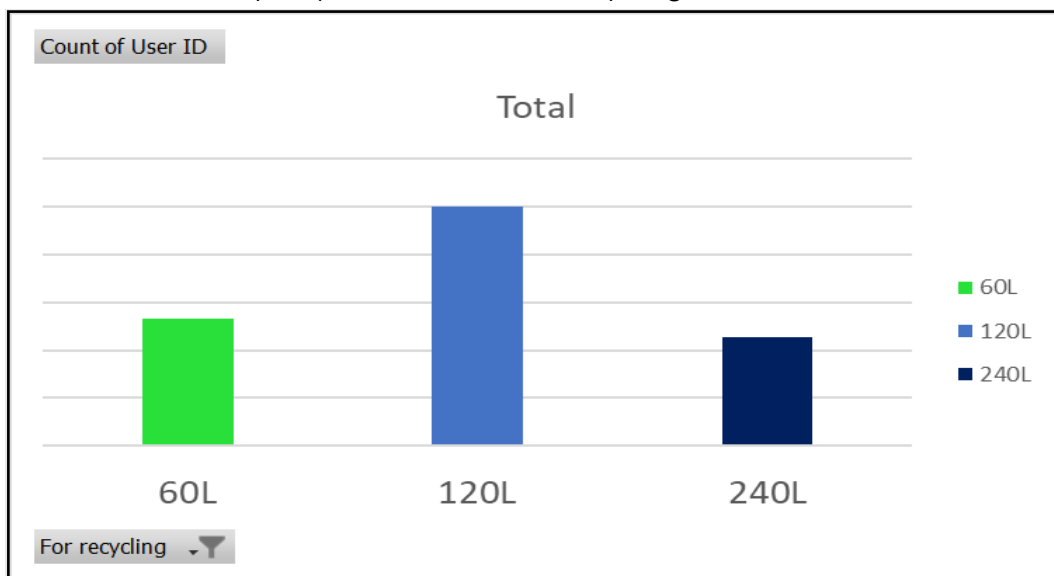


Figure 4, preferred recycling bin size

50% of the community surveyed preferred a 120 litre wheelie bin for recycling, 27% preferred 60 litre and 23% preferred 240 litre ². Overall, 77% preferred a maximum of a 120 litre recycling bin.

8. Question five: Preferred size for organic wastes?

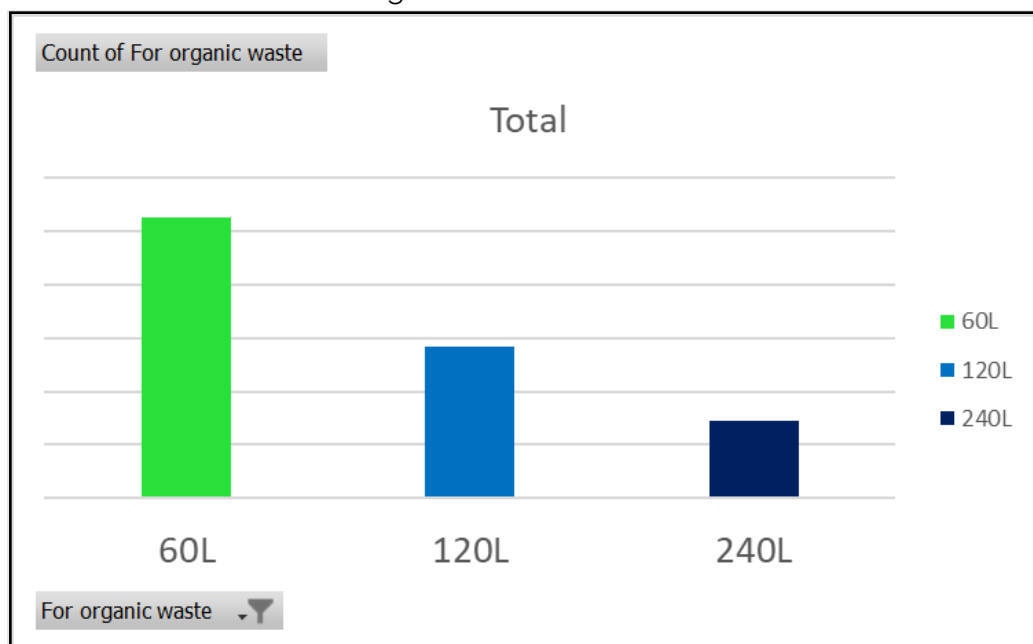


Figure 5, preferred organic waste bin size

55% of the community surveyed preferred a 60 litre wheelie bin for organic waste, 29% preferred 120 litre bin and 15% preferred a 240 litre bin indicated by Figure 5, preferred organic waste bin size. Overall, 84% preferred a maximum bin size for 120 litres for organic wastes.

² This option is only in consideration of co-mingled recycling (not including glass)

The following information obtained from the survey addresses the frequency of kerbside collections.

9. Question six: Do you require weekly or fortnightly collection for general waste?

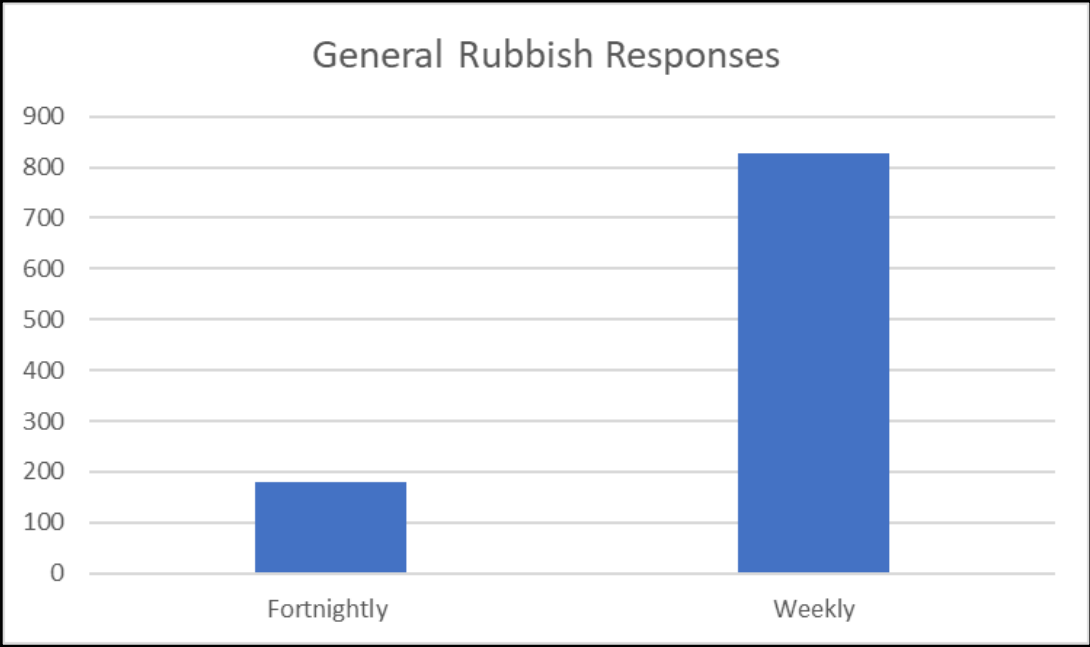


Figure 6, General waste collection frequency

82% of the community surveyed preferred weekly collection and 18% preferred fortnightly. Overall, the community prefers a weekly frequency for collection.

10. Question seven: Do you require weekly or fortnightly collection for recycling?

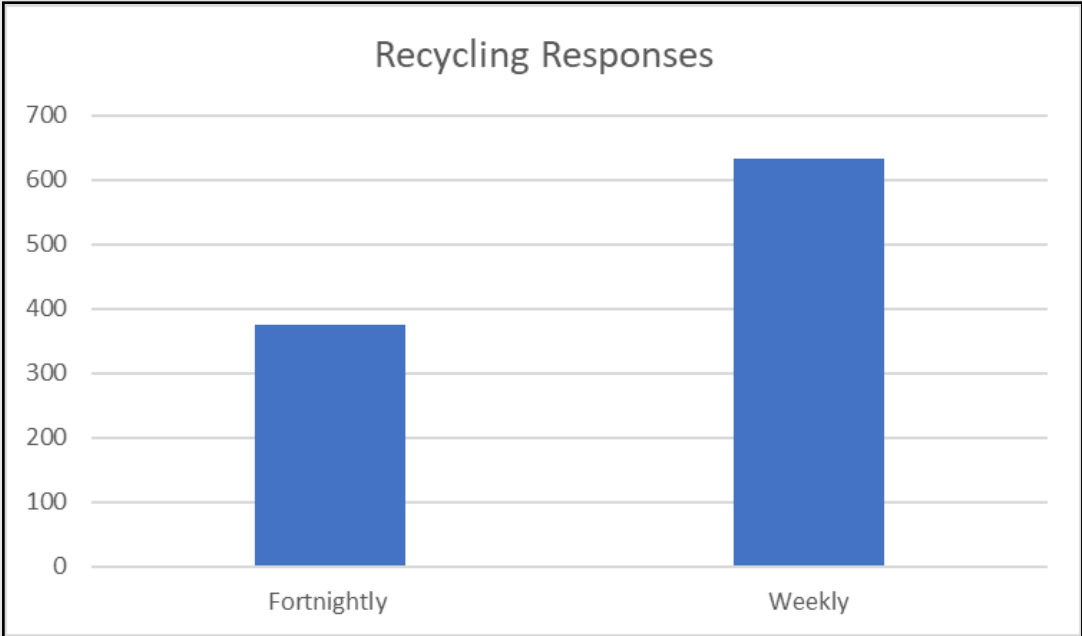


Figure 7, Recycling collection frequency

63% of the community surveyed preferred a weekly collection and 37% preferred a fortnightly collection. Overall, the community prefers a weekly frequency for collection.

11. Question eight: Do you require weekly or fortnightly collection for organic wastes?

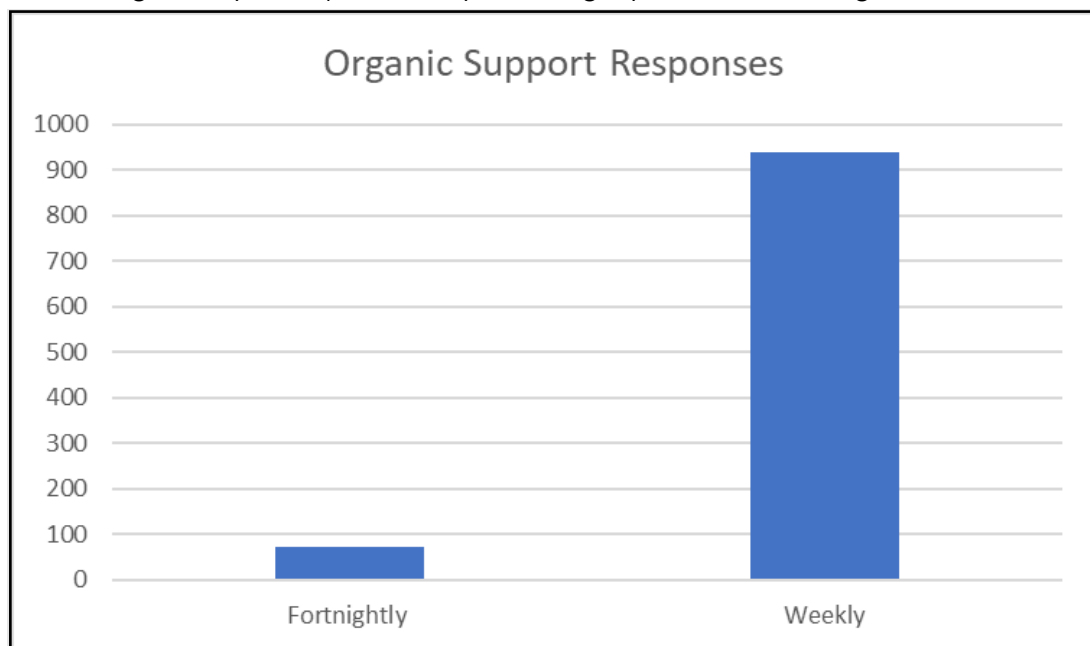


Figure 8, organic waste collection frequency

93% of the community surveyed preferred a weekly collection and 7% preferred a fortnightly collection. Overall, the community prefers a weekly frequency for collection.

12. Question nine: What day is your rubbish and recycling collection day?³

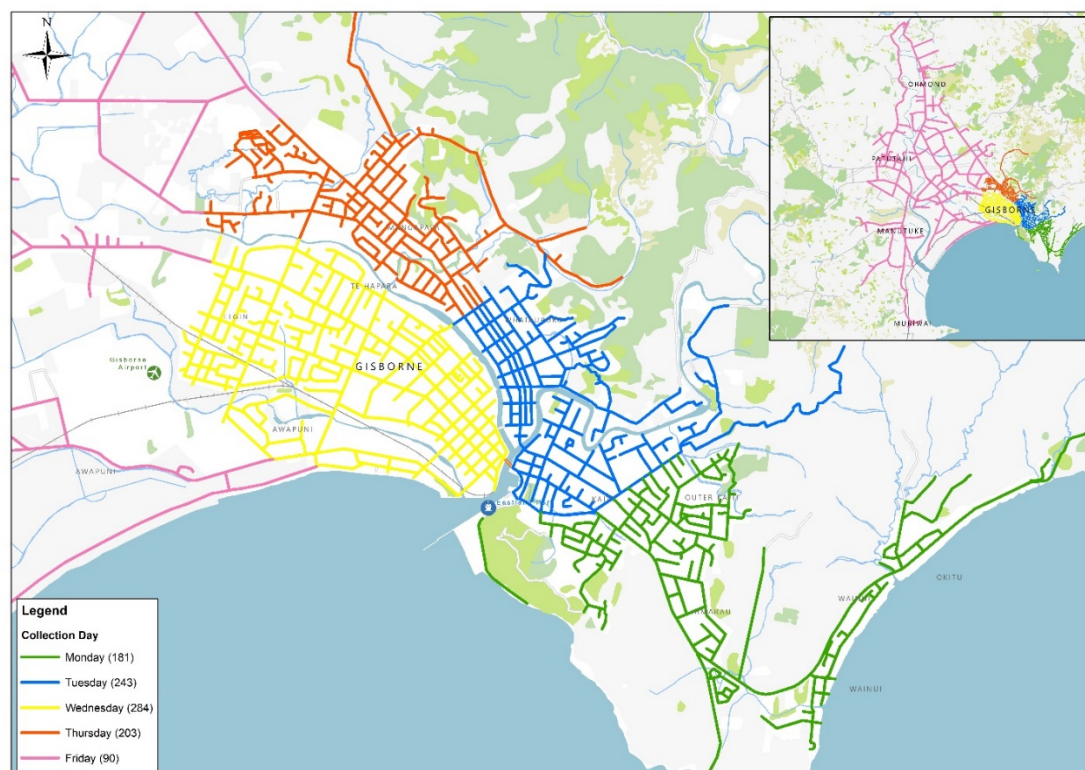


Figure 9, communities who participated in the wheelie bin survey

³ This question allowed the Solid Waste Team to see which communities and suburbs participated in the survey.

Twenty eight percent (28%) of the surveys completed were from Elgin, Te Hapara and Awapuni, 24% from Whatataupoko and part of Kaiti, 20% from Mangapapa, 17% from Kaiti, outer Kaiti, Tamarau, Wainui, Okitu, 9% from Ormond, Manutuke, Muriwai and Patutahi and 0.97 were not a part of the current kerbside collection service but would like to be considered.

BIN COMBINATIONS

Combination One

Three Wheelie Bins and a Glass Crate	Bin Type	Bin size	Collection frequency
General waste	Wheelie	120 litres	Weekly
Recycling- Co-mingled	Wheelie	120 litres	Weekly
Glass	Crate	2 x 40 litres (existing crate)	Fortnightly
Green waste	Wheelie	120 litres	Fortnightly
Food waste	Wheelie	60 litres	Weekly

13. This combination consists of four wheelie bins and a crate. General waste and co-mingled recycling will be collected weekly; glass and green waste will be collected fortnightly.
14. 120 litre general waste bin aligns with the MfE recommendations, this could enable the community to exceed MfE recommendations in the future by having fortnightly collections. A 120 litre co-mingled recycling wheelie bin has the same assessment as Combination Two, this would also follow a similar kerbside collection timetable as we currently have and may result in an easier transition. An organic waste collection is considered, but further investigation needs to find a suitable local market for our food waste. Combination One aligns with the community preference shown in the survey results.

Combination Two

Three Wheelie Bins and a Glass Crate	Bin Type	Bin size	Collection frequency
General waste	Wheelie	120 litres	Weekly
Recycling- Co-mingled	Wheelie	240 litres	fortnightly
Glass - mixed	Crate	2 x 40 litre (existing crate)	Fortnightly
No organic waste			

15. This combination consists of two wheelie bins and a crate, general waste will be collected weekly and co-mingled recycling and glass will be collected fortnightly. There is no organic collection.
16. A 120 litre general waste bin aligns with the MfE recommendations. This could enable the community to exceed MfE recommendations in the future by having fortnightly collections. Co-mingled recycling allows the community to put plastic and fibres into a wheelie bin simplifying kerbside recycling, although this is not best practice and does produce higher rates of contamination which can result in the recycling going to landfill. Crates will still be required to collect glass to enable colour separation.

Combination Three

Three Wheelie Bins and a Glass Crate	Bin Type	Bin size	Collection frequency
General waste	Wheelie	120 litres	Weekly
Plastic	Crate	1 x 40 litre	Weekly
Glass - mixed	Crate	2 x 40 litre (existing crate)	Weekly
Fibre	Crate	1 x 40 litre	Weekly

17. This combination consists of one wheelie bin and three crates, general waste will be collected weekly, and the three crates will be sorted into separate recycling streams, fibre, glass, and plastics which will have a weekly collection.
18. This combination requires the community to be responsible for cleaning and sorting recycling into the correct waste streams. This method works effectively for regions who have their own processing plants. Our contractor will visually see if the recycling has been sorted correctly and is clean. With this system all waste will be collected weekly increasing truck movements on our local roads. Currently our co-mingled recycling is moved out of region weekly, and this proposed option would require fortnightly trucks to move each waste stream separately.

Summary

19. Overall, the combinations provided above are subject to contractor's ability to provide these services and may require further negotiations to ensure the wheelie bin system meets the needs of our region and community. The deliverables will need to include capability and cost to ensure it is achievable for our contractor and is cost effective for Council.

ASSESSMENT of SIGNIFICANCE

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

This Report: **Low** Significance

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

Overall Process: **Medium** Significance

Inconsistency with Council's current strategy and policy

This Report: **Low** Significance

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

This Report: **Medium** Significance

The effects on individuals or specific communities

Overall Process: **High** Significance

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

Overall Process: **High** Significance

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

TANGATA WHENUA/MĀORI ENGAGEMENT

21. A Māori engagement plan will need to be developed to assist with the transition to a new kerbside collection system.

COMMUNITY ENGAGEMENT

22. A media release providing information from the outcome of this paper will be disseminated to the community and further information will be updated on the council website.

CLIMATE CHANGE – Impacts / Implications

23. The current waste management system contributes to greenhouse gases (GHG) emissions and is explained in [Report 22-21](#).

CONSIDERATIONS

Financial/Budget

24. The current cost of kerbside collection is charged at an annual fixed rate of \$103.83 plus GST; this cost is the same for all who receive kerbside collection. There are currently four rates instalments each year and we send out one set of 13 refuse stickers with each instalment.
25. Initial estimates for the implementation of a wheelie bin system will not be available until there is a confirmed cost of implementation with the preferred supplier and funding options have been explored. Comparison pricing is indicated in [Report 22-21](#) (Paragraph 32).

Legal

26. There are no legal implications

POLICY and PLANNING IMPLICATIONS

27. It is likely that this is a significant change to our current WMMP and will require community consultation.

RISKS

28. Apartment buildings, housing complexes, narrow streets and other living situations are likely to have limited space available for wheelie bins and require additional planning.
29. Vehicle attachments for wheelie bins for properties that have long drives or are rural may need to be provided with solutions to move bins.

NEXT STEPS

Date	Action/Milestone	Comments
10/11/2022	Plan for deliverables presented at November operations meeting	
10/11/2022	Cost of ongoing service presented at November operations meeting	

Title: 22-206 Solid Waste Update
Section: Community Lifelines Solid Waste
Prepared by: Phil Nickerson - Solid Waste Manager
Meeting Date: Thursday 15 September 2022

Legal: No	Financial: No	Significance: Low
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Report to OPERATIONS Committee for information

PURPOSE

The purpose of this report is to provide an update on solid waste matters within Community Lifelines.

SUMMARY

A brief update on Solid Waste regarding our Waste Management and Minimisation Plan (WMMP), Tairāwhiti Environment Centre (TEC) partnership and the kaupapa we are involved in, Paokahu closed landfill, illegal dumping, and the Resource Recovery Centre feasibility study.

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

That the Operations Committee:

- 1. Notes the contents of this report.**

Authorised by:

David Wilson - Director Lifelines

Keywords: solid waste, waste management & minimisation plan, Tairāwhiti environment centre, paokahu landfill, illegal dumping, resource recovery centre feasibility study

DISCUSSION and OPTIONS

Waste Management and Minimisation Plan (WMMP)

1. Our current [WMMP](#) is for the period 2018 – 2024. We plan to start the review process in February 2023. This will line up with a waste audit we have scheduled for March 2023. The waste audit will give us information on the makeup of our waste streams to compare with the last audit completed in 2017. This audit will also include rural transfer stations. This will help develop our WMMP further with focus on waste minimisation for Tairāwhiti. This will help improve our goals and objectives set in the current WMMP.

Tairāwhiti Environment Centre (TEC)

2. TEC and the Gisborne District Council (Council) continue to work together. Council supports TEC with funding to support the recycle initiatives we have at TEC. Council also fund workshops TEC hold on our behalf. TEC had 3816 visitors to the centre between July 2021 and June 2022. TEC has continued to host workshops on our behalf, completing a total of six workshops over the same period. Four composting, one worm farm and one beeswax wrap workshop. COVID-19 has had a significant impact on our mahi and there have been many postponements and cancellations of workshops. Our target for completed workshops is on track for the coming year and we hope to increase these numbers and attendance.
3. There has been a successful trial for E-Waste collection service through TEC, partnering with Council and Tech Collect. Since the trial began there has been over ten tonnes of e-waste transported to Auckland for recycling in Aotearoa. Council has partnered with TEC and saveBOARD, who are based in Hamilton, to collect and recycle liquid paper board (LPB), also known as Tetra Paks. The LPB will be collected at TEC and then transported to saveBOARD where it will be made into low carbon building products such as ceiling tiles and internal lining.

Table 1 shows recycle collection scheme volumes through TEC for FY2021/2022.

Table 1

SCHEME FOR COLLECTION	DESCRIPTION	TOTAL VOLUME IN KG
Croxley	Ink cartridges	20
E-Cycle	Batteries	622.6
Swapkit	Mobile phones	45
Tech-Collect	E-Waste	10347
Terracycle	Coffee pods (149.3kg), Colgate toothpaste tubes (30kg) writing instruments (20Kg) Glad food storage (4Kg)	203.3

Paokahu Landfill

4. A preliminary workplan was created by Tonkin + Taylor for remedial action and improvement work on the Paokahu landfill site. This workplan was submitted to trustees of the Paokahu Trust to start conversations, with no feedback to date.
5. Work progress on the Paokahu Landfill site has been minimal. COVID-19 interruptions and difficulty arranging suitable times to meet with the Trust to discuss options moving forward.
6. Once a meeting time is confirmed we will look to advance:
 - Budget confirmation. There is \$136,050.00 in this year's budget.
 - Leachate control improvements.
 - Drainage improvements.
 - Fencing improvements.
 - Riparian planting.
 - Rehabilitation of the site.
 - Investigate what the impacts are on the methane emissions from the closed landfill and if there is any potential methane generation from the site.
7. Works are expected to begin February 2023.
8. Following this we will review the site monitoring and rehabilitation of the site.

Illegal Dumping

9. Illegal dumping or fly tipping is an ongoing issue across Tairāwhiti. The number of requests for service related to illegal dumping has been consistent over a two-year period, the total volume collected has seen an increase (**Table 2**) with additional fly tipping on the roadside on Innes Street. Portable cameras have been used in hotspot areas around Tairāwhiti, however they are yet to capture any illegal dumping in action. Camera positions have been adjusted with limited success. The cameras will be moved to various locations that are also experiencing ongoing illegal dumping activities and we will continue to monitor these areas. Potential implementation of a wheelie bin kerbside collection service will hope to reduce some illegal dumping as this will be a regular service that does not require stickers.

Table 2

YEAR	DATE PERIOD	NUMBER OF RFS RECEIVED	WEIGHT COLLECTED TONNES (T)	AVERAGE OF TONNE PER MONTH IN DATE PERIOD
2022	01 Jan – 30 June 2022	413	161.7	26.95
2021	01 Jul – 31 Dec 2021	399	136.02	22.67
2021	01 Jan – 30 June 2021	494	124.98	20.83
2020	01 Jul – 31 Dec 2020	428	77.73	12.95

10. We are working toward promotion of disposal options for different waste streams throughout Tairāwhiti and are working with TEC to create an up-to-date directory that will be shared through the community. A directory that can be maintained and used to promote where members of the public can take different goods to dispose of for the purpose of recycling, reuse, or disposal.

Resource Recovery Centre (RRC) Feasibility Study

11. The Resource Recovery Centre Feasibility Study has been completed by Civil Assist. The study indicates support of two facilities in Tairāwhiti, one on the Coast, one in City. A draft of this study was submitted to parties who supplied supporting documents on the application to the Ministry for Environment (MfE). Feedback was considered and the final document submitted. Feedback from the interested parties and MfE has been positive and MfE have asked for some additional supporting information before this report is released. Once this has been confirmed, we will report to Council with the full study, a brief of the study and a paper on next steps.

ASSESSMENT of SIGNIFICANCE

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: **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: **Medium** Significance

This Report: **Medium** Significance

The effects on individuals or specific communities

Overall Process: **Medium** Significance

This Report: **Low** Significance

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

Overall Process: **Low** Significance

This Report: **Low** Significance

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

TANGATA WHENUA/MĀORI ENGAGEMENT

13. There is no engagement for this report.

COMMUNITY ENGAGEMENT

14. Community feedback was sought through an online survey to gauge the appetite for wheelie bin kerbside collection service. This is covered in [Report 22-155](#) on the Operations agenda.

CLIMATE CHANGE – Impacts / Implications

15. There are no climate change impacts or implications related to this report update.

CONSIDERATIONS

Financial/Budget

16. There are no financial implications.

Legal

17. We have a statutory requirement under the [Waste Minimisation Act 2008](#) (WMA) Section 43 to adopt a waste management and minimisation plan. This enables territorial authorities to encourage effective waste management and minimisation
18. Review of the WMMP will need to incorporate the [Transforming Recycling Consultation](#) document that looks to implement a container return scheme, improvement and standardised household recycling and separation of business food waste

POLICY and PLANNING IMPLICATIONS

19. This is consistent with our policy and planning.

RISKS

20. There are no major risks associated with the decisions or matters.

NEXT STEPS

Date	Action/Milestone	Comments
16/11/2022	Submit Feasibility Study to Council with next steps	
19/10/2022	Hui with Paokahu Trust and concerned parties in relation to site improvements	
01/03/2023	Commence site improvements on Paokahu closed landfill	This to commence post hui with the Paokahu trustees
01/02/2023	Commence WMMP review	
17/03/2023	Waste audit on kerbside rubbish	This will include rural transfer stations. Date of audit to be confirmed

Title: Vehicle Fleet Update

Section: Community Lifelines 4 Waters Infrastructure - Assets

Prepared by: Graham Maclean – Asset Manager Plant and Simon Jeune - Asset Manager Infrastructure

Meeting Date: 15 September 2022

Legal: No	Financial: No	Significance: Low
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Report to OPERATIONS Committee for information

PURPOSE

The purpose of this report is to inform the Committee of Vehicle Replacement Policy and processes associated with replacement, decarbonisation, and fleet optimisation.

SUMMARY

Guidelines for replacement of Council vehicle fleet are guided by a Vehicle Replacement Policy and Vehicle Replacement Guidelines. Key considerations are safety, fit for use, and environmental sustainability.

Council has made progress on electrifying the fleet where possible, with approximately 10% of the fleet made up of electric, pluggable electric and hybrid vehicles. However, the majority of fleet are diesel utility vehicles for which there is no viable electric or pluggable hybrid option currently available. A formal electrification plan will be developed when these enter the market at a realistic price.

Review of the fleet happens continuously, with vehicles being swapped between teams when operationally vehicles are better utilised elsewhere. Overall, over the last 6 months the fleet has a 23% utilisation factor which means on average the fleet is on the road for approximately two hours a day. This is considered satisfactory pending a more detailed utilisation study later in the year. This will involve accounting for time onsite other than actual travel time, virtual meetings, working from home etc.

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

That the Operations Committee:

1. Notes the contents of this report.

Authorised by:

David Wilson - Director Lifelines

Keywords: vehicles, fleet, optimisation, electrification, decarbonisation

BACKGROUND

1. In 2018, Council's vehicle fleet consisted of older, high km vehicles with moderate safety ratings. Council commissioned a fleet analysis by a fleet optimisation consultant. Among the recommendations were:
 - a move from petrol to diesel as it is cheaper with lower emissions
 - adoption of a vehicle replacement plan and replacement policy to move the fleet to more modern, efficient, safer vehicles with high safety ratings
 - electrification of a portion of the fleet.

DISCUSSION and OPTIONS

Vehicle Replacement Policy

2. In 2018, COR adopted a Vehicle Replacement Policy, which included safety and fitness for purpose as key replacement factors to be considered. As part of the 2018-28 Long Term Plan (LTP), Council chose to increase the vehicle capital renewal budget to support this Policy.
3. Under this Policy, vehicles qualified for replacement when the distance travelled, or age criteria were met.

Vehicle type	Kilometres (000 km)	Age (yrs)
Passenger (Hatch, Sedan, Wagon, SUV)	60-90	3-4
Light Commercial (Utes and Vans with limited specialist fitout)	90-120	4-5
Light Commercial (Utes and Vans with significant specialist fitout)	90-180	5-6
Medium Commercial	250-750	5-8
Heavy Trucks (over 5 tonne, HT licence)	600-1,000	7-10
Motorbikes, ATVs, tractors and other	VTB Business Mgr/GDC	Judgement *

* based on fitness for purpose, health and safety considerations and Council brand/image.

4. Decisions about sale of vehicles and purchases are made by the Asset Manager – Plant and Asset Manager – Infrastructure with reference to data in the vehicle asset register and other operational requirements. Sales and purchases are approved by Director Community Lifelines. Vehicle sales are undertaken by Turners Auctions in Hawkes Bay at market prices.
5. In 2019, the Vehicle Replacement Policy was extended to include sustainability as a key factor in decisions on vehicle replacements. This included the rationale:

Council also has a responsibility to ensure that vehicles have a low impact on the environment. When choosing replacement vehicles, environmentally friendly models will be chosen, having first satisfied safety and fitness for use requirements.

Fleet Electrification and Decarbonisation

6. All Council's fleet now has the highest safety rating (ANCAP 5). The fleet fuel types are as follows:

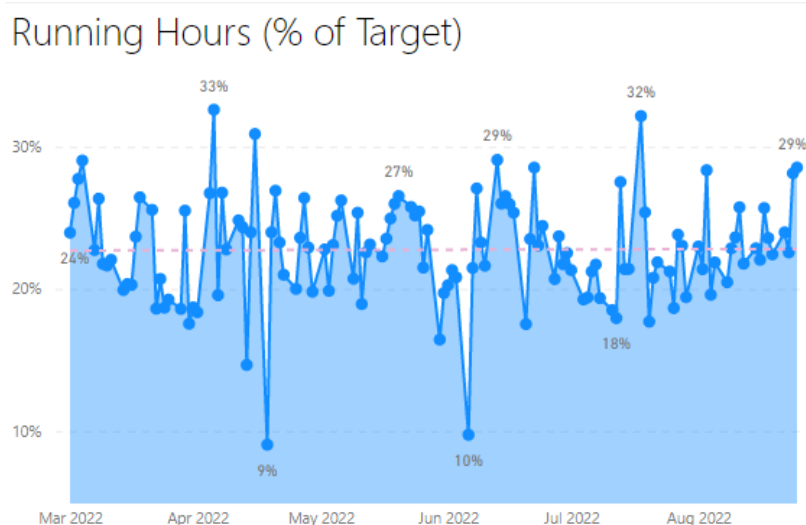
Fuel Type ▾	No. of Vehicles	% of Vehicles
EV	2	3%
PHEV	5	7%
HYBRID	2	3%
DIESEL	63	83%
PETROL	4	5%
Grand Total	76	100%

7. Electric Vehicles (EV) are pool cars which travel on sealed roads and do not travel outside the district. Pluggable Hybrid Electric Vehicles (PHEV) run on electric power and have the flexibility to travel significant distances out of the district. Hybrid vehicles utilise a petrol engine which also charges a small battery to drive an electric motor to assist the main engine. Hybrids are also able to travel significant distances out of the district.
8. The Awarua carpark has 3 electric vehicle charging stations, and has conduit installed under the tarmac to allow further stations to be installed. This is currently being planned for this year.
9. Three quarters (72%) of Council's fleet are utility vehicles. These vehicles need long range, high wheelbase, true 4WD (not just AWD) and ability to carry a load. There are currently no EV or PHEV vehicles that fit these criteria at reasonable prices. While these models are coming to market, it will be 6 - 12 months before these are available and supported by mainstream manufacturers.
10. Once the market matures, a full electrification and decarbonisation plan can realistically be developed. This would inform current and future versions of the Gisborne District Council Emission Reductions Plan.

Fleet Optimisation

11. Review of the fleet happens continuously, with vehicles being swapped between teams when vehicles can be better utilised elsewhere in the organisation. This often happens when vehicles are sold, and new vehicles purchased.
12. All fleet vehicles have the e-Roads fleet management system installed. This technology senses and sends a variety of real time vehicle data to a base station for analysis and review.

13. The following is an e-Roads fleet utilisation report for the last 6 months.



14. This report utilises a target % which for the purposes of this report has been set to 8 hours. Note that this report appears to be focussed on transport operators where time on the road is a commercial imperative.
15. Overall, utilisation is approximately 23% which is considered satisfactory. A major local contracting company sets 20% as the threshold for which a detailed review of utilisation is needed.
16. Note that the lowest two utilisation totals (9% and 10%) represent the Easter and Queens Birthday public holidays, respectively.
17. A full fleet optimisation review was last done approximately 18 months ago and is due to be updated before the end of the year. This will involve accounting for time onsite other than actual travel time, virtual meetings, working from home etc. which can impact on utilisation.

ASSESSMENT of SIGNIFICANCE

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

This Report: Low Significance

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

This Report: Low Significance

Inconsistency with Council's current strategy and policy

This Report: Low Significance

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

This Report: Low Significance

The effects on individuals or specific communities

This Report: **Low Significance**

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

This Report: **Low Significance**

18. The decisions or matters in this report are considered to be of **Low** significance in accordance with Council's Significance and Engagement Policy.
19. Many of the issues discussed in this report are relatively low-level operational issues and are low significance.

TANGATA WHENUA/MĀORI ENGAGEMENT

20. No Tangata Whenua/Maori Engagement on this topic has been undertaken, nor is it thought necessary at this level in the future. Engagement will occur as part of consideration of climate change and LTP development.

COMMUNITY ENGAGEMENT

21. No community engagement on this topic has been undertaken, nor is it though necessary at this level in the future. Engagement will occur as part of consideration of climate change and LTP development.

CLIMATE CHANGE – Impacts / Implications

22. Fleet fuel use represents approximately 2% of Council's estimated carbon footprint (AECOM, Gisborne District Council Corporate Carbon Footprint 2018/19). Options to reduce these emissions will be considered in the Gisborne District Council Emissions Reduction Plan currently being prepared.

CONSIDERATIONS

Financial/Budget

23. A vehicle renewals capital budget was set during the last LTP and is sufficient to maintain current levels of vehicle renewals in line with policy. No additional budget is requested at this time.

Legal

24. There are no legal implications associated with the decisions or matters.

POLICY and PLANNING IMPLICATIONS

25. Matters raised in this report are consistent with the Vehicle Replacement Policy 2020.

RISKS

26. There are no major risks associated with the decision or matters

NEXT STEPS

Date	Action/Milestone	Comments
1 October 2022	Full vehicle optimisation review	
1 February 2023	Review electric/pluggable utility vehicle market	If viable options to replace diesel utility vehicles exist, develop electric vehicle transition plan.

ATTACHMENTS

1. Attachment 1 - Vehicle Replacement Policy 6 September 2019 [10.1.3.1 - 4 pages]



Vehicle Replacement Policy

Policy References

Sponsor:	Director Community Lifelines
Facilitator:	Lifelines Centre of Excellence
Effective:	June 2018
Internal review due:	June 2019

1. Background

Vehicles are a key piece of equipment to enable Council to undertake its territorial and regional responsibilities. Vehicles are used by a wide variety of teams in Council in their daily work and need to be safe and appropriate for use.

This policy provides the framework to guide decisions on purchasing and replacing vehicles.

Vehicles include cars, trucks, motorbikes, tractors, ATVs and other motorised forms of transport that are owned or leased by Gisborne District Council.

2. Purpose

The purpose of these guidelines is to:

- support Council's Vehicle Use Policy
- provide clarity to Asset Manager – Fleet and COR with respect to vehicle purchase and replacement
- provide an easy to read guide for staff to manage expectations for vehicle purchase and replacement.

3. Policy Statements

- **Safety, fitness for use, and environmental sustainability will be key factors in choosing fleet vehicles and associated equipment.**

Council has a duty to ensure vehicles are purchased with their intended use in mind and include an appropriate range of safety features. This includes 'aftermarket' equipment added separately after purchase.

Council also has a responsibility to ensure that vehicles have a low impact on the environment. When choosing replacement vehicles, environmentally friendly models will be chosen, having first satisfied safety and fitness for use requirements.

As vehicle users, staff have responsibilities for their own safety and the safety of others. These are detailed in the Vehicle Use Policy.

- **Council will make vehicle decisions to reflect the best overall use of the fleet.**

This will ensure the most efficient and effective use of the fleet as a whole. This includes the right to choose models and makes, allocate or reallocate vehicles to staff for best fit across GDC. Council acknowledges vehicle use is part of employment contracts for some staff.

- **Councils vehicles will be maintained in good working order**

Council will service vehicles regularly and will check vehicles for legal roadworthiness as part of regular Warrant of Fitness (WOF) checks. Staff also have a responsibility to perform a vehicle pre-use check as detailed in the Vehicle Use Policy.

- **Vehicles will be replaced at appropriate times to promote safety and reduce operational costs.**

As vehicles age or undergo intensive use, the risk of mechanical failure increases and repair and maintenance costs increase. Council will set replacement criteria to minimise these risks and will take reasonably practicable steps to replace vehicles once outside these criteria.

4. Vehicle Makes and Models

For general use, the type of make of vehicle shall be determined by matching the operational requirements for the vehicle with the All of Government (AoG) vehicle catalogue. This offers significant savings in purchase and overall total cost of ownership.

For vehicles provided under an employment contract/agreement, details of the approved category vehicles for particular positions are determined by the Chief Executive. The VTS Business Manager will advise on the choice and prices of vehicles within the categories available.

For new employee positions, provision of a motor vehicle will be decided as part of the position approval process. Allocation of a vehicle to a position which did not previously qualify for one requires the approval of the Chief Executive.

5. General Vehicle Characteristics and Safety Features

All vehicles will be diesel, electric or hybrid (dual electric and petrol/diesel), white (high visibility), automatic, will have the GDC logo and will be ANCAP* 5 (where reasonably practicable). Light commercial vehicles should be Cab Plus or Double Cabs (for people transport during Civil Defence emergencies). All vehicles will have a 2-way digital radio and a vehicle GPS unit.

All Terrain Vehicles (ATVs) will have seatbelts and roll over protection.

Optional 'aftermarket' equipment may include:

- Special tyres
- Capacity for towing/towbars
- Decks/lifting equipment
- Other specialist equipment

Any aftermarket equipment fitted must comply with relevant standards.

* Australasian New Car Assessment Programme tests (ANCAP - available on the LTSA website www.ltsa.govt.nz)

6. Vehicle Replacement Criteria

Existing vehicles will qualify for replacement when either the following km travelled or age criteria are met.

Vehicle type	Kilometres (000 km)	Age (yrs)
Passenger (Hatch, Sedan, Wagon, SUV)	60-90	3-4
Light Commercial (Utes and Vans with limited specialist fitout)	90-120	4-5
Light Commercial (Utes and Vans with significant specialist fitout)	90-180	5-6
Medium Commercial	250-750	5-8
Heavy Trucks (over 5 tonne, HT licence)	600-1,000	7-10
Motorbikes, ATVs, tractors and other	VTs Business Mgr/GDC	Judgement *

* based on fitness for purpose, health and safety considerations and Council brand/image.

7. Vehicle Replacement Plan

Vehicles qualifying for replacement (as per criteria above) will be replaced on a risk based priority defined in a 10 year Vehicle Replacement Plan and will be approved by Director: Community Lifelines.

8. Replacement/Allocation Process

Staff requiring a change to their allocated vehicle (or to request one if their position hasn't previously needed one) should initially discuss and get approval (in principle) from their Manager/Director.

A case for a change in vehicle requirements should be emailed to GDC Vehicle Asset Manager. This should include any additional equipment requirements. Requests will be discussed with the GHL Fleet Manager and referred to the Director: Community Lifelines for approval. This will be evaluated on its own merits, but will include efficiency of the overall fleet. Any decision may include vehicle pooling or redeployment of vehicles within or across Council Hubs.

9. New Vehicle Procurement Process

Council will match operational requirements for the vehicle with those offered by suppliers in the All of Government (AoG) vehicle catalogue. This offers significant vehicle purchasing and total cost of ownership advantages. A strong business case must be made to purchase a vehicle outside of the AoG catalogue.

A purchase order must be raised and approved by the Director: Community Lifelines prior to purchase. Council staff will then source and set up the vehicle for use.

10. Sale of Vehicles

Vehicles that are replaced will be sold by open auction. Funds received from the sale process will be used to support the capital vehicle replacement programme.

11. Vehicles for summer students or temporary staff

Over the summer period, students are often employed to assist with projects and general work and sometimes need access to 4WD, light commercial vehicles. Vehicles of this class qualifying for replacement prior to Xmas would be replaced, but the existing vehicle would be retained over the summer months and onsold in autumn. Note that these vehicles would still be within policy e.g. a light commercial vehicle that has travelled 100km and is 5.5 years old is still within policy but qualifies for replacement in the near term.

12. Scope/Application

This policy applies to all sections of Council that manage and operate vehicles. This policy does not apply to Council Controlled Organisations that own and manage vehicle assets themselves e.g. Gisborne Holdings Ltd.

13. Key Vehicle Documents

- Vehicle Use Policy #856911
- Vehicle Replacement Policy #703318
- Vehicle Fleet Asset Management Plan #781880

Authorised by Chief Executive (signature)

10.2. DECISION Reports Communities



22-201

Title: 22-201 Tokomaru United Sports Club Lease
Section: Community Assets & Resources
Prepared by: Abbe Banks - Community Facilities Partnerships Advisor
Meeting Date: Thursday 15 September 2022

Legal: Yes

Financial: No

Significance: **Low**

Report to OPERATIONS Committee for decision

PURPOSE

The purpose of this report is to request the decision of the Committee to grant a new lease to the Tokomaru Bay United Sports Club for the clubrooms situated on Hatea-a-Rangi Memorial Park.

The decision required will enable the Club to pursue a project to transform an area at the back of the clubrooms from an outdoor patron's area into a dynamic rangatahi-focused area.

SUMMARY

Tokomaru Bay United Sports Club leased a footprint of land on Hatea-a-Rangi Memorial Park in 1997 for the purpose of rebuilding community clubrooms.

The lease for Hatea-a-Rangi Reserve expired – with no further right of renewal – on 31 January 2014.

The Tokomaru Bay United Sports Club wish to request the granting of a new lease of the Clubrooms with a slightly increased footprint to redevelop an outside area at the rear of the clubrooms into a rangatahi area which previously served as an outdoor patron's area for adults.

This rangatahi area is an 'early win' project within the Community Facilities business case, developed by Council, Trust Tairāwhiti and Sport Gisborne Tairāwhiti.

The proposed lease term is the maximum allowed within the Reserves Act – eleven years, with two eleven-year rights of renewal.

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

That the Operations Committee:

1. Approves notification of its intent to lease a portion of Hatea-a-Rangi Memorial Park, as required under section 54 of the Reserves Act 1977 to the Tokomaru Bay United Sports Club, for the purpose of community clubrooms and rangatahi zone.

Authorised by:

Michele Frey - Director Liveable Communities

Keywords: tokomaru united sports club lease, lease agreement, hatea-a-rangi memorial park, rangatahi, reserves act community facilities business case, trust Tairawhiti, sport Gisborne tairawhiti

BACKGROUND

1. In 1981 the Crown and the Tokomaru Bay United Football Club entered leasing arrangements over a portion of land on the reserve for the purpose of establishing clubroom facilities. In 1989 all administering powers to the reserve were passed from the Crown to the Gisborne District Council. The original leasing arrangements between the Crown and the Tokomaru Bay United Football Club covered the maximum term allowed by the Reserves Act 1977 (a period of 33 years).
2. In 1997 the Tokomaru Bay United Sports Club, as it was then known, commenced the building of Clubrooms on the reserve.
3. The lease for the Tokomaru Bay United Sports Clubrooms expired on 31 January 2014 with no further right of renewals.
4. As a part of the 'early wins' projects outlined in the Tairāwhiti Sports Facilities Business Case, the development of a rangatahi zone at Hatea-a-Rangi Clubrooms was earmarked for investment. Trust Tairāwhiti has allocated a funding envelope of up to \$15m towards the early win's projects, indicating an intent to invest in the rangatahi zone in principle.
5. Tokomaru Bay has limited sporting facilities and can benefit from targeted upgrades to ensure fit-for-purpose and multi-purpose community facilities. The proposed changes to the clubrooms include adding a multi-purpose court behind the existing clubrooms for use by local rangatahi and the community. The area has traditionally been a beer garden-style outdoor space that is now used by a limited number of smokers, and it is in poor condition. The intention is to provide a rangatahi-focused space as an alternative to the existing indoor spaces within the clubhouse.

DISCUSSION and OPTIONS

6. Tokomaru Bay United Sports Club request a renewed lease of the clubrooms with an increased footprint to redevelop an outside area at the rear of the clubrooms into a rangatahi-focused area that previously served as a smoking area for adults.
7. The proposed site for the lease and new development is within the Hatea-a-Rangi Reserve.



8. The Club have the desire to extend the area to close to the rear boundary line to enable the installation of an indoor multipurpose court where Rangatahi and community members can play basketball, netball, tennis and squash. Noting that there are no other court facilities in the community that would serve this purpose.
9. Extension of the leased footprint from the previous lease allows the proposed capital upgrade to convert the current smokers' area and the adjacent land to a community multi-purpose court facility.
10. The value of court facilities would enhance the activation of the space and allow youth to participate in active recreation during and after sports matches at the reserve.
11. Hatea-a-Rangi reserve has noteworthy recreational and wellbeing value as it is the only sports ground in Tokomaru Bay.
12. The Tokomaru Bay United Sports Club serves as a community hub, closely intertwined in the town's social fabric.
13. Renewal of the lease ensures the continuation of the Club, and provision of a facility for community events and gatherings.
14. A necessary precursor to development of a facility on a recreation reserve is the granting of a lease.
15. The proposed term is the maximum allowed within the Reserves Act – eleven years, with two eleven-year right of renewals. The land use would also be bound by the Act.
16. The Reserves Act requires that a new lease be publicly notified for 30 days.
17. The lease would be granted under Section 54 (1) (b) and (d) of the Reserves Act 1977, subject to prior public notification under Sec 54 (2) of the Act.
18. Should the Committee approve, Council will notify its intent to grant a lease to the club. The nature of feedback from the community will inform how Council progresses:

No quantifiable objection from community	Lease granted to club
Minor community objection	Feedback assessed and, where justified, reflected in the lease terms proposed to the club.
Significant objection from community	Feedback summarised and brought back for Committee consideration.

Options

Option	Advantages	Disadvantages
Council notifies its intent to grant a lease for a slightly larger footprint than previously (preferred) .	Club can continue to occupy site. Enables club to progress the rangatahi zone capital project. In alignment with the Community Facilities Strategy Business Case.	Small increase in footprint of buildings.
Council notifies its intent to grant a lease for the original site only.	Club can continue to occupy site. No reduction in open space.	Delays or prevents rangatahi zone development.
Council does not approve notification of intent to grant a lease.		Sports Club would no longer have rights to the exclusive use of the site. Discontinuation of the facility would have a significant, negative wellbeing impact.

ASSESSMENT of SIGNIFICANCE

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

This Report: **Low** Significance

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

This Report: **Low** Significance

Inconsistency with Council's current strategy and policy

This Report: **Low** Significance

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

This Report: **Low** Significance

The effects on individuals or specific communities

This Report: **Low** Significance

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

This Report: **Low** Significance

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

TANGATA WHENUA/MĀORI ENGAGEMENT

20. Community and stakeholder engagement was a critical component of developing the Tairāwhiti Sports facilities business case. This business case outlines the Tokomaru Bay United Sports Club's project to develop a rangatahi area at the rear of the clubrooms. The business case received endorsement from the Rau Tipu Rau Ora Governance Group, which includes representatives of Te Runanganui O Ngāti Porou.

COMMUNITY ENGAGEMENT

21. This report recommends that Council publicly notifies its intent to lease, and considers any objections received before finalising a decision. If significant objection is received, this would be brought back to Council for consideration.
22. Community and stakeholder engagement was a critical component of developing the Tairāwhiti Sports facilities business case. This business case outlines the Tokomaru Bay United Sports Club's project to develop a rangatahi area at the rear of the clubrooms.
23. Locally-led community consultation identified the need for multi-purpose court space.

CLIMATE CHANGE – Impacts / Implications

24. As a community, Tokomaru Bay is facing significant adaptation challenges due to climate change, noting recent and worsening weather events.
25. The current location of the Clubrooms sits on an elevated site and has not been subject to major surface flooding in the recent weather events.

CONSIDERATIONS

Financial/Budget

26. The lease fee for the clubrooms will align with Council's rental calculator for community occupancy.

Legal

27. The granting of a land-only lease for the proposed facility is permissible under the Reserves Act 1977. It is however required that this be publicly notified for 30 days.

POLICY and PLANNING IMPLICATIONS

28. Granting of the lease and the redevelopment of the clubroom's outdoor smoking area is consistent with several plans and strategies, including:
 - Gisborne District Council's Sports Park Management Plan
 - Gisborne District Council's Community Facilities Strategy – Investment principles
 - Community Facilities Business Case
 - Tairāwhiti Rau Tipu Rau Ora Recovery Plan.

RISKS

29. There are no significant risks associated with the decisions in this report.

NEXT STEPS

Date	Action/Milestone	Comments
Mid-September	Prepare Draft Lease	For review during public notification process
Late September	Notify Council's intent to grant a lease.	This will be publicly notified for 30 days.
Late October	Grant a lease to Tokomaru Bay United Sports Club	Pending public feedback. If significant objection is received, this would be brought back to Council.

10.3. INFORMATION Reports Communities



22-204

Title: 22-204 Makorori Master Plan Update

Section: Liveable Spaces

Prepared by: Tyler Kirk - Team Leader Planning

Meeting Date: Thursday 15 September 2022

Legal: No

Financial: No

Significance: **Low**

Report to OPERATIONS Committee for information

PURPOSE

The purpose of this report is to provide an update on the Makorori Master Plan, and to summarise feedback received to date.

SUMMARY

In response to ongoing management issues at Makorori Beach, Council is in the process of developing a Master Plan, which will be the first unified, guiding document for the beach.

The plan seeks to balance the protection and enhancement of a natural taonga, in the face of constantly increasing recreational pressure.

Consultation is currently underway for the plan through community reference group workshops, and an online survey.

Consultants, Xyst, have provided a consultation overview (**Attachment 1**) to summarise the issues and opportunities raised by community to date.

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

That the Operations Committee:

1. Notes the contents of this report.

Authorised by:

Michele Frey - Director Liveable Communities

Keywords: Makorori beach, Makorori master plan, management of Makorori beach, protection and enhancement of natural taonga

BACKGROUND

1. Members of the Makorori community have presented a wide range of issues concerning activities and use of Makorori Beach, reserves and foreshore areas to Council over recent years.
2. In May 2021, the Operations Committee resolved to develop a Reserve Management Plan for the beach **[report 21-74]**.
3. In scoping the Reserve Management Plan, it was recognised that a spatially oriented Master Plan would be a more effective planning tool given the issues and aspirations for the plan.
4. A Master Plan provides a way to capture multiple issues across a wide landscape (not just Council reserve areas) and aligns accountability with stakeholders; with their input and support. It can also guide visitor and environmental management as well as any future development along the Makorori Beach and foreshore area.
5. Council subsequently noted this revised approach in December **[report 21-285]**.
6. Consultation for the Makorori Master Plan is currently underway, and an update has been provided to the Committee of feedback received to date through this process.

DISCUSSION

Process for community engagement

7. Key community stakeholders who represent a significant portion of regular-user groups and interest groups were contacted, advising them of the project and seeking their initial views, in early 2022.
8. A series of collaborative pre-design workshops are now underway with a cross section of interested parties. The intention is to help develop ideas for the Master Plan that will reflect the aspirations of the wider community.
9. To date, two community reference group meetings have been held, with a third and final meeting planned for October.
10. Each meeting has seen 15-20 participants – a mixture of residents, recreational user groups, mana whenua and interested agencies.
11. Additionally, a short online survey was prepared and released to the public on Friday 26 August 2022 to enable wider community feedback to inform the development of the draft Master Plan.
12. Once a draft Master Plan is developed, further community input will be sought through a submission process.

Overview of feedback

13. Overall, most feedback to date has focused on dune degradation, issues relating to vehicle access and carparking. There is a particularly strong view from stakeholders that dune damage from vehicle access is unacceptable and better management is a priority.

14. Dune restoration and weed management were cited as particularly important and of priority.
15. Key issues for Makorori residents focused mostly on impacts relating to vehicles on the beach such as dune damage, noise, and speed.
16. Private landowners highlighted the general challenge of managing public access and use of private property located on the foreshore. A range of issues were raised generally relating to damage from vehicles, rubbish dumping and lack of respect for private property.
17. Safe access off State Highway 35, the need to rationalise carparking and upgrade designated carparks were raised by all stakeholders.
18. The lack of toilets and poor quality of public facilities such as seating, picnic tables and formed carparking areas was regularly raised and it was noted by many that a coordinated approach to provision of recreation facilities is needed.
19. All stakeholders supported a future vision for Makorori that focused on safety for beach users and access to recreation that is balanced with protection and enhancement of the natural environment.
20. Specific issues and opportunities under each of these areas are explored further within the attached consultation summary.

ASSESSMENT of SIGNIFICANCE

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: **Low** Significance

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

Overall Process: **Medium** Significance

This Report: **Low** Significance

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

TANGATA WHENUA/MĀORI ENGAGEMENT

22. We are working closely with Ngāti Oneone in the development of the Master Plan.
23. Their involvement will be critical to establishing a vision and values for the plan grounded in a Māori worldview and filtering the design opportunities by this framework.

COMMUNITY ENGAGEMENT

24. Community engagement has been conducted to date through three key methods:
- a. Direct stakeholder consultations
 - b. Community reference group meetings
 - c. Community online survey
25. Further input will be sought when a draft Master Plan is prepared.

CLIMATE CHANGE – Impacts / Implications

26. The impacts of climate change are being considered through the Master Plan preparation process, consistent with the New Zealand Coastal Policy Statement and Tairāwhiti 2050.

CONSIDERATIONS

Financial/Budget

27. There are no financial implications arising from the matters contained in this report.

Legal

28. There are no legal implications arising from the matters contained in this report.

POLICY and PLANNING IMPLICATIONS

29. The Master Plan is in strong alignment with the Community Facilities Strategy's network hierarchy, in its efforts to develop the beach into a regional destination park.
30. The Tairāwhiti Resource Management Plan review could see changes to land use and resource management in coastal communities, which could impact reserve planning.
31. An omnibus (multi reserves) coastal reserves management plan is part of Council's long-term work programme. It is not being progressed currently due to higher priority projects.

RISKS

32. One risk is that we've captured a broad range of issues from the community through consultation, and some of these will take significant time and resources to meaningfully address. We're working to manage expectations, as a number of subsequent processes may be required to solve some of the issues brought forward.

NEXT STEPS

Date	Action/Milestone	Comments
September-October	Draft Master Plan drafted alongside subject matter experts	
October-November	Draft Master Plan refined with mana whenua and community reference group	
November-December	Draft Master Plan brought back to Council	
Early 2023	Consultation on Draft Master Plan, and Master Plan refined and adopted	A hearing may be required, depending on the nature of feedback and level of interest.

ATTACHMENTS

1. Attachment 1 - Makorori Master Plan - Consultation Summary [**10.3.1.1** - 9 pages]

Makorori Master Plan

Pre-design consultation summary

August 2022

Prepared for Gisborne District Council by:



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1.0 Engagement overview

Mana Whenua

Upon commencement of the project, we reached out to Ngāti Oneone to discuss this piece of work. We have since worked primarily with Nikki Searancke.

We're working to capture a pre-european history of the beach, and use this perspective to form a bicultural vision for its future.

Gisborne District Council

Several different teams within Gisborne District Council (GDC) have been engaged and provided subject matter expert input and insight into the pre-design phase of this project. These teams include:

- Journeys
- Waste
- Biodiversity
- Coastal services
- Compliance and monitoring
- Land stability

Council Ecologist Don McLean has provided a comprehensive ecological assessment for Makorori with a focus on dune and hillslope vegetation.

Council Principal Scientist Dr Murry Cave has provided insight into land stability issues and initiated an aerial photography-based beach and dune monitoring programme to establish baseline data for the Master Plan to assist future planning.

Private landowners

While the Makorori Master Plan has a broad scope of point to point and ridge to ridge, the area of focus for the plan is seaward of SH35 and Makorori Beach Road. Some of this area is held in private ownership by:

- Richard and Robyn Busby, Makorori Station
- Multiple registered landowners for: Lot 3 Deposited Plan 427106, Part Pouawa 1 Sbdn 3 Lot 2 Sec 7 Block and Section 1 Survey Office Plan 440164
- Digby and Charm Fraser, Waimoana Station
- Tom Carrol (absentee owner), land at Makorori Headland

Government Agencies

A number of government agencies have a specific interest in Makorori including:

- Waka Kotahi - New Zealand Transport Agency
- New Zealand Police
- Department of Conservation

Council has had a close working relationship with these agencies in relation to Makorori over a number of years. The project team has engaged with, and will continue to work with, all three agencies throughout the development of this plan.

Key stakeholders

Key community stakeholders who represent a significant portion of regular-user groups and interest groups were contacted, advising them of the project, in early 2022. Initial meetings were held between March and July with the following stakeholders:

- Makorori Village residents
- Gisborne Boardriders
- Gisborne Motorcycle Sports Club
- Forest and Bird

Community Reference Group (CRG) Workshops

The Council teams, government agencies and key stakeholder groups outlined above represent a large portion of the Tairāwhiti community who regularly use Makorori or have an interest or connection with Makorori.

A series of collaborative pre-design workshops are currently underway with representatives of these groups. The intention is to help develop ideas for the plan that will likely reflect the views of a wider community prior to development and consultation on the draft Master Plan.

Workshop Schedule:

24 August Workshop 1 - Issues and challenges

The first workshop focused on clarifying and defining issues, both current and potential future challenges, and establishing what is important at Makorori.

31 August Workshop 2 - Vision, opportunities, and key moves

The second workshop had a future focus, it included establishing a vision for the future of Makorori, identifying future outcomes, opportunities and key moves that would help implement the vision.

Workshop 3 (date TBC) - Review and refine draft

The third and final workshop in the series will look to test key aspects of the draft plan with the CRG, to ensure the project team has interpreted feedback correctly. It will also provide an opportunity for the project team to share the wider communities' views, provided through the community survey, and allow the group to suggest any adjustments to the draft based on the initial community feedback.

Community Survey

A short online survey was prepared and released to the public on Friday 26 August 2022 to enable wider community feedback to inform the development of the draft Master Plan.

The survey consisted of seven questions relating to use of Makorori and specific questions around some of the key issues that have been raised through stakeholder engagement. There

was also an opportunity for people to raise issues, or provide comments on other topics we may not have considered.

At the time of writing this update the survey was still open.

2.0 General overview of feedback to date

Overall, most feedback was focused on dune degradation, issues relating to vehicle access and carparking. There was a particularly strong view from most stakeholders that dune damage from vehicle access is unacceptable and better management is a priority.

Dune restoration and weed management was cited as particularly important and needs to be a priority, whilst people also noted the need to control wilding pines and other exotic tree species on the hillslopes and riparian margins.

Key issues for Makorori community focused mostly on impacts relating to vehicles on the beach such as dune damage, noise and speed. Whilst residents were keen to see vehicles on the beach minimised they supported access for boat launching to remain. Other issues included carparking congestion along Makorori Beach Road, lack of public toilets and vegetation management, particularly the need for succession planning for specimen trees such as Norfolk Pines.

Private landowners highlighted the general challenge of managing public access and use of private property located on the foreshore. A range of issues were raised generally related to damage from vehicles, rubbish dumping and lack of respect for private property.

Carparking and vehicle access were key issues for the Gisborne Board Riders. Dangerous access from SH35 particularly at Makorori Point carpark and other undeveloped carparking areas was highlighted. Dedicated self-contained camping spaces in Red Bus carpark is a particular issue. Carparking space is limited and camping vehicles further limit space for surfers and other day visitors. It also displaces parking to the adjacent private land particularly on days of good surf or during events. The board riders supported equal and practical access to the beach for all users balanced with conservation and enhancement of the natural environment.

Gisborne Motor Cycle Sports Club shared concerns about damage to the dunes and the need for dune protection. They advised their event had various measures in place to avoid dune damage and also shared concern about the reckless behaviour from some motorbike and vehicle users on the beach and dunes outside of their event.

Safe access off SH35 and the need to rationalise carparking and upgrade designated carparks was raised by all stakeholders. However there was also general consensus regarding the challenge of defining where carparks are best located and the difficulty of keeping vehicles out of other areas once designated carparking areas have been allocated.

The lack of toilets and poor quality of public facilities such as seating, picnic tables and formed carparking areas was regularly raised and it was noted by many that a coordinated approach to provision of recreation facilities is needed.

A number of people raised support for a walking and cycle track connecting Wainui and Makorori and the challenges of developing this access given the lack of public land at Makorori point.

All stakeholders supported a future vision for Makorori that focused on safety for beach users and access to recreation that is balanced with protection and enhancement of the natural environment.

3.0 Main themes

The main themes in the feedback relating to Makorori included:

- Dune protection
- Carparking, access and vehicles on the beach
- Toilet provision
- Recreation facilities
- Camping
- Public use of private land
- Increasing visitor numbers

4.0 Specific issues

- **Dune protection**
 - Damage to dunes from vehicles parking and driving unrestricted through dunes
 - Invasion of weeds and exotic plants in dunes
 - Dune damage from multiple ad-hoc/informal and uncontrolled access points into and through dunes
 - Lack of public understanding of causes of dune damage
 - Poor drainage from SH8 creating wet areas in some back dune areas
 - Significant invasion of garden escape weeds and pest plants engulfing dunes in front of Makorori Village houses
 - Weeds throughout dune system transported by vehicles
- **Carparking, access and vehicles on the beach**
 - Limited carparking capacity at popular surf breaks
 - Inefficiency of unformed/undeveloped carparks
 - Dangerous access to many parking areas from SH35
 - Speed and reckless driving on the beach is a safety issue for other beach users
 - Noise and other vehicle-based antisocial behaviour in front of the Makorori Village impacts residents
 - Parking congestion along Makorori Beach Road from residents' vehicles and beach/reef users
 - Lack of carparking and amenities between Northern's carpark and in front of Makorori Village
 - Poor drainage from SH38 creates wet areas in back dune not suitable for carparking, ie Farmhouse surf break area
- **Toilet provision**
 - General lack of toilet provision in high use areas, ie Makorori Point carpark and Makorori Village

- Current toilet provision is insufficient to cater for existing and increasing numbers of beach users
- Poor quality and location of existing toilets doesn't encourage use
- **Recreation facilities**
 - Poor quality recreation facilities, ie seats, tables, etc
 - Uncoordinated approach to recreation facilities, ie wrong thing in the wrong place
 - Limited, ageing, uncoordinated and poorly developed visitor facilities, ie picnic areas, beach access, carparking/arrival areas
 - Issues with freedom camping at Farmhouse surf break area and other non-designated locations
 - No easy, safe and legal access to Makorori Point from point carpark
- **Camping**
 - Freedom camping occurring in the dunes
 - Not enough space to have dedicated parking for self-contained camping at Red Bus carpark
 - Dedicated camping spaces reduce opportunity for surfers and other regular recreational users
 - Freedom camping vehicles regularly spill out into non-designated carparks
 - View that self-contained camping should not need to be located near toilet facilities
- **Public use of private land**
 - Damage to private land from recreational use, vehicles, machinery storage, rubbish, freedom camping and human excrement
 - Lack of respect and understanding from public about what is private land
 - Often no permission/approval sought to use private land for events, machinery storage, etc
 - Informal access created and used over private land without approval
 - Council not honouring previous agreements with landowners
- **Increasing visitor numbers**
 - Increasing visitor numbers creating more frequent conflicts between users
 - Increasing use creating impacts for Makorori Village residents, ie carparking pressure, rubbish, toileting in bushes and dunes, noise and increased vehicle use on the beach
- **Other**
 - Increased frequency of slips and sediment from hillslopes onto the beach
 - Concern about the health of the reef system and threats to wildlife, ie sea birds, little blue penguin

5.0 Opportunities identified

- **Dune protection**
 - Plan and manage access to dunes including:
 - Designate pedestrian accessways to beach

- Reduce access points for vehicles off SH35 and designate beach access points for vehicles, supported by bollards, landscaping and other physical interventions to help control/guide/limit beach access
 - Improve public understanding of dune damage and importance of restoration initiatives
 - Develop a strategic dune protection plan that takes account of the different users and where the pressure points are now and likely to be in the future
 - Clear culverts that channel water from Makorori Station through dune system to improve drainage and reduce wet areas in back dune areas
 - Initiate a public education programme relating to issues caused by vehicles on the beach through newspaper articles, schools, Wainui/Okitu Store posters, and leaflets on vehicles
 - Implement a Makorori-wide dune restoration and native coastal restoration planting programme
- **Carparking, access and vehicles on the beach**
- Restrict vehicles on the beach to boat launching and emergency services, and tie in with vehicle-free coast initiative
 - Create dedicated beach access and vehicle parking area on the beach at end of Makorori Beach Road for divers/reef goers
 - Limit boat launching to single designated location
 - Increase enforcement around vehicles on beaches and support maximum fines for speeding on the beach
 - Remove or relocate dedicated freedom camping parking spaces from Red Bus car park
 - Increase monitoring and enforcement of illegal freedom camping
 - Keep vehicles from parking on beach in front of Makorori Village
 - Retain access to the reef for diving and kai-moana
 - Rationalise carparks and access to beach, and identify and develop designated carparking areas along Makorori foreshore that are safe, practical and in environmentally sustainable locations. Three to four formal carparks are required between Red Bus and Northern's carpark, ie Red Bus, Creek, Northern's and one other – potentially where motorbike beach event staging is held where the dune system is wide and stable and safe access onto SH8 exists
 - Reconfigure and redevelop existing carparks to maximum capacity and function reducing the need to park in informal locations in dunes
 - Redevelop Northern's carpark – including moving carparking back towards the road, creating a buffer and relocating picnic area to the seaward side of carpark to increase carpark capacity, function and dune protection
- **Recreation**
- Provide more visitor facilities to encourage and concentrate visitor use to specific areas, ie near carparks and high-use areas where impacts can be managed
 - Create formed walkway/cycleway on the back dune area adjacent to the road
 - Connecting walkways from Wainui to Makorori Headland to Makorori Beach
 - Create formal access from Makorori Point carpark to the water's edge

- **Toilets**
 - Expand capacity and quality of existing toilets
 - Consider additional toilets in key locations such as all designated carparks
 - Trial temporary/portable toilets during peak use / summer periods in high-use locations, eg end of Makorori Beach Road, Makorori Point carpark and other established carparks, and the playground area
 - Include counters on temporary toilets to help inform decisions for future need for permanent facilities
- **Vegetation management**
 - Native succession planting (that considers residents' views) to eventually replace Norfolk Pines along Makorori Beach Road
 - Increase native vegetation cover along foreshore
 - Implement a wilding pine, poplar and other exotic plant/tree control and removal programme particularly on hill behind Makorori Village
- **Public use of private land**
 - Review the existing landowner approval process for events at Makorori and develop a joint event approval process and conditions between GDC departments, NZTA, and landowners
- **Other**
 - Work towards creating a stronger sense of ownership amongst users
 - Create an understanding of the history of Makorori to help encourage users to respect and care for the place

6.0 Next Steps

- Review and analyse community survey feedback
- Work with subject matter experts to prepare draft plan
- Internal review of draft plan
- Review of draft with mana whenua
- Final Community Reference Group Workshop to review key aspects of plan
- Workshop draft with elected members
- Seek feedback from wider public on draft Master Plan

Title: 22-122 Cobham School Neighbourhood Play System
Section: Liveable Spaces
Prepared by: Tyler Kirk - Community Facilities Partnerships Advisor
Meeting Date: Thursday 15 September 2022

Legal: No	Financial: No	Significance: Low
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Report to OPERATIONS Committee for information

PURPOSE

The purpose of this report is to provide an update on the progress to improve play opportunities in Elgin.

SUMMARY

It's been recognised for some time that access to play and play space in Elgin is significantly poorer than elsewhere in the region.

The issue was once again brought to Council's attention through the 2021 Long Term Plan consultation, in which the community group, E Tū Elgin advocated for a new, public playground. In response to their submission, Councillors requested that Council work with Sport Gisborne Tairāwhiti (SGT) and E Tū Elgin to address play provision in Elgin and provide updates.

There are a number of ways in which these organisations, and others, are working to improve play opportunities in the suburb. These range from short-term opportunities to medium- and long-term systematic change, and include:

- A mobile play trailer facilitated by E Tū Elgin.
- Facilitating public use of the new Elgin School playground.
- Development of a Neighbourhood Play System (**Attachment 1**).

A Neighbourhood Play System (NPS) has been developed to take this long-term, systematic view of play in Elgin. It's a tamariki-led spatial planning exercise that considers all factors which contribute to a play friendly neighbourhood.

The five key recommendations arising from the Cobham School NPS are:

- Restoration of Reynolds Creek.
- Revitalisation of Elgin Shops.
- Creation of a Rail Corridor Active Transport Network.
- Te Waharoa Gateway to the City.
- Creation of a Community 'House' of Entertainment.

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

That the Operations Committee:

- 1. Notes the contents of this report.**

Authorised by:

Michele Frey - Director Liveable Communities

Keywords: elgin play area, elgin neighbourhood play system, NPS, restoration of Reynolds creek, elgin shops, rail corridor, te waharoa, E Tu Elgin

BACKGROUND

1. The lack of provision of quality, public play space has been discussed within Council over multiple decades.
2. The suburb of Elgin has small Council reserves with limited provision of play facilities at Blackpool and Centennial Crescent Reserves. The closest significant playground is the Adventure Playground, over two kilometres away and separated by an industrial subdivision and a state highway.
3. Previous attempts to address the lack of provision of play facilities in the suburb have repeatedly encountered two significant barriers – the lack of suitable Council-owned land, and the lack of undeveloped private land available for acquisition.
4. Both factors are symptomatic of the rapid nature by which Elgin was developed and populated - a common outcome of the urban intensification of the 1950s and 1960s.
5. During the 2021 Long Term Plan Consultation, E Tū Elgin, on behalf of the Elgin community advocated for the development of a public playground in their suburb.
6. It was agreed that Council would work with Sport Gisborne Tairāwhiti and E Tū Elgin to identify opportunities to address the need for greater play opportunities in Elgin.

Short-term solutions for play provision

7. While addressing play barriers and opportunities at a neighbourhood level is a complex, and systematic issue, progress is being made to offer immediate improvements where possible.
8. In mid 2021, Elgin School built a new playground of moderate scale. On the basis that this would be available for public use outside of school hours, Council provided a small operational grant for the purchase and delivery of soft fall (woodchip).
9. Additionally, E Tū Elgin was successful in seeking funding for the purchase and administration of a mobile play trailer.
10. The trailer, filled with sport and play equipment is intended to provide 'pop up' play events outside of school hours, at a range of Elgin parks and schools.
11. While this will provide quality play experiences in its use, it will also enable the community group to trial various neighbourhood parks for their suitability as more developed community play spaces.
12. The trailer is expected to become operational in late 2022.

Development of the Neighbourhood Play System

13. In late 2021, Sport Gisborne Tairāwhiti approached Sport New Zealand, proposing to use Elgin as a pilot suburb for a tamariki-led urban planning approach.
14. The Neighbourhood Play System was a model conceived by Urban Planning firm ARUP and Sport New Zealand. The premise is to understand how various urban systems impact the play experiences of tamariki in their community and to support the development of initiatives that contribute to creating an equitable tamariki-friendly urban environment.

15. Elgin (via Cobham School) was one of the first suburbs in Aotearoa to employ this model, which was implemented in partnership between Sport Gisborne Tairāwhiti and Healthy Families East Cape.
16. The Cobham School NPS was subsequently designed through a series of workshops with tamariki of Cobham School, supported by a desktop analysis exercise.

DISCUSSION

Neighbourhood Play System findings

17. The NPS report acknowledges the challenges previously cited in conversations focussed on improving play outcomes in Elgin, including:
 - a. Lack of public land.
 - b. Heavy commercial roads with limited safe crossings.
 - c. Poor street layout which lacks passive surveillance.
18. A great deal of the feedback from kids centred on feelings of safety, and their parents' apprehension about them playing in public spaces. The two key dangers noted were traffic and violence.
19. The report takes a broader view of play opportunities than that of previous play space assessments, and explores the following factors of a successful play system:
 - a. Access and movement.
 - b. Built and natural environment.
 - c. Awareness and agency.
 - d. Enjoyment.
20. With these factors considered, the report recommends a number of improvements to the play system beyond the provision of public playgrounds.

Neighbourhood Play System recommendations:

21. Restore Reynolds creek, by planting native shrubs and trees endemic to the area.
22. Revitalise Elgin shops to strengthen community connection through a physical 'heart' of the suburb.
23. Develop an active transport corridor along the Waikanae Stream, Reynolds Creek and disused Makaraka train line.
24. A placemaking initiative to create Waharoa at the main entrances to the suburb, in recognition as its role as the gateway to the city and region for many visitors.
25. Develop a Whare Tapere – community house of entertainment at Cobham School. It's suggested that this could constitute a playground, sport or recreation facilities as designed by the community.

Implementation of the Neighbourhood Play System

26. The NPS report recommends a multi stakeholder approach to the implementation of its recommendations.
27. There are a number of recommendations that Council are supporting through its current and planned operations, including:
 - a. The restoration of Reynolds creek, through the planting carried out this winter under the Freshwater Improvement Fund.
 - b. Investigation of new active transports links, through our collaboration on walking and cycling projects.
 - c. Ongoing assessment of suitable sites for a neighbourhood playground, particularly through the pop-up events hosted by E Tū Elgin.
 - d. Other planned renewal programmes, including street tree planting and streetlight upgrades.
28. Further support of the recommendations would require resource not currently allocated in the Long Term Plan.
29. Our continued work with community organisations in play, and the implementation of the NPS will determine whether additional resource is to be sought through the 2024-34 Long Term Plan, particularly with regard to a neighbourhood playground.
30. The key determinant will be strong alignment with GDC's Community Facilities Strategy's Investment Principles.

ASSESSMENT of SIGNIFICANCE

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: **Low** Significance

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

Overall Process: **Low** Significance

This Report: **Low** Significance

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

TANGATA WHENUA/MĀORI ENGAGEMENT

32. It's understood that a level of Māori engagement was undertaken in the development of the NPS report by Sport Gisborne Tairāwhiti.
33. It's noted within the NPS that the implementation of each recommendation requires further consultation.

COMMUNITY ENGAGEMENT

34. Tamariki from Cobham School informed the findings and recommendations within the NPS. It's been subsequently shared with E Tū Elgin and other community organisations.
35. Further engagement would be required if Council were to support the implementation of some of the more significant recommendations.

CLIMATE CHANGE – Impacts / Implications

36. The NPS, and the matters arising from this report have no specific climate change implications.

CONSIDERATIONS

Financial/Budget

37. Council is currently supporting the implementation of some of the recommendations of the NPS with existing resources.
38. There are areas where additional budget would be required to implement, and these will be considered through the 2024-34 Long Term Planning process.

Legal

39. There are no legal implications in the preparation of this report.

POLICY and PLANNING IMPLICATIONS

40. The NPS has a level of alignment with Tairāwhiti 2050 – Spatial Plan, in its role in providing equitable distribution of Community Facilities. However, the NPS' active corridor links were not foreseen in the Spatial Plan.
41. The NPS seeks to address the lack of public space in Elgin, a core outcome of the Community Facilities Strategy's Parks and Open Spaces Plan.

RISKS

42. In its development, the NPS has consulted a cross section of community, however implementation of the more significant recommendations would require further engagement with Mana Whenua and the wider community.

NEXT STEPS

Date	Action/Milestone	Comments
Late 2022	Support E Tū Elgin's facilitation of pop up play in Elgin parks and schools.	

ATTACHMENTS

1. Attachment 1 - Cobham School Neighbourhood Play System (full report) [10.3.2.1 - 36 pages]

Neighbourhood Play System Cobham School

ELGIN, GISBORNE TAIRĀWHITI
FEBRUARY 2022

Sport 
Gisborne | Tairāwhiti

**healthy
families**
East Cape

 **SPORT
NEW ZEALAND
IHI AOTEAROA**

Te Kāwanatanga o Aotearoa
New Zealand Government

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Executive summary

Sport New Zealand Ihi Aotearoa, Sport Gisborne Tairāwhiti and Healthy Families East Cape (HFEC) are committed to increasing opportunities for tamariki, rangatahi and whānau to access quality play opportunities and experiences.

With the support of Sport NZ, Arup and the Gisborne District Council, Sport Gisborne Tairāwhiti and Healthy Families East Cape explored and tested the Neighbourhood Play System Blueprint of play sufficiency within the suburb of Elgin and the neighbourhood surrounding Cobham School. This document is a comprehensive assessment of the neighbourhood that surrounds Cobham School and evaluates the opportunities identified through an assessment and consultation process for creating playful neighbourhoods through tamariki co-designed play initiatives.

The Blueprint is a radical approach to urban design in that it places the key stakeholder, our tamariki, at the centre of the design process. Through co-design practices with the tamariki of Cobham School in the suburb of Elgin, the key barriers and opportunities to play in their neighbourhood have been identified and shaped into powerful initiatives that have the potential to dismantle the systems of play inequity in Tairāwhiti.

The kaupapa of this project was to understand how various urban systems impact the play experiences of tamariki in their community and to support the development of initiatives that contribute to creating an equitable tamariki-friendly urban environment.

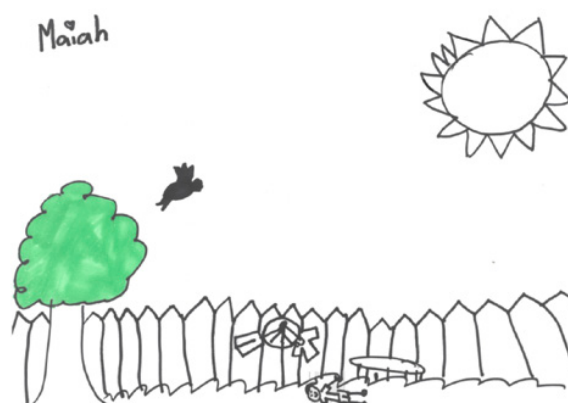
The population of Elgin predominately identify as Māori, with Māori making up a far greater proportion of the Elgin population than the national average. The proportion of Elgin residents that speak Te Reo Māori is also far higher than the national average. Elgin is a relatively young community with 25% younger than 15 years of age compared to the national population of 19%. There is low access to basic forms of education, transport, and communication with personal and household incomes and home ownership also all lower than the national average.

Compounding these statistics is the fact that the Elgin community faces many daily challenges including gang activity, roaming dogs, busy roads and a lack of investment in infrastructure and planning. The community of Elgin has also been plagued by decades of neglect and poor urban design that has essentially cut the suburb and its people off from the city centre, the surrounding environment, and each other. One of the main challenges for the tamariki of Elgin is the lack of a publicly accessible playground, which has won Elgin the unenviable title of 'The Play Desert'. There is however a lot of pride in the school and wider community as well some active play champions and community groups achieving some great mahi. The tamariki also have the old-school luxury of being able to free-range across their neighbourhood and the broader Tairāwhiti play network.

This Blueprint takes a Te Ao Māori view of the health and wellbeing of the Elgin community and the broader play system. This reflects the high proportion of Māori who live, work and play in Elgin and the holistic approach of the Sport Gisborne Tairāwhiti Manawakura kaupapa and their Te Waharoa concept for Cobham School. Utilising the Te Ao Māori framework of Te Whare Tapa Whā as a tamariki-friendly urban design tool has allowed the identification of five opportunities for a healthy and equitable Elgin Neighbourhood Play System:

- **Where I am - Tākaro Taiao (Nature Play):** - Reynolds Creek Restoration
- **Who I am - Tākoro Hapori (Village Play):** - Elgin Shops Revitalisation
- **What I am - Huarahi Tākaro (Play Corridors):** - Rail Corridor Active Transport Network
- **How I am - Te Ara Tākaro (Play on the Way):** - Te Waharoa Gateway to the City
- **Why I am - Papa Tākaro (School Ground Play):** - Te Whare Tapere - Community 'House' of Entertainment

Capitalising on these five opportunities to create an equitable Tairāwhiti Play System will require strong local governance, vocal play champions drawn from key Elgin community stakeholder groups and a continuation of the inspiring community-led, co-design approach with the tamariki of Cobham School. As a tamariki-led framework, this blueprint recognises and elevates young people as valued contributors to society, giving them the space to participate, assume agency and take responsibility for factors that affect their daily lives.



Introduction

The significance of play

Cities have a crucial role to play in shaping urban environments that meet the everyday needs of our tamariki. Tamariki have the same needs from their urban environments as everyone else: safe and clean streets, access to green space, clean air, things to do, the ability to get around, the freedom to see friends, and somewhere to call home. Each city needs to shape a context specific approach, building on their unique cultural, political, socio economic and environmental conditions and drivers, to realise the benefits of play through child-friendly urban planning.

What is play?

If we think back to our childhood memories, play is spontaneous, tamariki-led and directed, freely chosen with no pre-determined outcome, fun, accessible, challenging, social and repeatable. It is usually highly active with elements of challenge and risk that test boundaries in an imaginative way. Play allows tamariki the space to practice, learn and develop the skills they need to be active for life, including fundamental movement skills, self-directed creativity and innovation, social and emotional connections, resilience, independence, leadership and informed risk-taking.

The right to play

Children have the right to play and this right is encapsulated in the United Nations Convention on the Rights of the Child - Article 31: "That every child has the right to rest and leisure, to engage in play and recreational activities appropriate to the age of the child and to participate freely in cultural life and the arts".

Play is under threat

The playful upbringing of previous generations is no longer as accessible to tamariki due to changing social, environmental, technological and economic pressures. Young people need the time, space and permission to play but with increasingly structured lives and reduced free time, the loss of traditional play spaces such as streets and driveways, increased fears around safety and risk and a loss of societal connections means play deprivation is increasingly becoming a national and international concern. For too many tamariki, access to playspaces is also determined by systemic barriers such as income and postcode.

School grounds as public play spaces

Schools are usually located at the heart of our communities and neighbourhoods but the school grounds and playspaces are not usually publicly accessible after hours with many schools fenced and gated.

A movement to transform school grounds into publicly accessible shared outdoorspaces is gaining momentum internationally. In America, the Community Schoolyards project is upgrading asphalt covered schoolyards into green tree covered parks with up-to-date play equipment that are open outside of school hours for the use of the whole community. Multiple benefits of greening these spaces and opening them to the community include improved attendance, behavior and test scores, improved equitable access to greenspace for the surrounding community contributing to reduced stress, less depression and anxiety, improved concentration, lower obesity rates, and reduced blood pressure. As well, there are positive climate impacts through trees and plantings such as a reduction in heat island effects and increased water retention (www.tpl.org/community-schoolyards).

Neighbourhood footprints

The neighbourhood footprint surrounding a school is just as important in creating liveable cities for our tamariki and their whānau. But there is little guidance on planning, designing and upgrading neighbourhoods to deliver outcomes that encourage tamariki to move freely and play without restrictions in the urban environment. The Neighbourhood Play System Blueprint is a community-based approach that identifies the key barriers and opportunities to neighbourhood play around a school hub. It has the power to dismantle the systems of play inequity and create a happier and healthier neighbourhood for our tamariki and their whānau to live, learn work and play.

The Neighbourhood Play System Blueprint

Kaupapa/Purpose

The Neighbourhood Play System Blueprint has been developed as an urban design tool to reflect that play is not just confined to playgrounds but includes school grounds, footpaths, streets, alleyways, greenspaces, waterways, industrial zones and shops. It is not intended to be a step-by-step guide, but rather outline the many approaches that need to take place in order to support the governance, funding, technical design and monitoring of child-friendly urban environments.

The Blueprint is a tamariki-led framework that recognises and elevates young people as valued contributors to society, giving them the space to participate, assume agency and take responsibility for factors that affect their daily lives. Through co-design practices with the tamariki of Cobham School, the key barriers and opportunities to play in their neighbourhood have been identified and shaped into powerful initiatives that have the potential to dismantle the systems of play inequity in Elgin.

The Blueprint will seek to operate in tandem with local activation plans, funding opportunities and a Kaupapa Māori Play Model to ensure a holistic approach is taken that reflects and responds to Aotearoa New Zealand's unique cultural, social and environmental context.

The Neighbourhood Play System Blueprint has been developed to explore a more sustainable approach to developing and managing a local play system.

This is characterised by three concepts:

1. The process is iterative and will continue to be updated as we learn.
2. The process is based on an approach of collaboration and co-design.
3. Ongoing monitoring and evaluation of goals and impacts is critical.

Improving the quality of and access to play on a local scale, facilitated through the development of an integrated local play strategy will encourage all tamariki to engage further in play activities and being physically active.

How does the Neighbourhood Play System Blueprint help when it comes to large scale implementation of play in urban environments?

Little guidance has been developed on planning, designing and upgrading neighbourhoods to deliver outcomes that encourage tamariki to move freely and play without restrictions in the urban environment.

The Blueprint approach is intended to support enablers of play, guiding short- and long-term approaches through **initiatives, influences and impacts**:

- **Initiatives** are short-term activation and investment to drive action. Lower cost and often temporary these may include Play Streets or the activation of school and community play spaces.
- **Influences** are how we shape systems, communities and places for play. This occurs with consideration of Council policy, perceptions and the ongoing impacts/context of spaces.
- **Impacts** involve long-term change and leadership to advocate for community play systems. This recognises the value that play has in the lives of tamariki and whānau, shaping how we consider and design urban environments going forward.



Approach

In June 2021, Sport NZ approached Regional Sports Trusts across Aotearoa to submit proposals towards the testing of their Neighbourhood Play System Blueprint. Sports Gisborne Tairāwhiti (SGT), in partnership with HFEC and Gisborne District Council (GDC), submitted a proposal to explore child-friendly urban design in the suburb of Elgin and the neighbourhood footprint surrounding Cobham School.

The proposal collated insights gathered by SGT, HFEC and GDC on the existing play sufficiency of Elgin, which had earned the suburb the unenviable title of 'The Play Desert'. The backbone of the proposal was a submission to the GDC Long Term Plan by the E Tu Elgin community group concerning the lack of a public playground in the suburb. An outcome of this submission was a commitment by GDC to "work with E Tu Elgin and Sport Gisborne Tairāwhiti to identify future opportunities and report back to Council". The Elgin Neighbourhood Play System was one of four successful applications to be funded by Sport NZ along with Southland, Bay of Plenty and Waikato.

The objective of the Elgin Neighbourhood Play System is to understand the quality and quantity of play sufficiency in the suburb and to identify opportunities to weave play through the urban footprint surrounding the school, in order to enable and promote play every day. Play sufficiency is more than providing play assets, it is about nurturing a sustainable system where tamariki have the time, space and permission to practice, learn and develop the skills they need to be active for life including fundamental movement skills, self-directed creativity, innovation, social and emotional connections, resilience, independence, leadership and informed risk-taking.

Understanding the complex system of a city in order to equitably reweave play through the urban fabric requires a diverse range of approaches to achieve an holistic outcome. The approach developed by the Tairāwhiti Blueprint Team for the Cobham School Neighbourhood Play System builds upon previous insights and community engagement carried out by SGT, HFEC and GDC. Other urban design tools and frameworks were also explored in order to create a robust process. These included the Six Conditions of Systems Change, the 20-minute neighbourhood model, the United Nations Development Goals and the holistic Te Ao Māori model Te Whare Tapa Whā. This provides a robust and holistic approach that embodies the unique cultural, social and environmental context of Tairāwhiti.

An initial scoping of existing play sufficiency insights, reports and community engagement was followed by three phases of investigation: A desktop analysis of existing data, whakawhanaungatanga with the key partners, stakeholders and the tamariki of Cobham School, and a series of three playshops.

The insights gathered were mapped across four themes identified in the Neighbourhood Play System by Sport NZ and sustainable development firm Arup: Access and movement, the built environment, awareness and agency, and enjoyment. These themes were assessed at the school, neighbourhood and city scale in order to gain an understanding of the level of play sufficiency in the study area. Five opportunities to increase play equity were identified through a series of playshops with the Cobham School tamariki and these will form the backbone of the Elgin Neighbourhood Play System to be explored and tested in the next phases of the Blueprint.

The development of a consultation plan, risk assessment and COVID-19 plan were vital to being able to work in the grey area during COVID-19 restrictions, which limited engagement and consultation with the school and the wider community. With relationships being the key to achieving meaningful change with this project we were happy to take our time, respect the process and pivot when required. This allowed the focus of the project to remain with the aspirations of the tamariki and not be caught up in the existing power dynamics of the current system.

Six conditions of systems change

Creating tamariki-friendly playful cities requires a community-based approach to challenge and dismantle the long-standing barriers built into every community that make real change difficult. These barriers can be simplified into six conditions known as the systems change approach.

The six conditions of systems change include play-related policies, practices and how resources like council funding are allocated. Relationships and connections and power dynamics within a city are important as they can champion or limit the access tamariki have to play. How tamariki and community voices are heard and included in the planning and development of play resources are also important.

The final condition of attitudes and beliefs is the hardest to change but the most transformational and includes perceptions and stereotypes. This involves examining what level of importance people place on play and how safe and welcome our tamariki and whānau feel in outdoor spaces.

Changing the long-held attitudes and beliefs around play and elevating the importance of play in the physical, cognitive, emotional and spiritual development and overall wellbeing of our tamariki is the hardest condition to change but the most powerful.

Mapping the six conditions across the Elgin and Tairāwhiti Play System helped to identify the barriers and opportunities to play for our tamariki and their whānau.

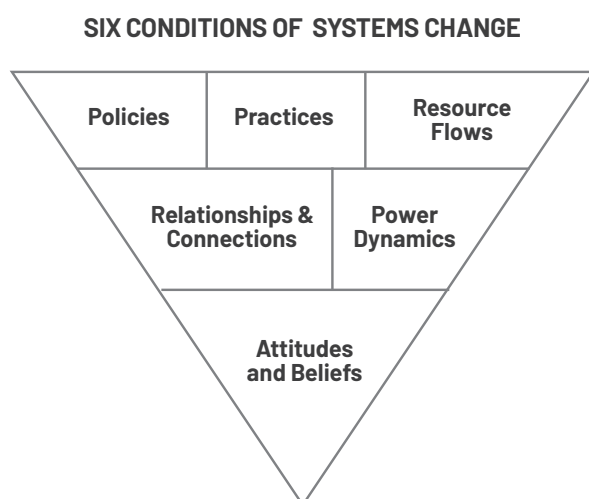


Figure 1: Six Conditions of Systems Change
(www.childrenandnature.org/resources/creating-systems-level-change-in-cities-a-toolkit/)

20-minute neighbourhood

The places we live, learn, work and play have a direct impact on our health and well-being. The 20-minute neighbourhood model aims to create liveable cities of connected and walkable neighbourhood hubs through inclusive, vibrant and healthy urban design.

The 20-minute neighbourhood celebrates living locally by creating walkable access for people to meet most of their daily needs – food, work, education, access to services and meeting their neighbours within a 20-minute return walk from home as well as access to cycling and local transport options.

Many components the 20-minute neighbourhood also aligns with the following UN Sustainable Development Goals:

- SDG 3 – Good health and well-being
- SDG 11 – Sustainable cities and communities.

20-minute neighbourhood liveable communities have access to the following features:

- are safe, accessible and well connected for pedestrians and cyclists to optimise active transport
- offer high-quality public realm and open spaces
- provide services and destinations that support local living
- facilitate access to quality public transport that connects people to jobs and higher-order services
- deliver housing/population at densities that make local services and transport viable
- facilitate thriving local economies.



Figure 2: Features of a 20-minute neighbourhood
(www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne/20-minute-neighbourhoods)

Te Whare Tapa Whā

Te Whare Tapa Whā is a holistic Te Ao Māori model developed by Mason H. Durie (Ngāti Kauwhata) that is widely recognised as the key model for considering the health and well-being of an individual or a collective in Aotearoa. The four dimensions of the model represent the walls of the wharenui and the whenua represents the strong foundation.

All dimensions need to be healthy in order for the person/collective to thrive or they may become unbalanced and unwell. The dimensions in the model are:

- Taha tinana – physical well-being
- Taha whānau : family well-being
- Taha hinengaro : mental well-being
- Taha wairua : spiritual well-being

Taking a Te Ao Māori view of the health and wellbeing of the Elgin community and play system through a Te Whare Tapa Whā approach reflects the high proportion of Māori who live, work and play in Elgin. It also acknowledges the holistic approach of the Sport Gisborne Tairāwhiti Manawakura kaupapa and the Te Waharoa concept for Cobham School.

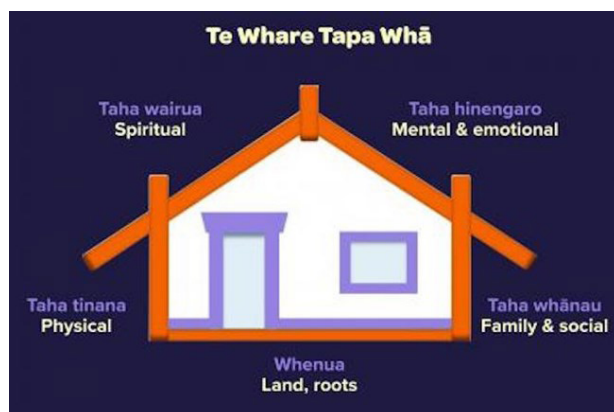


Figure 3: Dimensions of Te Whare Tapa Whā Model
(Image credit: Mental Health Foundation NZ).

Desktop analysis

The desktop analysis undertaken by the Blueprint team considered all of the layers that contribute to the existing play system of Elgin and the broader city. These were mapped in individual layers in Photoshop in order to allow for the creation of unique maps and to reveal previously unseen play system barriers, relationships and opportunities.

The layers identified the key considerations for the Neighbourhood Play System Blueprint and included:

- historical data
- landscape characterisation and values
- walkable catchments
- population data
- housing and living standards
- levels of education
- access to transport
- existing council assets and community facilities
- roadways
- waterways
- public and private greenspace
- school zoning
- walking and off-road infrastructure
- bus routes
- unsafe areas
- and street lighting.

Also mapped were the 20-minute neighbourhood features to understand how the local built environment impacted upon the daily needs of the Elgin community. It was also important to identify and recognise unique features of the suburb of Elgin additional to the 20-minute neighbourhood model. These include the local marae, churches, an industrial zone, nearby beaches and areas with high gang presence.

Mapping of the Elgin area was performed by Sport Gisborne Tairāwhiti/HFEC staff with GIS data provided through partnership with GDC. Ministry of Education counts illustrated the current decile and population demographics for Cobham School and Statistics New Zealand 2018 Census data provided a snapshot of the Elgin community.

All of the individual layers and maps created are in the attached appendix.

Site walks

The Blueprint team undertook numerous site visits to the suburb of Elgin to fully understand the local context. These site visits included observations of how tamariki get to and from Cobham School, taking the public bus route from the city and through the Elgin neighbourhood as well as a walking tour and site assessment of the Cobham School walkable catchment. Further site visits occurred during the school holidays to observe how local tamariki and rangatahi play outside of the school term.

These site visits were crucial in shaping early insights and considerations in the initial scoping phase and became increasingly meaningful given the difficulties of accessing Cobham School following the impact of COVID-19 restrictions. It was important to strike the right balance of visiting potential project sites before engaging with key stakeholders directly, in recognition of the risk of developing a growing presence in Elgin before making ourselves and our intentions known to key community stakeholders.



Figure 4: Cobham School tamariki enjoying a Zumba session during consultation.

Whakawhanaungatanga

Relationships are important as they can support or limit access to play opportunities and experiences for tamariki. These relationships can include professional and personal connections, community partnerships and the impact of power dynamics within a city.

There are a number of key relationships and connections that influence the current Elgin Neighbourhood Play System and include the:

- Re-imagining Streets and Neighbourhoods Group
- Sport Gisborne Tairāwhiti Manawakura Team
- Cobham School staff, tamariki and whānau
- gangs
- GDC
- Elgin community.

The tamariki of Cobham School are the key stakeholders and are supported by whānau, staff from Cobham School, SGT including the Manawakura Team, HFEC and the Re-imagining Streets and Neighbourhood Group.

Taking the time to undertake whakawhanaungatanga with these groups and especially with the tamariki of Cobham School provided a shared sense of connection and purpose as well as creating a safe and trusted environment for the voices of our youngest stakeholders to be heard. As more relationships and connections are made during future Blueprint mahi, the Kaitiaki Roopu of the Cobham School Neighbourhood Play System will continue to evolve.

Re-imagining streets and neighbourhoods

HFEC have partnered with SGT, GDC, Turanga Health, Cobham School, Parafed Gisborne, CCS Disability Action and Metcon Mauri to establish a committee called Re-imagining Streets and Neighbourhoods. This rūpū explores tactical urbanism techniques such as pilots, pop-ups, street parties, Play Streets and temporary initiatives to transition our streets and neighbourhoods to safer and more liveable spaces.

The role of the rūpū is to spark a regional-wide conversation about the role of play and active transport on the wellbeing of tamariki, rangatahi and whānau in Tairāwhiti. The group includes the Principal of Cobham school Gina Lean, members of the E Tu Elgin community group and current and former residents of Elgin. Assumption mapping and the identification of barriers and enablers in the suburb of Elgin was undertaken with the group and provided important insights to the past and present play sufficiency of the suburb.

The Re-imagining members form the initial rūpū for the Elgin Neighbourhood Play System. The formation of the Kaitiaki Roopu for the Elgin Neighbourhood Play System is an organic process that will continue to evolve as more connections and relationships are made and folded into the process.



Figure 5: Tamariki mind map of their neighbourhood.

Manawakura

The SGT's Manawakura team are the Tairāwhiti leads of the national Healthy Active Learning initiative being delivered in partnership with Sport NZ and the Ministries of Health and Education. The kaupapa of Manawakura is that good nutrition and quality physical activity improves physical health, mental health, and social connections. Physically active young people are more engaged in learning and achieve better in and out of the classroom.

The Manawakura team have a long-standing relationship with the staff and students of Cobham School through weekly visits and delivery of the Manawakura programme. This pre-existing relationship has been extremely valuable for the Blueprint project team to build upon in a way that is respectful and meaningful, especially considering the difficulties of accessing the school during COVID-19 restrictions.

The Manawakura team are currently crafting an approach called Te Waharoa-Pāpā Tu Tamaiti Ora Te Waharoa 'Fathers in Arms'. Te Waharoa is the entrance way or gateway to a pā or marae and at Cobham School this is aligned with the school entrance way and the gateway to learning. Before stepping through the waharoa it is important that our hinengaro is clear, our tinana is fuelled and our wairua is in a safe place bound together by our whānau. However, the challenge at present is getting the tamariki and whānau to Te Waharoa, together and ready for the learning journey ahead. This Cobham School based initiative aims to ensure the tamariki are ready to learn through the holistic support of their whānau.

Te Waharoa embraces the concept of manaakitanga and the idea of how we can manaaki to ourselves and our whānau the way we manaaki others. By showing manaakitanga to our tamariki at home through good kai, support and opportunities we can ensure they are ready when they arrive at Te Waharoa for the learning day ahead.

Cobham School

The relationship with Cobham School established through the mahi of the SGT Manawakura team and Principal Gina Lean's participation in the Re-imagining Streets and Neighbourhoods Group, made Cobham School the obvious choice to partner with on the testing of the Neighbourhood Play Systems Blueprint. Gina is also a major play champion, promoting playful opportunities and experiences through the delivery of the school curriculum. This was especially evident in her dress-up storytelling social media posts to the school tamariki during the lockdowns.

Gangs

There are a number of gangs that reside in the Elgin area and many stakeholders including the tamariki identified their presence as barriers to play sufficiency in the neighbourhood. Sport NZ's Locally Led Consultant provided useful guidance in how best to approach consulting with local gangs by engaging via pre-existing relationships already held with Cobham School and other community representatives. As members of the community, it is important to engage with the gangs, as with all members of the broader community, to gain their play insights and ideas into the creation of an equitable neighbourhood play system. To date, this engagement has yet to be undertaken due to COVID-19 restrictions.

Playshops

A series of three playshops were developed to engage and co-design with the tamariki of Cobham School and coincided with their weekly Manawakura sessions. The importance of the playshops was promoted by the Manawakura Lead as a potential legacy opportunity for the tamariki and something they could revisit and have ownership over once they left school. Whakawhanaungatanga with the Cobham School tamariki was most important outcome of the playshop engagement process. In addition, it was important to gain a clear understanding of their current perceptions of play, what the key enablers and barriers for playful spaces are in the school, neighbourhood and the Elgin suburb, and what a playful child-friendly neighbourhood could look like in the future.

The key considerations for the engagement included:

- balancing quality data with building connections and relationships
- ensuring tamariki felt comfortable being vulnerable
- ensuring all voices were heard and captured
- ensuring the tamariki were the co-leaders/co-designers on this project
- ensuring that the tamariki recognised their role as agents of change in their own neighbourhood.



Figure 6: Tamariki participating in a drawing exercise during an engagement session.

The form of the sessions built upon insights gained through previous engagement with the tamariki and the regional play consultation undertaken through the Power of Play huddles in 2020.

Cobham School is a small school with one junior classroom and one senior classroom and a total of 44 students. All students in the junior and senior classroom participated in the first two playshops, with the Principal then selecting 10 students from across the junior and senior classes to complete the final playshop together.

The three playshops were designed to gather insights into:

- how play is described, understood and felt emotionally
- where play is undertaken in the neighbourhood footprint and city context
- what the future of play and child-friendly spaces might look like at the school, neighbourhood, suburb and city level.

Further playshopping with the tamariki of Cobham School will involve testing the five play opportunities identified during the desktop analysis and engagement process. Further details on the playshop sessions are outlined in the appendix.

"We don't have any playgrounds around, so I mostly play in my backyard with my little brother."

"The playground is too far to walk from home."

"I'm not allowed to play on the street."

"I want a tree with my name on it."

Feedback from tamariki in engagement session

Cobham School context plan



Figure 7: Cobham School context plan.

Current conditions

Tairāwhiti has the highest levels of deprivation of any district in New Zealand, and the highest national health burden. It also has the highest proportion of young people under the age of 25. The suburb of Elgin reflects these key indicators and is also characterised by a number of unique challenges. Encouraging play and lifelong activity is a key tool in addressing the numerous health issues prevalent in Tairāwhiti including obesity and diabetes. However, development and maintenance of play spaces that are accessible, inclusive and diverse is a significant ongoing challenge for GDC.

Demographics

Elgin had a population of 2,583 at the 2018 census with 843 households. 69 percent of the Elgin population identify as Māori and the proportion of residents that speak Te Reo is also higher than the city and the national average.

The median age of residents is 31 compared to the national average of 37 and the suburb has a 25 percent of its population under the age of 15 and only 12 percent over 65 years of age.

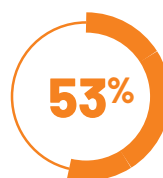
Home ownership is much lower in Elgin than the national average at only 40 percent as is both personal and household income. The median income is only \$22k compared to the national average of \$31k.

Only 5 percent of residents reported a form of higher qualifications with 27 percent having gained no formal qualifications. 44 percent were employed fulltime with 8 percent unemployed.

The majority of Elgin residents travel to work or education by vehicles with active transport use markedly lower despite the fact that many Elgin residents have limited access to vehicles.

Access to telephones and internet is lower than the national average, though the vast majority of Elgin residents have access to a mobile phone.

Gisborne Tairāwhiti



of residents are Māori

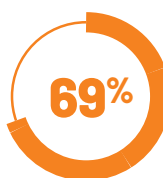


of residents are 0-15 years



of residents own or partly own their own home

Elgin



of residents are Māori



of residents are 0-15 years



of residents own or partly own their own home

Cobham School



of tamariki are Māori



44

tamariki

Decile

1

Spatial development

The suburb of Elgin is located on the western edge of Tairāwhiti Gisborne on flat land bordered by the Tahuheru River to the north and east, Waikanae Creek and Waikanae Beach to the south and the Waipaoa River to the west.

Two busy roads with heavy commercial traffic and logging trucks divide Elgin into quarters with the Elgin shops located at the cross section. Residential housing dominates the north of the suburb and includes Elgin School and Te Wānanga o Aotearoa. To the east, Reynolds Creek and Sandown/Blackpool Park create a green border. The south of Elgin is bound by an intermittently used railway line, an industrial zone, a golf course and eventually the sea. To the west, the airport provides a hard boundary with rural farmland further beyond.

The Elgin neighbourhood is characterised by low density, single-storey residential housing on large sections, predominantly built in the 1940s-1970s and laid out in a network of unpermeable cul-de-sacs interspersed with alleyways.

There is a distinct lack of infrastructure and amenity value throughout the suburb including limited street lights, pedestrian crossings, street furniture and street trees. A cycle lane that is part of the broader network does pass through the suburb but it is poorly signposted and is not separated safely from heavy vehicles. There is no pedestrian crossing to the Elgin shops and there are only two seats at the shops for use by the community.

Bus routes pass through the suburb connecting the residents to the city centre and the hospital.

Cues to care

The built environment has poor levels of passive surveillance with many areas of Elgin ending in cul-de-sacs with high corrugated iron fences topped with steel spikes cultivating an unwelcoming and defensive atmosphere. Abandoned vehicles, unkept gardens, burnt houses, graffiti and roaming dogs all contributed to feelings of unease and the suburb being uncared for and unsafe. Very few people were observed walking through the area during a recent visit and no tamariki or rangatahi were seen using public transport.

"I don't get to play outside my house on Lytton Road, there's nowhere for kids. I have to play inside my house or in the backyard."

Cobham School

Cobham School is located to the south of the Elgin shops intersection off one of the busy roads and up a long driveway. Established in 1962 with an initial role of 100 pupils the school buildings are located at the end of the driveway with large flat grounds to the east. Trees and picnic tables are located near the classrooms to the north and a playground in need of repair is located to the south. A basketball court is situated adjacent to the classrooms, however, vandalism and theft have resulted in both hoops being made unusable in the past.

The large grassed grounds are surrounded by residential housing that overlook the school on all sides except to the north, which is bound by a disused rail corridor. This large portion of the school grounds is under Ministry of Education investigation to be sold if an appropriate use by the school cannot be found. Gated vehicle and pedestrian access opens via a large alleyway to Munroe Street and some of the residential houses have their own gates into the school grounds.

A visit to the school during the school holidays found the gates of the school were shut and locked, with no tamariki playing either in the Cobham School grounds or at the playground of the nearby Elgin School, though a group were seen playing in the grounds of the nearby Te Wānanga o Aotearoa.

Cobham School has a current role of 44 students and is rated a decile 1. 100 percent of the school identify as Māori, 4.5 percent Pacific and 4.5 percent Pākehā. The school motto is WHĀNAU First- Wisdom Humility Aroha Nuture Attitude Unique. The school places a focus on creating an educational environment that promotes student wellbeing and engagement in learning and is described as the 'Little School with the Big Heart'.



Figure 8: Some tamariki encounter busy roads on their journey to school.



Figure 9: The Elgin 800m/20-minute neighbourhood catchment in Gisborne, Tairāwhiti.



Figure 10: Cobham School and surrounding neighbourhood footprint.

Around the Cobham School neighbourhood footprint



Figure 11: Logging trucks.



Figure 12: Reynolds Creek.

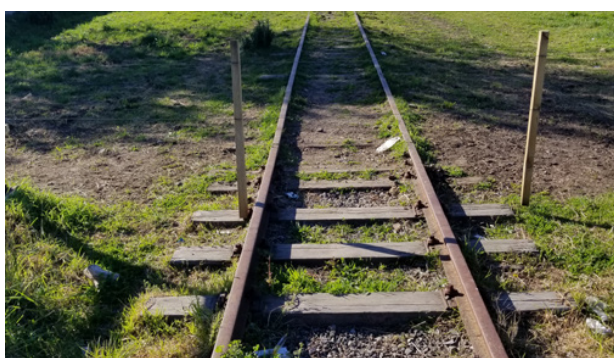


Figure 13: Unused rail corridor.



Figure 14: Elgin Shops roundabout.



Figure 15: Alleyway connecting to school.



Figure 16: Play equipment at Sandown/Blackpool Park.



Figure 17: Elgin Shops.



Figure 18: Cobham School.

Relevant plans and policies

At the city scale, the approach to play in Gisborne Tairāwhiti is driven largely by GDC through a suite of plans and strategies that support the provision of play spaces. A 2016 playground audit found that many play spaces in Gisborne Tairāwhiti did not meet the accessibility needs and safety standards required, with ongoing maintenance and management of equipment and amenities a key challenge. Many play spaces across the region also do not reflect the diversity and unique character of the communities they are situated within. Demand is growing for new and improved community facilities and playspaces across the region to replace aging infrastructure thereby placing pressure on already limited budgets.

Tairāwhiti Community Facilities Strategy (TCFS)

The TCFS sets out a programme of investment to develop a cost-effective and sustainable network of community facilities over the next 20+ years. The Strategy has been developed to address an ad hoc approach to the development of facilities in the past, which has resulted in duplications and gaps in the network. Under the strategic framework sits a series of nine plans for the range of facility types Council is involved with. These consider multiple scales from regional, to local to neighbourhood and look closely at Council-owned community facilities. However, they also cover non-Council facilities as they are part of a network of facilities and present opportunities for partnerships. Relevant plans include:

- Arts Facilities Plan
- Arts in Public Places Plan
- Parks and Open Spaces Plan
- Play Spaces Plan (detailed below)
- Sports Facilities Plan
- Street Trees and Gardens Plan.

Play Spaces Plan (PSP)

The PSP has been developed to enable holistic and innovative thinking around affordable and effective provision of play spaces over the next 20+ years. While the PSP focuses on providing safe and equitable access to parks and playgrounds across the region it also notes the ongoing evolution of more diverse play environments including 'Playbourhoods', where play is extended outside of parks and into backyards and transitional spaces such as streets and public open spaces.

Tairāwhiti 2050 Shaping the Future of our Region - Tairāwhiti Regional Spatial Plan

Tairāwhiti 2050 is GDC's visions for the region for the next 30 years. The documents states major challenges and identifies solutions, sets direction for regional planning and decision-making, mapping critical infrastructure and development and aligning with strategies and planes of Council.

Significance and Engagement Policy (SEP) 2021

The SEP 2021 guides 'when' and 'how' GDC engages with its communities about important Council decisions. This is determined by decision-making and guided by the engagement framework in this policy.

Tairāwhiti Rau Tipu Rau Ora COVID-19 Pandemic Response and Recovery Plan 2020

The Plan brings together an initial set of priorities and actions that will be tracked and reported regularly over the next three-four years. At the centre of the framework is the workforce with encompassing factors including supporting whānau and communities, economic push and protecting the natural environment.

An emerging school of thought is around the concept of neighbourhoods as the play venue. The phrase "playbourhood" was coined by parent Mike Lanza and describes a move back to neighbourhoods where children are encouraged to play freely between backyards, streets, transitional spaces such as streets and public open spaces. It involves creating opportunities to extend play spaces outside of traditional parks. Play can and does occur anywhere. It is the activity itself that defines play, not the location or structures. There are opportunities for diverse and connected play experiences beyond parks.

Tairāwhiti Play Spaces Plan 2018

Tākaro Tairāwhiti 2021 (SNZ, SGT, HFEC)

In 2021 SNZ, SGT and HFEC hosted four Power of Play huddles across the Tairāwhiti region including the town, coast and rural play catchments. Tākaro Tairāwhiti captures all of the perceptions and experiences of play from sector stakeholders, whānau and tamariki in our region from up the coast, across town and into our rural hinterland.

Although the Tairāwhiti community shared many thoughts and experiences about play that overlap with what was heard across Aotearoa, the region also clearly has some distinct differences and unique influences around play. The main highlights include:

- Play in Tairāwhiti has historically centered around survival, such as finding kai, and is strongly influenced by our communities' strong connection to te taiao and Te Ao Māori.
- Play is different in our town, rural and coastal catchments.
- We have a strong sense of community and local pride, with people who are creative and have a playful mindset.
- Play 'back in the day' was about being outdoors, taking risks with very little adult supervision.
- Social, environmental and physical changes have seen play become more structured and supervised, influenced by technology, with increased fears around safety and risk, and less time and space for our tamariki to build confidence and skills and play with their whānau.

Looking forward, our community have aspirations for play in our region to be:

- embedded in Tairāwhiti Te Ao Māori
- tamariki-led
- inspirational and freely available
- nature-based
- for the whole whānau
- embedded in our urban fabric
- balanced between safety and risk
- valued and normalised
- and part of our holistic well-being.

Tākaro Tairāwhiti is just the start of an exciting play movement at the local, regional and national levels. SNZ, SGT and HFEC are committed to increasing opportunities for our tamariki, rangatahi and whānau to access quality play experiences across our town, rural and coastal play catchments.



What we heard

Through our engagement with tamariki a number of key barriers and opportunities for play in Elgin were identified. The insights gained through these engagement sessions form the backbone of the play opportunities and next steps for the community. Tamariki shared their views on play in the community and identified what they would like to see improved, changed or removed.

Barriers

School play spaces: In need of repair, tired and rundown, dogs come on to the school grounds, gates broken.

Munro Street: Unsafe street, can't walk along street to visit friends, parents said not to go on street, dangerous, footpath broken, not safe, dogs off lead, increase in traffic, broken cars on lawns, school sign wobbly, parked cars on grass stop us playing, "Adults might hurt you", "An old man was beaten up by three gang guys in the street".

The playground: "Too far to walk from home".

Exercise equipment: Fix – rust, "Anybody can use", "Can't read the signs", "Strong equipment – can't break it".

Alley ways: "Don't go down there – gangs hang out there", No lighting, "My parents say not to go down there – gang people are there", [How do you know if people are from a gang?] "We just know who they are".

Reynolds Creek: The tamariki would play here more but they wanted all of the rubbish cleaned out and to smell better.

Railway corridor: The rail corridor was seen as a place that needed fixing due to the prickles and glass.

Childers Road: Had big stumps that needed fixing.

Elgin shops: The tamariki are not allowed to go the shops by themselves and they do not feel safe with no pedestrian crossings. "Have to wait for the cars to go". There were lots of dogs around and the tamariki suggested putting them in the pound or making a home for them.

Lytton Road: The tamariki described the road as noisy due to the logging trucks and cars with a fear of being run over.

Tamariki have provided feedback on what they would like to see in their neighbourhood:

1. Pool
2. Tree with my name on it only for me
3. More seats and a toilet
4. Build a tree house!
5. "Too many sticks to trip on"
6. Need a bigger path to include bikes, wheel chairs, prams, runners, walkers.



Figure 19: Tamariki participating in a site visit and identifying a space that they thought wasn't great for play in the neighbourhood.

Opportunities

Through conversations and activities with tamariki they identified a number of opportunities where play could be improved in the neighbourhood.

School: More equipment, safe place to play in the weekend, more shade and nature play, gardens, trees, fruit trees, kai, flowers, cubby house and soccer goals.

Munro Street: Park (flying fox, bus stop, slide), paint the path, big rocks, big pathway to ride on, 100 trees, a "no driving this way" sign, playground, waterpark, pool in the street, build a farm.

Blackpool/Sandown Park southern end: Jungle gym, flying fox, bumper cars, giant playground, pool, slide, hot tub, love the swings, colourful plants, rubbish bins.

Basketball court: Yoga would be great, hoops need nets, need basketballs to use.

Bridge: Lights, "Me and my Dad come down here".

Initiative: Pool, "Tree with my name on it only for me", more seats and a toilet, build a tree house!

Reynolds Creek: When asked how the awa could be restored, the tamariki stretched their arms wide and pointed to their classmates. They loved the flowers and trees, eels and fish. They wanted more fish and water with a bridge and rope swings to swing over the stream. Some tamariki wanted to play in the mud and others wanted a fence and gate for safety.

Rail corridor: The design fixes the tamariki came up with included a walking track, taking down the bushes, keeping the horses, adding in a toy store and pool and a big train to play on to keep the train story going.

Childers Road: The tamariki saw a lot of potential for Childers Road with a bike/scooter lane a high priority, trees, tree houses and swings.

Elgin shops: Tamariki suggested putting up a stop/go sign to help kids cross the road.

Lytton Road: Solutions identified for the busy Lytton Road were putting in speed bumps and adding drinking fountains.

"My parents always have to drive me to playgrounds in other parts of Gisborne. We have nothing here."

"There are gangs around and my parents won't let us walk around."

Feedback from tamariki in engagement session



Figure 20: Tamariki drawing play experiences during one of the engagement sessions.



Figure 21: Tamariki participating in a site visit showing one of the spaces they liked in their neighbourhood.

What does success look like?

Access and movement

This aspect of the Neighbourhood Play System Blueprint refers to the degree to which tamariki of all ages and abilities can feel safe and are able to freely access play opportunities in their communities.

What success looks like:

Cobham School	Tamariki attending Cobham School have safe and connected journeys to school. Footpaths are wide with safe pedestrian crossings and high levels of amenity including lighting and street trees. Tamariki walk, cycle and scoot to school independently and are able to access school grounds and local play spaces after hours safely and confidently.
Elgin	Tamariki are able to move independently through Elgin, with Cobham School well connected to Blackpool Park. The neighbourhood streets and public spaces feel safe and inviting and are well maintained. Safe cycleways and intuitive wayfinding encourages tamariki to explore their neighbourhood and to access formal and informal play spaces.
Tairāwhiti	The city's transport network is safe and accessible, connecting tamariki with play opportunities across the region. Signage reflects the culture and diversity of the city, and tamariki and their whānau are empowered to connect to the broader play network through high quality active and public transport links.

Built and natural environment

This aspect of the Neighbourhood Play System Blueprint refers to the degree to which local built and natural environments facilitate a variety of play opportunities suitable for tamariki of all ages and abilities.

What success looks like:

Cobham School	The built and natural environment at Cobham School is inviting and well maintained. The playground is accessible with a diverse range of play equipment to meet the needs of tamariki of all ages and abilities. Trees, including fruit trees, provide opportunities for climbing and engagement with nature. The fences around the school are brightly painted with tamariki artwork, reflecting the culture and surrounding natural environment.
Elgin	Tamariki in Cobham have access to a diverse range of formal and informal play opportunities. Playgrounds are looked after, and have equipment that meets the needs of tamariki of all ages and abilities. Public spaces are adorned with tamariki artwork, reflecting Elgin and Tairāwhiti's culture and heritage.
Tairāwhiti	There is a diverse range of playgrounds and play on the way infrastructure across Tairāwhiti, creating a network of play opportunities connected by safe and accessible active transport routes. Art and stories depicted throughout the city reflect the local natural and cultural heritage.

Awareness and agency

This aspect of the Neighbourhood Play System Blueprint refers to the degree to which play is actively supported and encouraged (through time and permission) by tamariki and their whānau as well as community members, and city authorities.

What success looks like:

Cobham School	Cobham School is part of the Sport Gisborne Tairāwhiti Manawakura (Healthy Active Learning) programme where a variety of play types and play-based learning are offered. The Principal is an amazing play champion supporting the tamariki in playful ways during lockdown with daily book reading and dressups. A diverse variety of play types and experiences are provided by external organisations.
Elgin	E Tu Elgin is championing play and developing a play-supportive culture to create opportunities for the community to access and support play in the neighbourhood. This is supported by community partners including local churches, shops, the airport and the marae.
Tairāwhiti	GDC is actively championing play throughout the city, working with the community to create play solutions and investing in accessible play infrastructure. A Play Strategy prioritises play and ensures it is embedded in an integrated across other GDC plans and strategies.

Enjoyment

This aspect of the Neighbourhood Play System Blueprint refers to the degree to which tamariki of all ages and abilities, together with their whānau, continually enjoy their play experiences.

What success looks like:

Cobham School	The Cobham School playground is accessible and meets the needs of tamariki of all ages and abilities. There are ample cues to care in the well maintained grounds and boundaries of the school. Broken equipment is repaired and tamariki are encouraged to explore a diverse range of play opportunities.
Elgin	The rail corridor, awa and streets around the school are engaging and fun spaces to spend time in. Tamariki feel confident exploring their neighbourhood independently.
Tairāwhiti	Play spaces across the city reflects the unique cultures and needs of the community, with the pūrākau and mahi toi of the region woven into the urban fabric. Tamariki have access to accessible and safe playgrounds where ever they live.

Cobham School opportunities plan



Figure 22: Cobham School opportunities plan.

Opportunities for play in Elgin

The Neighbourhood Play System Blueprint provides an holistic approach to achieving tamariki-friendly urban design. An analysis of the desktop data and playshops identified five key opportunities to increasing equitable access to play experiences for the tamariki and whānau of Cobham School, the broader Elgin residents and the wider Tairāwhiti community.

Our model for child-friendly urban design

The five play opportunities identified align with each dimension of Te Whare Tapa Whā and the core principles of Te Waharoa and to provide an holistic approach to improving the health and wellbeing of our tamariki and their whānau through tamariki-friendly urban design. All dimensions of Te Whare Tapa Whā need to be healthy in order for the person/collective to thrive or they may become unbalanced and unwell.

The five dimensions of a healthy and equitable Elgin neighbourhood play system identified through the Blueprint approach are:

- **Where I am - Tākaro Taiao (Nature Play):** Reynolds Creek Restoration
- **Who I am - Tākoro Hapori (Village Play):** Elgin Shops Revitalisation
- **What I am - Huarahi Tākaro (Play Corridors):** Rail Corridor Active Transport Network
- **How I am - Te Ara Tākaro (Play on the Way):** Te Waharoa Gateway to the City
- **Why I am - Papa Tākaro (School Ground Play):** Te Whare Tapere – Community 'House' of Entertainment

Capitalising on these five opportunities to create an equitable Tairāwhiti Play System will require strong local governance, vocal play champions drawn from key Elgin community stakeholder groups and a continuation of the inspiring community-led co-design approach with the tamariki of Cobham School.

The five dimensions of the Elgin Neighbourhood Play System

Where I am

Reynolds Creek Restoration: Tākaro Taiao Nature Play

**Ka ora te wai,
ka ora te whenua.
Ka ora te whenua,
ka ora te tangata.**

**If the water is healthy,
the land will be nourished.
If the land is nourished,
the people will be provided for.**

Spending time in nature contributes to happier and healthier tamariki and their whānau with a strong connection between the health of the land and the health and wellbeing of the people. Cobham School tamariki identified the opportunity to restore Reynolds Creek, which runs through the suburb of Elgin, along the edge of Blackpool/Sandown Park, through the industrial zone connecting to Waikanae Stream, and eventually the sea.

The creek is accessible from the school and the tamariki were instinctively drawn to this natural space on our neighbourhood walk. They said they play there often with their whānau and like spotting tuna (eels). They disliked the rubbish in the creek and wanted it removed, more plants and trees added, and increased waterflow, fish and tuna. When asked who would undertake this mahi they stretched their arms wide and pointed to their classmates.

Planting native shrubs and trees endemic to the area would help to improve the health of the awa and the whenua, increase the biodiversity corridor network and contribute to the health and wellbeing of the local community. The installation of a wide permeable footpath and safety crossings across roads and the working train line would enable the stream corridor to provide a safe accessible walking and bike route from the school and neighbourhood, all the way to the popular Waikanae Beach.



Figure 24: Tairāwhiti Waikanae Stream restoration collaborative.

Key partnerships

Cobham School has the space to establish a native nursery to grow the trees and shrubs required for the creek restoration and this initiative could be supported by the following partners:

- Local Iwi
- GDC
- Enviroschools
- Women's Native Tree Trust
- Tairāwhiti Polytechnic
- Neighbouring industrial zone
- Waikereru Ecosanctuary
- Gisborne Airport
- Air New Zealand
- Waikanae Stream restoration group.

Adopting a Mātauranga Māori approach to this initiative would honour the unique body of environmental knowledge surrounding the local awa, local pūrākau and the unique relationship between Māori and the environment. The project has the potential to reconnect the local community to the whenua and affirm their roles as kaitiaki. The original name of the stream could be

restored, reconnecting the mana of the awa. Local stories of tuna could be expressed in signage, art and site furniture. It also has the potential to create meaningful connections between the school and the local community as well as the broader Tairāwhiti community. This initiative has the potential to create an intergenerational legacy project for the tamariki of Cobham School.



Figure 25: Wild Futures Stream Restoration Project with tamariki.

“
Me and my dad
come here. ”

Cobham School Tamariki

“
I wish there were fish in here. ”

“
I come down here.
I like that the eels fly. ”



Figure 26: Community planting and weeding day for the Papakura Stream Restoration Project.

Who I am

Elgin Shops Revitalisation: Tākoro Hapori Village Play

The dimension of Taha whānau focuses on the people that make us feel like we belong and the interconnected web of relationships that support us where we live, learn, work and play. Taha whānau focuses on the community developing deep connections to each other, with tamariki, whānau and the whenua.

The Elgin Shops are the community hub of the suburb offering essential services. There is however no real space for the community to safely gather, connect or build strong healthy relationships that nurture the hauora of the neighbourhood and promote the vibrant heart, identity, and pride of the Elgin community. The roads and roundabout dominate the space, cutting the suburb into quarters with no pedestrian crossings to safely cross and connect to the shops. The focal point of the roundabout creates an eerie shrine to CCTV cameras, which overlook the shops and the busy roadways.

There is a huge opportunity to revitalise the Elgin Shops through a township upgrade approach. Slowing the traffic through speed bumps, multiple pedestrian crossings, street art and plantings, narrowing the carriage way, creating a separated bike lane, removing shop frontage car parks and extending the footpaths for seating and outdoor dining, and planting street trees for shade. This would allow the community to take back some of the road as their own community space. The bus stops could be made more playful with swings, shade and art. Playful cycle and scooter parking would also encourage more active transport to the shops.

The carpark behind the shops is underused and in need of repair. The tamariki identified this space as an opportunity to be grassed over and turn into a play space. This carpark space is off the road and has natural surveillance from the neighbouring flats with existing overhead lighting. It would create an amazing urban park for the community to gather, connect, recharge and play.

The carpark space could act as a 'stage' for rangatahi to 'peacock' themselves in a safe and fun environment. Free WiFi, mirrors, and a small stage could give them the space to engage and participate. A basketball hoop, skate ramp, outdoor ping pong table or chess tables would also act like a 'stage'. Loose parts play containers could activate the space for younger tamariki and provide space to connect outside of school time. A community booth staffed by community volunteers could oversee the management of the space and provide the free WiFi, power outlets for recharging/ computers/music, free use of balls, games, other community needs and social service provision. This space would also be perfect for a farmers' market to act as a weekly opportunity for the community to connect. Creating a village brand through signage, flags and street furniture would signify the shops as the heart of the neighbourhood.

Overlaying all of these ideas with art and furniture inspired by local pūrākau and driven by the tamariki and rangatahi would recognise young people as valued contributors to society, giving them space to participate, assume agency and take responsibility.

Key partnerships

This initiative relies on creating taha whānau connections with broader stakeholders in the community who hold the resources to activate this space including:

- GDC: township upgrades, street tree programme, cycleway upgrades, active transport network, lighting upgrades, traffic calming, pedestrian crossings, footpath extensions, outdoor dining consents, footpath seating, art installation, carpark removal, roundabout upgrade, rubbish bins, street cleaning.
- Shop owners: Contributing to the village branding.
- Turanga Health: Footprint initiative.
- Community Groups: E Tu Elgin volunteers establishing a community booth.
- Commercial providers: For free electricity, WiFi and lighting.



Figure 27: Woodruff Park Community Cart with WiFi, power outlets, games hire and social services.



Figure 28: Outdoor public ping pong tables at Cherry Path Park, Tirana Albania.

“ Everybody needs networks with other people. It is impossible to make community without networks. ”

Jane Jacobs, Urbanist

“ Successful Urban Space requirements: Moveable chairs, trees for shade, sun, water, lighting, food, entertainment and art. ”

William Whyte, Urbanist



Figure 29: Barcelona Urban Forest Project: Pop-Up Play Spaces.

What I am

Rail Corridor Active Transport Network: Huarahi Tākaro Play Corridors

It is understood that the former rail corridor bordering the school has recently been returned to local iwi, offering the potential to transform this land into an accessible green play space.

Working closely alongside local iwi this initiative would require improvements to safety and amenity in the rail corridor and neighbouring properties. It would have the dual benefit of supporting enhanced biodiversity in the neighbourhood as well as providing shade and water retention capabilities. There is also the potential of creating community gardens along the corridor, subject to soil testing.

The rail corridor acts as a green link between the school, Blackpool/Sandown Park and Rugby Park and other green spaces in the city. Connecting the corridor to the existing bike path network would allow more active transport opportunities for the community and safer travel for tamariki to schools, the shops and connect to the broader bike path network to access the adventure playground, the pools, the skatepark, town and the beach.

The Blackpool/Sandown Park area offers the opportunity to make better use of existing open spaces and improve biodiversity by creating a green link between the high traffic environments of Childers Road and Lytton Road, as well as between Munro Street, Blackpool Street, Manuka Street and Totara Street. There is also the opportunity to explore the super block idea in this neighbourhood with vehicles blocked from entering non-connecting roads to create more safe playable spaces.

The southern section of Blackpool/Sandown Park links to the industrial greenspace zone, the town bike path (town and skatepark) and the beach boardwalk (adventure playground, pools and beach).

This initiative would require a safe pedestrian crossing over the currently in-use rail corridor (used only for an occasional tourist train), amenity improvements and planting. There is also an opportunity to connect the new Kāinga Ora housing currently under construction to this initiative.

Connectivity and accessibility throughout the neighbourhood could be enhanced through the application of wayfinding techniques inspired by local pūrākau and co-designed with tamariki, particularly between play spaces at Cobham School, Elgin School, Te Wānanga o Aotearoa and the area's greenspaces and reserves. The active transport journey itself offers opportunities to play, through interactions with the built and natural environment. Developing this through engaging wayfinding and interactive design that reflects Te Ao Māori narratives for the area could encourage tamariki to roam independently through the neighbourhood as they access play spaces. This would need to include consideration of safety issues in the neighbourhood to ensure whānau are confident in supporting independent mobility of their tamariki.

Key partnerships

- Local iwi
- GDC
- Downer
- Civil engineers



Figure 30: Highline, New York - revitalisation of an elevated disused rail line into an active transport route and major tourist attraction.

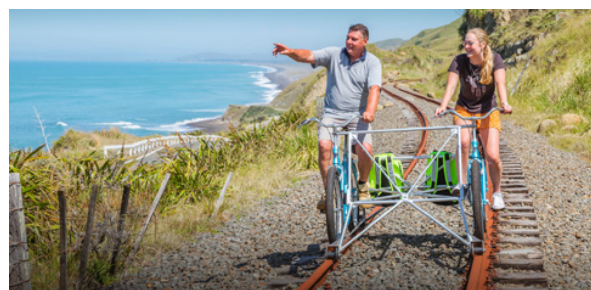


Figure 31: Gisborne Rail Bike Trail Tours repurposing and underused rail line into a tourist venture.

“My parents always have to drive me to playgrounds in other parts of Gisborne. We have nothing here.”

“I'd like more places to go on my scooter.”

Cobham School, Tamariki

How I am

Te Waharoa Gateway to the City: Te AraTākaro Play on Way

The dimension of Taha Hinengaro relates to the heart, mind, conscience, thoughts and emotions expressed through how we communicate, think and feel and contributes to our overall mental and emotional well-being.

When taha hinengaro is nourished, it provides resilience, a place to express feelings and the freedom to reach out for support. What we eat and how active we are contributes to our taha hinengaro. Healthy kai and having an active lifestyle nourish a strong taha hinengaro where we feel good by increasing positive feelings and possess the ability to manage negative experiences, function well by increasing our ability to do the things that give us meaning and purpose and we have a sense of connecting, being valued and belonging (wheelhouse.org.nz).

Nourishing taha hinengaro at the school, neighbourhood and city scales could be achieved through a placemaking initiative that focuses on the SGT Manawakura concept of Te Waharoa – the gateway. The suburb of Elgin sits as the gateway to Gisborne Airport, providing the first welcome and final farewell for visitors to Tairāwhiti. The community of Elgin could build upon the concept of Te Waharoa and the principles of manaakitanga to become the kaitiaki of Tairāwhiti's Te Waharoa. This gateway could be constructed as a series of carved structures located at the main entrances to the suburb and airport to create a village feel and boundary signifier as well as an embodiment of behaviour through manaakitanga and the expression of aroha, hospitality, generosity and mutual respect. This would elevate the mana of the community as well as building unity internally across the suburb and externally across the city through the act of giving and acknowledging the mana of others.

The Te Waharoa placemaking project could be expressed across three scales:

City scale: airport gateway sculpture construction utilising the same artists and local pūrākau used in the recent airport upgrade. These sculptures could flow into the Elgin shops hub roundabout which is major route to and from the city, as well as the four main routes into the suburb. An airport koha from visitors and Gisborne Airport partnership could contribute to this initiative.

Neighbourhood scale: nourishing taha hinengaro with an edible and native street tree program, honouring local heroes at the local shops through posters on the poster pole, increased pedestrian focused lighting, neighbourhood wardens, improved and widened footpaths, footpath seating to break up journeys for older residents and provide mini meeting spaces would foster the concept of manaakitanga for all journeys the community undertake around the neighbourhood.

School: nourishing the tamariki's journey to school and preparing their emotional health and wellbeing for the school day through play-on-the-way art/stencils on the footpaths depicting local pūrākau, Māori deities or atua to inspire them for their learning journey, naming footpaths around the school after the school tamariki as a legacy project, placing Te Waharoa gateway carved sculptures by the tamariki located at the main school entrance ways, planting edible street trees on the main routes to the school that are named through signage after school tamariki as a legacy project that are cared for by the tamariki and their whānau.

Key partnerships

- Local Iwi
- Gisborne District Council
- Gisborne Airport
- Waka Kotahi
- Local artists
- Local stencil suppliers

" I want a tree with my name on it. "

" We need a sign.
No driving this way! "

Cobham School, Tamariki



Figure 32: 'Waharoa' at the entrance to Aotea Square, transforming it into a marae or meeting place and Aotea Centre into a meeting house (Designed by Selwyn Munroe).



Figure 33: Yarn bombed personalised street trees (alamy.com).



Figure 34: Play on the way-pavement stencils (pavementstencil.com).



Figure 35: Vibrantly painted footpath/cycleway (Global Designing Cities Initiative).

Why I am

Te Whare Tapere – Community ‘House’ of Entertainment: Papa Tākaro School Ground Play

The dimension of Taha Wairu embodies the spiritual connection to the universe and ancestors or religion, as well as a celebration of one's own story and connection to self, whānau, community, nature and the sacred. This spiritual essence is our mauri and can be expressed through beliefs, values, traditions and practices providing a sense of meaning and purpose.

Connecting to Taha Wairua through the Neighbourhood Play System could be achieved through the creation of a Whare Tapere Community House of Entertainment at Cobham School. Te Whare Tapere were traditionally pā based community places for storytelling, dances, music, games, puppets and other entertainments and were a feature throughout Aotearoa. These community spaces were located inside buildings or outside in the open and were the one space in a pā that everyone was welcome. Te Ahukaramū Charles Royal (Marutūahu, Ngāti Raukawa and Ngā Puhi) describes Whare Tapere as places of spiritual importance to celebrate rēhia (joy), tākaro (play) and harikoa (happiness) while giving people the time and space to build relationships.

Tamariki identified the need for a local destination playground. There is no public playground in Elgin beyond the swings and spinner at Blackpool Park and the lone set of swings in the secluded Centennial Crescent, which is just outside of the study zone. The suburb of Elgin has many power dynamics at different scales that could benefit from the creation of a neutral community play space to build relationships through tākaro and entertainment and to cultivate happiness.

“ [School] is a safe place. People go there in the weekend to play basketball. I like to go and lie on the grass. ”

Cobham School, Tamariki

“ The reclamation of tākaro amongst our children I think is part of a broader project of the revitalisation of our knowledge, our traditional culture among our people. Ultimately play is a spiritual thing about finding ways to release yourself or a sense of healing. ”

Te Ahukaramū Charles Royal
(Marutūahu, Ngāti Raukawa and Ngā Puhi)

Cobham School has the space and land available for the creation of a natural outdoor Whare Tapere. The natural surveillance from the surrounding houses and local residents could have kaitiaki over the space and protect it from vandalism. Gathering the community together through a Whare Tapere at Cobham School could feature:

- Outdoor classrooms and a pūrākau circle
- Permanent Ki-o-Rahi fields
- Traditional Māori Wāhi Tākaro
- Performance stage and Kapa Haka space
- Community facilities
- Puppet theatre
- Loose parts play
- Māra Hūpara - traditional playground
- Pump track.

Allowing this space to be used by all of the community could create a space that is safe, welcoming and nurturing to the wairua of the tamariki and the community. There is also the opportunity for Cobham School to become a special character school focusing on tākaro, mahi-toi, pūrākau, carving, kapa haka and revitalising, restoring and connecting with traditional mātauranga and tikanga.

Key partnerships

- Local iwi
- Local residents
- Local gangs
- Cobham School Caretaker
- GDC
- Te Wānanga o Aotearoa and Toi Houkura (Art) School
- Marae – Te Kuri ā Tuatai Marae
- Local Ki-o-rahi network.



Figure 36: All weather artificial turf Ki-o-Rahi field at Pukehuia/Newlands Park with adjoining pump track and basketball court.



Figure 37: Western Springs College Ngā Puna O Waiōrea – Whare Tapere multipurpose performance space and stage (Jasmax).



Figure 38: Māra Hūpara - ngā aro tākaro playground as part of the restoration of Te Auaunga Awa, Auckland (Boffa Miskell).

Play Champions – the rope that binds the play system together

Capitalising on the five Neighbourhood Play System opportunities identified in this Blueprint will require strong governance and vocal play champions drawn from key Elgin community stakeholder groups. This group of play champions will form the rope that binds the five dimensions of a healthy and balanced Cobham School Neighbourhood Play System together.

Current key play champions in Elgin

- Gina Lean, Principal of Cobham School. Cobham School is part of the Taha Tinana (Gisborne) Kāhui Ako (COL), Enviroschools and the Sport Gisborne Tairāwhiti Manawakura (Healthy Active Learning) kaupapa and utilises support from a wide range of external agencies, personnel and community resources in school activities, including play.
- Cobham School tamariki, whānau and past pupils who could foster the Blueprint as an intergenerational project.
- Community Group, E Tu Elgin who support community play days and have successfully gained funding from the Tū Manawa Active Aotearoa Fund for a play trailer.
- GDC through the LTP have committed to support the Elgin community to come up with play solutions.
- Re-imagining Streets and Neighbourhoods Governance Group who consist of representatives of the GDC, Turanga Health, Cobham School, Parafed Gisborne, CCS Disability Action and Metcon Mauri to spark a region-wide conversation about the role of play and active transport on the wellbeing of tamariki, rangatahi and whānau in Tairāwhiti.

"I love the elements around the restoration around the local creek. Seeing that eel gave hope to what biodiversity could be planted there to create better nitrogen for other species to survive. The planting of natives at Cobham School will help enhance the new Waharoa and school grounds. In conjunction with what is happening inside the classroom and staff we will see a lot more growth in individuals and whānau. What the new Neighbourhood Play System looks like after the next consultation really excites me."

Victor Herbert, Manawakura – Sport Gisborne Tairāwhiti



Figure 39: Tamariki illustrating their journey from home and the breakfast club at School.

Next steps

Implementation and next steps

While the impacts of COVID-19 have made the testing of the Neighbourhood Play System Blueprint process slower and more complicated, it has allowed the central focus of the project to remain on the perceptions, experiences and dreams of the tamariki. This cup-of-tikanga approach or in the case of the tamariki, muffins-and-strawberries-tikanga developed trusting, safe relationships and the space for the tamariki to share their voice and empower them as co-designers in their own neighbourhood.

The Cobham School Neighbourhood Play System pulls together the Framing and Engaging stage of the co-design process and Let's Talk Play section of the Blueprint.

The next steps in testing the Elgin Neighbourhood Play System Blueprint involves continuing to consult with our tamariki and co-designing the implementation of the five dimensions of the Neighbourhood Play System.

Stage two of the Blueprint, Let's Plan for Play, continues the community play/workshops, identifies the proposed initiatives and begins engagement with key stakeholders to establish support for the proposals.

In the final stage of Let's Empower Play, an activation model and key project initiatives for investment is finalised and presented to the key stakeholders for approval and activation.

Sourcing funding for the short-, medium- and long-term activation of the Blueprint will allow the five opportunities identified to be tried and tested in the real world by everyday users including the tamariki of Cobham School.



Next steps

- Keep up the cup-of-tikanga.
- Develop connections and relationships with Mana Whenua.
- Gather local pūrākau to ground and strengthen the five opportunities.
- Expand the consultation net to include Cobham School whānau and caregivers, staff, Board of Trustees, caretakers, outside providers and after school providers.
- As the net is cast wider still, we will weave in the insights of key stakeholders including various levels of GDC staff (school road safety, waterways, parks and recreation, dog control, street lighting crew), Civil Assist Engineering, Tairāwhiti Trails, Gisborne Airport, Cedenco and Downer.
- Develop connections and relationships for local gang engagement.
- Formation of Elgin Tākaro Kaitiaki Ropu.
- Gather insights on the playability of the neighbourhood from the users of the suburb, those that live work and play in Elgin and those that pass through it – shop owners, churches, childcare centres, police, and industrial zone users.
- Ice cream test and neighbourhood walk with Mayor, Councillors and tamariki.
- Co-applying with GDC for the Waka Kotahi Streets for People programme 2021–2024.

Timeline

Short term: December to February 2022

- Co-applying with GDC for the Waka Kotahi Streets for People programme 2021–2024 for the tactical urbanism fund.

Medium term: February to June 2022

- Supporting the governance group to apply for the Tū Manawa Active Aotearoa Fund to test small initiatives within each of the five projects. Tamariki co-designed and led.
- Testing the Waka Kotahi Play Street Guidelines.

Long term June 2022 onwards

- Long Term Plan submission on the need for a GDC Play Strategy and Elgin Neighbourhood Play System Blueprint activation.



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Te Kāwanatanga o Aotearoa
New Zealand Government

11. Public Excluded Business

RESOLUTION TO EXCLUDE THE PUBLIC

Section 48, LOCAL GOVERNMENT OFFICIAL INFORMATION and MEETINGS ACT 1987

That:

1. The public be excluded from the following part of the proceedings of this meeting, namely:

Confirmation of Confidential Minutes

Item 4.1 Confirmation of Confidential Minutes 4 August 2022

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

	7(2)(b)(i)	Protect information where the making available of the information would disclose a trade secret.
Item 4.1	7(2)(g)	Maintain legal professional privilege.
	7(2)(i)	Enable any Council holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).