



AGENDA

City Future Committee meeting Tuesday, 31 March 2026

I hereby give notice that a City Future Committee meeting will be held on:

Date: Tuesday, 31 March 2026

Time: 9:30 am

Location: Tauranga City Council Chambers
L1, 90 Devonport Road
Tauranga

Please note that this meeting will be livestreamed and the recording will be publicly available on Tauranga City Council's website: www.tauranga.govt.nz.

Marty Grenfell
Chief Executive

Terms of reference – City Future Committee

Common responsibility and delegations

The following common responsibilities and delegations apply to all standing committees.

Responsibilities of standing committees

- Establish priorities and guidance on programmes relevant to the Role and Scope of the committee.
- Provide guidance to staff on the development of investment options to inform the Long Term Plan and Annual Plans.
- Report to Council on matters of strategic importance.
- Recommend to Council investment priorities and lead Council considerations of relevant strategic and high significance decisions.
- Provide guidance to staff on levels of service relevant to the role and scope of the committee.
- Establish and participate in relevant task forces and working groups.
- Engage in dialogue with strategic partners, such as Smart Growth partners, to ensure alignment of objectives and implementation of agreed actions.
- Confirmation of committee minutes.

Delegations to standing committees

- To make recommendations to Council outside of the delegated responsibility as agreed by Council relevant to the role and scope of the Committee.
- To make all decisions necessary to fulfil the role and scope of the Committee subject to the delegations/limitations imposed.
- To develop and consider, receive submissions on and adopt strategies, policies and plans relevant to the role and scope of the committee, except where these may only be legally adopted by Council.
- To consider, consult on, hear and make determinations on relevant strategies, policies and bylaws (including adoption of drafts), making recommendations to Council on adoption, rescinding and modification, where these must be legally adopted by Council.
- To approve relevant submissions to central government, its agencies and other bodies beyond any specific delegation to any particular committee.
- Engage external parties as required.

Terms of reference – City Future Committee

Membership

Chair	Cr Marten Rozeboom
Deputy chair	Cr Rod Taylor
Members	Deputy Mayor Jen Scoular Cr Hautapu Baker Cr Glen Crowther Cr Rick Curach Cr Steve Morris Cr Kevin Schuler Cr Hēmi Rolleston Mayor Mahé Drysdale (ex officio) Arthur Flintoff - Tangata Whenua Representative
Non-voting members	(if any)
Quorum	<u>Half</u> of the members present, where the number of members (including vacancies) is <u>even</u> ; and a <u>majority</u> of the members present, where the number of members (including vacancies) is <u>odd</u> .
Meeting frequency	Six weekly

Role

The role of the City Future Committee is:

- To consider strategic issues and opportunities facing the city and develop a pathway for the future.
- To consider Tauranga's strategic responses at a sub-regional, regional, and national level as appropriate.
- To ensure there is sufficient land supply for housing and for commercial and industrial purposes.
- To ensure there is sufficient and appropriate housing supply and choice in existing and new urban areas to meet current and future needs.
- To ensure that Tauranga's urban form and transport system enables, supports and shapes current and future sustainable, vibrant and connected communities.
- To ensure there is a clear and agreed approach to achieve measurable improvement in transport outcomes in the medium to long-term including transport system safety, predictability of travel times, accessibility, travel choice, mode shift and improved environmental outcomes.
- To enable Tauranga's urban centres to thrive and provide a sense of place.
- To ensure that council and partner investments in Tauranga's build environment are economically and environmentally resilient.
- To work with all key partners to enhance, protect and restore (where necessary) the wellbeing of our natural environment and harbour to ensure the people of Tauranga can thrive and enjoy the lifestyle this city provides.

- To review and determine the policy framework that will assist in achieving the desired strategic and operational priorities and outcomes for the city.

Scope

- Development and ongoing monitoring and update of the Western Bay of Plenty Transport System Plan and associated programmes and network operating plans.
- Development and ongoing monitoring and update of the Future Development Strategy and urban settlement patterns, including structure plans as required.
- Development and oversight of urban centres strategies, neighbourhood plans and master-plans.
- Development and oversight of the Compact City programme in support of higher development densities and the provision of a greater range of housing options.
- Development of City Plan changes and related matters for adoption by Council.
- Contribution to matters related to the SmartGrowth Strategy and input to the SmartGrowth Leadership Group.
- Regular monitoring of future strategic and growth-related projects including future strategic transport projects (i.e. projects where the project purpose definition, business case, and funding are yet to be in place).
- Development of strategies, policies, plans and programmes for the medium to long term delivery of social, environmental, economic, cultural and resilience outcomes.
- Ensuring that social, environmental, economic and cultural wellbeings are promoted through all strategic work considered by the Committee.
- Consideration of significant natural hazards risks across the city, as they apply to current and future land-form and built environment.
- Develop, review and approve policies, including as appropriate the development of community consultation material, the undertaking of community consultation, and the hearing of and deliberating on community submissions.
- Develop, review and approve bylaws to be publicly consulted on, hear and deliberate on any submissions and recommend to Council the adoption of the final bylaw. (The Committee will recommend the adoption of a bylaw to the Council as the Council cannot delegate the adoption of a bylaw to a committee.)

Power to Act

- To make all decisions necessary to fulfil the role, scope and responsibilities of the Committee subject to the limitations imposed.
- To establish sub-committees, working parties and forums as required.

Power to Recommend

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

Chair and Deputy Chair acting as Co-Chairs

- While the Chair and Deputy Chair of the Committee roles are separately appointed it is the intention that they act as co-chairs.
 - Only one person can chair a meeting at any one time. The person chairing the meeting has the powers of the chair as set out in standing orders and has the option to use the casting vote in the case of an equality of votes.
 - The rotation of the meeting chairs is at the discretion of the Chair and Deputy Chair and subject to their availability, however it is expected that they will alternate chairing meetings when possible.

- When the Deputy Chair is chairing the meeting, the Chair will vacate the chair and enable the Deputy Chair to chair the meeting. The Chair will be able to stay and participate in the meeting unless they declare a conflict of interest in an item, in which case they will not participate or vote on that item.
- The Chair and Deputy Chair will attend pre-agenda briefings and split any other duties outside of meetings, e.g. spokesperson for the Committee.
- The Chair and Deputy Chair will jointly oversee and co-ordinate all activities of the Committee within their specific terms of reference and delegated authority, providing guidance and direction to all members and liaising with Council staff in setting the content and priorities of meeting agendas.
- The Chair and Deputy Chair will be accountable for ensuring that any recommendations from the Committee are considered by the Tauranga City Council.

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1 OPENING KARAKIA

2 APOLOGIES

3 PUBLIC FORUM

3.1 Marcus Hinzack - Fordland - speaking to Te Tumu Report

ATTACHMENTS

Nil

3.2 Scott Adams - Carrus - speaking to Te Tumu

ATTACHMENTS

Nil

- 4 ACCEPTANCE OF LATE ITEMS**
- 5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN**
- 6 CHANGE TO ORDER OF BUSINESS**

7 CONFIRMATION OF MINUTES

7.1 Minutes of the City Future Committee meeting held on 17 February 2026

File Number: A19866468

Author: Anahera Dinsdale, Governance Advisor

Authoriser: Sarah Holmes, Team Leader: Governance & CCO Support Services

RECOMMENDATIONS

That the Minutes of the City Future Committee meeting held on 17 February 2026 be confirmed as a true and correct record.

ATTACHMENTS

1. Minutes of the City Future Committee meeting held on 17 February 2026



DRAFT MINUTES

**City Future Committee meeting
Tuesday, 17 February 2026**

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**MINUTES OF TAURANGA CITY COUNCIL
CITY FUTURE COMMITTEE MEETING
HELD AT THE TAURANGA CITY COUNCIL CHAMBERS, L1, 90 DEVONPORT ROAD,
TAURANGA
ON TUESDAY, 17 FEBRUARY 2026 AT 9:30 AM**

MEMBERS PRESENT: Cr Rod Taylor (Chair), Cr Marten Rozeboom, Cr Glen Crowther, Cr Rick Curach, Cr Steve Morris, Cr Hēmi Rolleston, Cr Kevin Schuler, Tangata Whenua Representative Mr Arthur Flintoff and Mayor Mahé Drysdale.

VIA TEAMS: Deputy Mayor Jen Scoular and Cr Hautapu Baker

IN ATTENDANCE: Marty Grenfell (Chief Executive), Christine Jones (General Manager: Strategy, Partnerships & Growth), Reneke van Soest (General Manager: Operations & Infrastructure), Craig Rice (Chief Operating & Financial Officer), Sarah Dove (Team Leader: Strategic Transport & Infrastructure), Ben Corbett (Team Leader: Growth Funding), Andrew Mead (Head of City Planning & Growth), Claudia Hellberg (Team Leader: City Waters Planning), Wally Potts (Head of City Waters), Ross Hudson (Manager: Strategic Planning and Partnerships, Spaces and Places), Clare Sullivan (Senior Governance Advisor) and Anahera Dinsdale (Governance Advisor).

EXTERNAL: Antoine Coffin - Ngati Kahu (via Teams)

Timestamps are included at the start of each item and signal where the agenda item can be found in the recording of the meeting held on 17 February 2026 at Council's [YouTube Channel](#).

Deputy Chair chairing this meeting

In accordance with the Terms of Reference, the Chair has vacated the chair to enable the Deputy Chair to chair this meeting. The Chair will stay and participate in the meeting, unless they declare a conflict of interest in an item, in which case they would not participate or vote on an item.

1 OPENING KARAKIA

Tangata Whenua Representative Mr Arthur Flintoff opened the meeting with a karakia.

2 APOLOGIES

APOLOGY

COMMITTEE RESOLUTION CFC/26/1/1

Moved: Cr Hēmi Rolleston

Seconded: Cr Rick Curach

That the apology for lateness received from Mayor Mahé Drysdale be accepted.

CARRIED

3 PUBLIC FORUM

Timestamp: 13 minutes

3.1 Mr Antoine Coffin - Ngati Kahu - Speaking to Pōteriwahi

Key points

- Mr Coffin provided a detailed account of the Pōteriwahi's historical importance, referencing its long tradition of gardening and settlement, the 1864 gunfighter pā, and the sending of letters to General Cameron, highlighting the area's role in local history and its significance to the hapu.
- He acknowledged the council's efforts in purchasing the reserves, the restoration of the traditional name Pōteriwahi and the constructive working relationship between the hapu and the council over various proposals, including both reserves and residential developments.
- He clarified that while the hapu had previously opposed residential proposals, they remained engaged to influence outcomes positively, ultimately expressing a preference for the land to be developed as public reserves in partnership with the council for the benefit of both the hapu and the wider community.

In response to questions

- Mr Coffin identified key sites within Pōteriwahi, such as the battle pā and broader settlement areas, noting the likelihood of burial and occupation sites and emphasising the need for sensitivity in development to protect these areas.
- Mr Coffin explained the context of previous discussions about housing, stating that while there was initial consideration for papakāinga housing due to council interest in residential development, the hapu's current preference is for the land to be used as reserves, both active and passive, aligning with their vision for the area.

4 ACCEPTANCE OF LATE ITEMS

Nil

5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

6 CHANGE TO ORDER OF BUSINESS

Nil

7 CONFIRMATION OF MINUTES

Timestamp: 24 minutes

7.1 Minutes of the City Future Committee meeting held on 25 November 2025

COMMITTEE RESOLUTION CFC/26/1/2

Moved: Cr Marten Rozeboom

Seconded: Cr Kevin Schuler

That the Minutes of the City Future Committee meeting held on 25 November 2025 be confirmed as a true and correct record.

CARRIED

8 DECLARATION OF CONFLICTS OF INTEREST

Nil

9 BUSINESS

Timestamp: 25 minutes

9.1 Status update on actions from prior City Future Committee meetings

Actions Requested:

That staff:

- Change the status of Item 8.4 – Quarterly Update – Growth, Land Use Planning and Transport Strategy Projects February 2025, that staff provide information on infrastructure cost for Māori development, change the action back to 'In Progress' rather than closed as there was more work to be done.
- Provide the following information on the workshop report page: the intention of the workshop, the content and the potential actions and outcome from the workshop.
- Upload the Policy Review Schedule to the Tauranga City Council website.

COMMITTEE RESOLUTION CFC/26/1/3

Moved: Cr Hēmi Rolleston

Seconded: Cr Marten Rozeboom

That the City Future Committee:

- (a) Receives the report "Status update on actions from prior City Future Committee meetings".

CARRIED

Timestamp: 35 minutes

9.2 Submission to the Land Transport (Revenue) Amendment Bill

Staff Sarah Dove, Team Leader: Strategic Transport & Infrastructure

Action Requested:

- That staff discuss with NZTA the level of maintenance costs of the Takitimu Drive (part of SH29) and their expectations regarding continued tolling levels of this toll road should the Land Transport (Revenue) Amendment Bill be passed and enable this.

COMMITTEE RESOLUTION CFC/26/1/4

Moved: Cr Steve Morris
Seconded: Cr Marten Rozeboom

That the City Future Committee:

- (a) Receives the report "Submission to the Land Transport (Revenue) Amendment Bill.
- (b) Retrospectively endorses the Tauranga City Council's submission to the Land Transport (Revenue) Amendment Bill.

CARRIED

Timestamp: 45 minutes

9.3 Infrastructure Funding - TCC submissions on growth funding reform and Infrastructure Funding & Financing Amendment Bill

Staff Ben Corbett, Team Leader: Growth Funding
Andrew Mead, Head of City Planning & Growth

Action Requested:

- That staff notify Te Rangapū Mana Whenua o Tauranga Moana of TCC's Submissions on Growth funding reform and Infrastructure Funding & Financing Amendment Bill.

Notes for resolution:

- Staff tabled new recommendations (b) and (c) to better reflect the desired outcome of the report.
- The recommendations in the report noted Attachments 1 and 2. However, there were no attachments to the agenda report.

COMMITTEE RESOLUTION CFC/26/1/5

Moved: Cr Glen Crowther
Seconded: Cr Rick Curach

That the City Future Committee:

- a) Receives the report "Infrastructure Funding - TCC submissions on growth funding reform and Infrastructure Funding & Financing Amendment Bill".
- b) Approves the key submission points on the Infrastructure Funding & Financing Amendment Bill as detailed in this paper;
- c) Approves the key submission points on the exposure draft of the Local Government (Infrastructure Funding) Bill and associated discussion document as detailed in this paper
- d) Delegates authority to the General Manager Strategy, Partnerships and Growth to approve the detailed submissions.

CARRIED

At 10.54am, Mayor Mahé Drysdale entered the meeting.

Timestamp: 1 hour and 17 minutes

9.4 Water take re-consenting

Staff Claudia Hellberg, Team Leader: City Waters Planning
Wally Potts, Head of City Waters

COMMITTEE RESOLUTION CFC/26/1/6

Moved: Cr Marten Rozeboom

Seconded: Cr Kevin Schuler

That the City Future Committee:

- (a) Receives the report "Water take re-consenting".

CARRIED

Timestamp: 1 hour and 48 minutes

9.5 Pōteriwahi - Use as an Active Reserve

Staff Ross Hudson, Manager: Strategic Planning and Partnerships
Andrew Mead, Head of City Planning & Growth

Action Requested:

- That staff circulate an email to Members outlining the impacts of Pōteriwahi decision on the current Long Term Plan (LTP)

At 11:57am, Mayor Mahé Drysdale withdrew from the meeting.

The following motion was taken in parts

COMMITTEE RESOLUTION CFC/26/1/7

Moved: Cr Marten Rozeboom

Seconded: Cr Kevin Schuler

That the City Future Committee:

- (a) Receives the report "Pōteriwahi - Use as an Active Reserve".
- (b) Agrees that the preferred option for Council's land at Pōteriwahi in Bethlehem is as a mix of active and passive reserves for sports and recreation outcomes and not for housing or other urban development purposes.
- (c) Rescinds previous Crown Commission decisions on Pōteriwahi made on 19th June 2023, 29th April 2024 and 10th June 2024 and removes Pōteriwahi from the Asset Divestment Register.
- (d) Approves staff undertaking stakeholder engagement with Elected Member input, detailed design and implementation planning, in accordance with recommendation (b), using existing budgets, reporting to the City Delivery Committee with a proposed implementation plan, to guide investment phasing decisions through the upcoming Long Term Plan.

CARRIED

COMMITTEE RESOLUTION CFC/26/1/8

Moved: Cr Rick Curach

Seconded: Cr Marten Rozeboom

- (e) Attachments 3, 4 and 5 included in the public excluded section of this agenda to be released publicly after the redaction of any matters that have a valid ground to withhold in accordance with the Local Government Official Information and Meetings Act.

CARRIED

10 DISCUSSION OF LATE ITEMS

Nil

9 BUSINESS CONTINUED

Timestamp: 2 hours and 41 minutes

11.1 Public Excluded Minutes of the City Future Committee meeting held on 25 November 2025

Due to no discussion on the Public Excluded minutes, the minutes were passed in the open section of the meeting.

COMMITTEE RESOLUTION CFC/26/1/9

Moved: Cr Steve Morris

Seconded: Cr Hēmi Rolleston

That the Public Excluded Minutes of the City Future Committee meeting held on 25 November 2025 be confirmed as a true and correct record.

CARRIED

11 CLOSING KARAKIA

Tangata Whenua Representative Mr Arthur Flintoff closed the meeting with a karakia.

The meeting closed at 12:01pm.

The minutes of this meeting were confirmed as a true and correct record at the City Future Committee meeting held on 31 March 2026.

8 DECLARATION OF CONFLICTS OF INTEREST

9 BUSINESS

9.1 Update on Te Tumu Planning Pathways

File Number: A19772222

Author: Andrew Mead, Head of City Planning & Growth
Brad Bellamy, Principal Planner (Structure Planning)

Authoriser: Christine Jones, General Manager: Strategy, Partnerships & Growth

Please note that this report contains confidential attachments.

Public Excluded Attachment	Reason why Public Excluded
Item 9.1 - Update on Te Tumu Planning Pathways - Attachment 1 - Confidential Attachment - Te Tumu Planning Pathways CF Committee Meeting 31 March 2026 - TK14 Negotiations Update	s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).

PURPOSE OF THE REPORT

- To provide an update on the Te Tumu urban growth area project and to enable decision-making on a preferred planning pathway following the release of the new resource management reform Bills, which provide greater clarity on the new planning system and its implementation processes and timeframes.

RECOMMENDATIONS

That the City Future Committee:

- Receives the report "Update on Te Tumu Planning Pathways".
- Confirms Council's continued commitment to enabling urban development and rezoning of the Te Tumu Urban Growth Area.
- Notes that the Planning Bill and Natural Environment Bill have now been introduced, providing greater clarity on the proposed replacement of the Resource Management Act 1991 and anticipated implementation timeframes and transition arrangements.
- Confirms the emerging Resource Management reform framework as the preferred planning pathway for the urban zoning of Te Tumu at this time, noting that risks of duplication and inefficiency if a Council-initiated plan change under the Resource Management Act 1991 was progressed during the transition to the new planning system.
- Agrees that Council will not apply for an exemption under section 80V of the Resource Management Act 1991 to progress a Council-initiated plan change for Te Tumu at this stage.
- Notes that alternative planning pathways remain available to landowners should they wish to pursue them, including private plan change processes, the Fast-track Approvals Act 2024, or other pathways that may arise through the transition to the new planning system, and that staff will continue to engage with landowners and provide relevant and appropriate information should landowners choose to progress one of

these options.

- (g) Notes that staff will continue to monitor progress of the Resource Management reform programme and report back to Council if legislative timing, transition provisions, or implementation assumptions materially change such that an alternative planning pathway should be reconsidered.
 - (h) Notes that staff will continue progressing the Te Tumu structure planning programme and associated technical workstreams in collaboration with landowners and tangata whenua to inform future urban zoning process and to ensure that structure planning work provides an integrated planning framework capable of guiding statutory planning or consenting pathways that may arise during the transition period.
 - (i) Confirms the importance of ongoing engagement with tangata whenua, Māori land trusts and Te Tumu landowners as a core component of progressing planning and development outcomes for Te Tumu.
 - (j) Notes Council's expectation that the Te Tumu Urban Growth Area will continue to be recognised as a priority development area through the preparation of the regional spatial plan.
 - (k) Notes the progression of ongoing discussions with the Tumu Kaituna 14 Trust on compensation agreements associated with access and infrastructure corridors.
 - (l) Notes the potential interactions between Te Tumu planning work and the Wairakei South Fast-track proposal, including potential risks and issues relating to infrastructure capacity and funding, and confirms that staff will continue to be actively involved in these discussions to preserve the interests of Tauranga City and the long-term development potential of the Te Tumu Urban Growth Area.
 - (m) Agrees that Attachment 1 will remain in public excluded.
 - (n) **Attachment 1** can be transferred into the open once negotiations have concluded with TCC and TK14 owners.
-

EXECUTIVE SUMMARY

2. Te Tumu is a key future urban growth area identified through regional growth planning and the SmartGrowth Strategy to support Tauranga's long-term housing and urban development needs. Planning to date has focused on progressing rezoning through a Council-initiated plan change under the Resource Management Act 1991 (**RMA**), as rezoning provides the most comprehensive mechanism for enabling coordinated development across a large and complex growth area.
3. In October 2025, the City Future Committee considered potential planning pathways for Te Tumu but deferred selecting a preferred approach due to uncertainty surrounding proposed resource management reform. Since that time, the Government has introduced the Planning Bill (**PB**) and Natural Environment Bill (**NEB**), providing greater clarity on the structure, timing, and transition arrangements for the replacement resource management system.
4. This report reassesses available planning pathways in light of that new information.
5. While a Council-initiated plan change under the RMA remains legally available, progressing this option would require Ministerial exemption from plan-stop provisions and would likely overlap with implementation of the new planning system. This creates a significant risk of duplicated effort, increased cost, and potential delay if planning work undertaken under the RMA must later be revisited within the new framework.
6. Aligning rezoning of Te Tumu with the emerging resource management system is therefore identified as the preferred pathway. Under this approach, Council would continue progressing structure planning, technical investigations, infrastructure planning, and

engagement with landowners and tangata whenua so that Te Tumu is well positioned for integration into future regional spatial planning and land use planning processes.

7. Alternative statutory pathways remain available to landowners, including private plan changes, fast-track processes, and transitional consenting mechanisms. While these may enable development proposals to progress independently, they do not replace the need for coordinated planning and infrastructure alignment across the wider growth area.
8. The recommended approach maintains momentum on key workstreams, supports ongoing partnership with tangata whenua, continues engagement with landowners including discussions with the Tumu Kaituna 14 (**TK14**) Trust, and confirms Te Tumu's role as a priority development area within future regional spatial planning. Staff have engaged with the Te Tumu Landowner Group, and they agree to focussing planning efforts on the new resource management system rather than through RMA processes.
9. Subject to Committee endorsement, staff will continue progressing structure planning and supporting technical workstreams, advancing infrastructure and development discussions, monitoring implementation of resource management reform, and reporting back if legislative changes materially affect the preferred pathway.

BACKGROUND

10. Te Tumu is identified as a key future urban growth area for Tauranga and plays an important role in meeting the city's long-term housing and urban development needs. The area has been identified through sub-regional growth planning processes as a location for future urban expansion and is a Priority Development Area in the SmartGrowth Strategy.
11. To date, planning for Te Tumu has focused on progressing rezoning from its current future urban zoning to urban zoning, as this represents the most comprehensive pathway for enabling coordinated development across the area. While development may occur through alternative statutory pathways, the scale and complexity of Te Tumu means that an integrated rezoning approach remains important to align land use planning, infrastructure provision, environmental management, and partnership with landowners and tangata whenua.
12. At its meeting in October 2025, the City Future Committee considered the report *Te Tumu Planning Pathways*, which outlined several possible pathways to enable rezoning to support future urban development in the area. These pathways included:
 - progressing a Council-initiated plan change under the Resource Management Act 1991 (**RMA**)
 - landowner-led private plan change processes
 - development through resource consent pathways
 - potential alternative pathways associated with emerging resource management reform.
13. At that time there was significant uncertainty existed regarding the Government's proposed resource management reforms, including the scope of the proposed legislation, implementation timeframes and the anticipated transition arrangements.
14. The Committee therefore resolved not to determine a preferred planning pathway at that time and instead requested that staff report back once further information was available regarding the proposed replacement of the RMA.
15. The current planning approach for enabling urban development has been to progress a change to the City Plan under the RMA. A plan change would seek to rezone this land to allow a range of development opportunities across the entire growth, including housing and business land as well as the protection of significant natural and cultural features.
16. In December 2025 the Government introduced the PB and the NEB to Parliament. These Bills provide significantly greater clarity regarding the structure of the proposed replacement resource management system, implementation timeframes and transition arrangements.

17. Tauranga City Council (**TCC**) prepared a submission on the PB and NEB and this was considered by Council on 10 February 2026. This submission generally supported the intent behind the replacement of the RMA and the move toward stronger national direction and standardisation, however noted several implementation risks, including reliance on secondary legislation, drafting issues within the plan and the cumulative pressures associated with multiple concurrent reform programmes. The Te Tumu landowner group has also made a submission.
18. This report provides an update on the proposed reforms and considers the implications of this for the rezoning pathway of the Te Tumu Urban Growth Area.

STATUTORY CONTEXT

19. The RMA currently provides the statutory framework for land use planning and environmental management in New Zealand.
20. Under the RMA, rezoning land for urban development typically occurs through district plan changes initiated by councils or through private plan change requests lodged by landowners.
21. A Council-initiated plan change under Schedule 1 of the RMA would normally be the primary mechanism available to rezone the Te Tumu area. This would include the preparation of a structure plan to ensure integrated and coordinated growth outcomes, and to serve as the foundation for zoning changes.
22. However, legislative amendments introduced in 2025 established “plan stop” provisions that prevent councils from initiating most new plan changes unless an exemption is granted by the Minister for the Environment under section 80V of the RMA. These provisions were introduced to limit the progression of plan changes while the Government develops and implements the replacement resource management system.
23. Accordingly, progressing a Council-initiated plan change to rezone Te Tumu under the RMA would require TCC to seek and obtain a Ministerial exemption.
24. While the RMA will continue to operate during the transition to the new system, the duration of this transition period is expected to be relatively short, with the Government signalling an intention to move quickly to implement the new framework. Once the new framework is in place, the RMA framework will no longer be relevant for consenting of proposed land use and development.

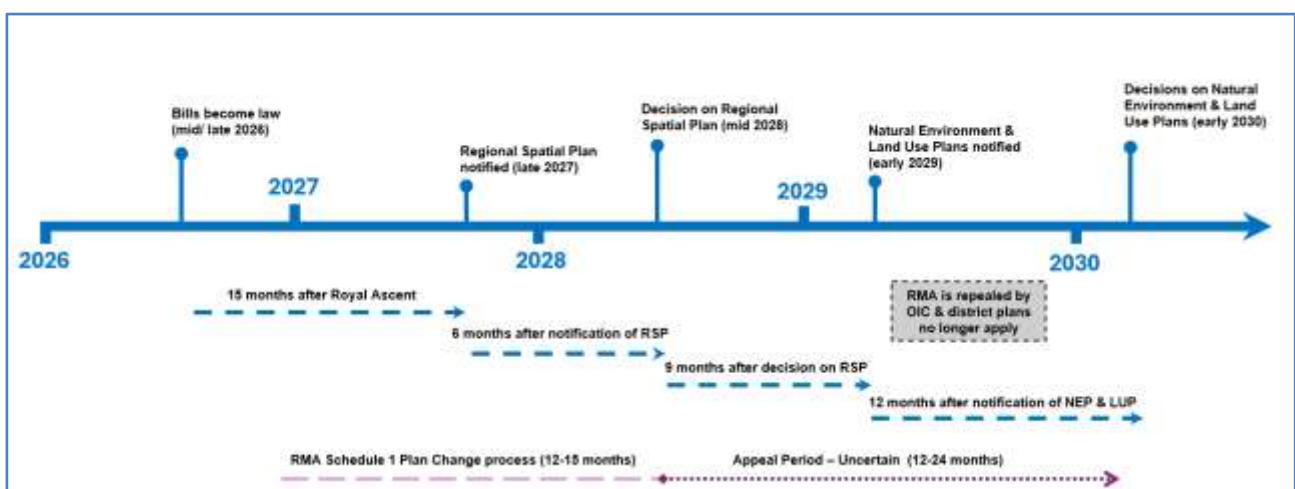
Resource Management Reform

25. The PB and NEB represent Phase 3 of the Government’s resource management reform programme and are intended to replace the RMA.
26. Submissions on the Bills closed on 13 February 2026 and the Environment Select Committee is expected to report back in late June 2026. The Government has indicated its intention to pass the legislation before the next general election, with Royal Assent now anticipated around September 2026.
27. The two Bills are designed to operate as an integrated framework. The PB establishes the framework for planning and regulating the use, development and enjoyment of land. The NEB establishes the framework for the use, protection and enhancement of the natural environment.
28. A defining feature of the proposed system is stronger national direction and greater standardisation. National policy direction and national standards will guide the content of plans and are intended to reduce variation between regions.
29. The reforms also signal a shift toward a system where fewer effects are regulated, and fewer activities require resource consent.
30. Under the proposed system, planning will occur through a new framework guided by development of a number of key planning instruments. Alongside national policy direction and national standards, which will be developed at a central government level, TCC will be

involved in the preparation of a regional spatial plan (in collaboration with the Regional Council) and responsible for the preparation of a land use plan (effectively a replacement to the existing City Plan), prepared under the PB. The natural environment plan will be prepared under the NEB and be the responsibility of the Regional Council. This will replace the range of regional plans currently in existence across the region.

31. Regional spatial plans will identify long-term growth areas and infrastructure corridors over a 30-year planning horizon and will strongly influence future zoning and its sequencing, infrastructure investment and development decisions.
32. Land use plans and natural environment plans will give effect to the regional spatial plan and provide the regulatory framework for land use and environmental management within each region.
33. The PB also sets out prescriptive timeframes for preparing the first regional spatial plans land use and natural environment plans. Whilst these plans are being prepared and implemented, the RMA is proposed to continue to apply during a transition period with some amendments to reflect aspects of the new system.
34. Key aspects of the proposed transition include:
 - The Bills are expected to become law in mid-2026 (prior to the November general election). The transition period is intended to commence one-month after the Bills are enacted.
 - The transition period ending by Order in Council, on the recommendation of the Minister for all regions, or for 1 or more regions if the Minister is satisfied that it is no longer feasible to delay the application of the PB and NEB in that region. This would signal that all notified plans making up the combined plan would have legal effect and that the RMA and all associated planning instruments (i.e. the existing City Plan and any plan change to that plan) would cease to apply.
35. The PB sets out timelines for the development of the first key instruments of the system. Based on these timelines the regional spatial plan is expected to be notified in late 2027 (with a decision by mid-2028) and the land use and natural environment plans notified by early 2029. The current timeline proposed for transition to the new system is set out in figure 1 below and includes comparison with timeline for a Te Tumu plan change under the RMA.

Figure 1: Timeline for Transition to new Resource Management System



36. Importantly, the plan-stop provisions introduced in 2025 are intended to remain in place during this period. As a result, Council-initiated plan changes under the RMA would still require an exemption from the Minister to be approved in order to proceed.

- 37. Although the RMA will remain in force during the transition period, the PB sets out amendments that are intended to support the transition to the new system. This includes a transitional consenting framework for new resource consent applications lodged under the RMA.
- 38. The transitional consenting framework is intended to simplify and streamline consenting during the transition period to reduce delays and re-litigation while the new planning system is established. Key features of the transitional consenting framework include:
 - limiting the scope of effects that can be considered in consent decisions
 - removing the “special circumstances” test for public notification
 - requiring decision-makers to act in a timely and enabling manner
 - requiring councils to consider the extent to which a consent decision aligns with a Regional Spatial Plan or relevant Future Development Strategy.
- 39. The transitional consenting framework is intended to only apply to resource consents and will not change the statutory process required to undertake a plan change under the RMA.

STRATEGIC ALIGNMENT

This contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	<input type="checkbox"/>
We value, protect and enhance the environment	<input checked="" type="checkbox"/>
We are a well-planned city that is easy to move around	<input checked="" type="checkbox"/>
We are a city that supports business and education	<input checked="" type="checkbox"/>
We are a vibrant city that embraces events	<input type="checkbox"/>

- 40. The PB and NEB proposes a new resource management system which will directly affect how TCC plans for and delivers growth, infrastructure, natural environmental management, consenting and long-term planning.
- 41. Structure planning is an important part of the design and planning of greenfield growth areas and is integral to informing future plan changes to enable a variety of homes that have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active. Ensuring this work is undertaken using an efficient planning process that delivers on these outcomes is in the best interest of the city and community.

OPTIONS ANALYSIS

- 42. This section outlines the planning pathways currently available for progressing rezoning of the Te Tumu urban growth area. In accordance with the Committee’s previous direction, staff have reviewed the options considering detail set out in the Bills released at the end of 2025 including implementation timelines, and amendments to the RMA proposed during the transition period. The analysis below considers the implications of each pathway for Te Tumu, including timing, legislative alignment, infrastructure considerations, and ongoing workstreams being progressed with landowners and tangata whenua.

Option 1 : Council-initiated Plan Change Pathway under RMA

- 43. The option of continuing to progress the rezoning of Te Tumu under a Council-initiated plan change using the Schedule 1 of the RMA remains a legally available pathway. However, as previously reported, progressing this approach would require Council to seek and obtain an exemption from the Minister under section 80V of the RMA to enable this approach to

continue whilst the 'plan stop' remains in place. It is noted that the PB proposes that the plan stop provisions under the RMA remains in place throughout the transition period.

44. If an exemption were granted, Council would then proceed with the preparation of a plan change package, including detailed planning provisions, consultation and the preparation of an evaluation report under section 32 of the RMA. The plan change would then progress to formal notification, including public submissions, hearings and potential appeals.

Implications for Te Tumu

45. Progressing a Council-initiated plan change under the RMA would provide a pathway to rezone Te Tumu using the current legislative framework. However, the timing of this process would overlap with the timelines set out in the PB for developing and then implementing the new resource management system.
46. This overlap will result in duplication of planning processes and policy work. It is evident that significant effort could be invested in progressing a plan change under the existing RMA framework while the preparation of the regional spatial plan and subsequent land use plan under the new system will be occurring in parallel during this time.
47. Progressing this option would require Council to recommence detailed plan change preparation workstreams, including the development of a comprehensive section 32 evaluation report and supporting technical documentation that may not be relevant under the framework as it is currently described in the PB.

Key Risks and Uncertainties

48. The primary risk associated with this option relates to progressing a plan change given that the timelines set out in the PB indicate that the implementation of the new planning system will be progressing at the same time. This will create duplication and inefficiencies in planning processes and the need for any work progressed under the RMA to be revisited or disregarded to align with the new planning framework (being a system where fewer effects are regulated, and fewer activities require resource consent).
49. This creates potential duplication of effort, with significant resourcing and cost implications for Council as well as Te Tumu landowners, tangata whenua, and key stakeholders. In practice, it is likely that Council and other parties would need to progress both an RMA plan change and rezoning under the new system in parallel, including undertaking separate submission and hearing processes.
50. There is also substantial risk that a plan change process under the RMA may remain unresolved at the point the new planning system replaces the RMA, particularly if appeals are received. This risk is illustrated in Figure 1. In such circumstances, the RMA could be repealed before the plan change is completed, potential resulting in significant sunk costs.
51. As noted in the Committee's October 2025 resolutions, a key consideration in pursuing an exemption to enable a Council-initiated plan change under the RMA would be whether that pathway could meaningfully accelerate the delivery of housing and urban development outcomes in Te Tumu. As noted in that earlier report, achieving this would require progress on several enabling matters being advanced by landowners in collaboration with Council, including compensation arrangements for access and infrastructure corridors and reserves on the TK 14 land (refer confidential Attachment 1), agreements around servicing solutions (including wastewater, stormwater and landform), and commitments regarding the funding and delivery of internal infrastructure.
52. While work to progress these matters are continuing, including with the TK14 Trust, progress remains incremental and a number of these issues will require further technical work and agreement between parties before they can be resolved. This work also requires consideration of the potential impacts of development proposal being progressed through fast-track legislation – namely the Wairakei South proposal which will have impacts on infrastructure capacity for Te Tumu.

Conclusion – Option 1

53. While a Council-initiated plan change remains a legally available pathway to rezone Te Tumu, staff consider that progressing this option at the present time presents a number of challenges.
54. In particular, the anticipated overlap between a plan change process under the current RMA and the implementation of the new planning system creates a risk of inefficiency and duplication. Significant work would be required to prepare and progress a plan change, while the legislative framework governing that process is expected to change and at pace.
55. Given the scale and long-term significance of the Te Tumu urban growth area, it is considered that progressing a Council-initiated plan change under the current RMA framework at this time is not the most efficient or effective pathway for achieving operative zoning for Te Tumu and that it is important that the rezoning process occurs within an enduring planning framework.

Option 2: Rezoning through the New Resource Management System (Preferred Option)

56. This option involves Council progressing rezoning of the Te Tumu urban growth area through the planning framework described under the PB, and once the new planning legislation and associated planning instruments are introduced.
57. Under this approach, Council would continue development of the Te Tumu structure plan and associated technical and engagement workstreams so that all critical matters are well understood ahead of integration into the future planning framework.

Implications for Te Tumu

58. This option aligns the rezoning of Te Tumu with the transition to the new national planning system currently presented under the Bills.
59. Continuing to progress the Te Tumu structure planning workstreams in collaboration with landowners will help ensure that the planning, infrastructure, and development considerations for the area are well understood and can be effectively integrated into the future planning framework – particularly the development of the regional spatial plan. Te Tumu has been consistently identified through existing regional growth planning processes as a key location for future urban expansion, and it is important that this role will continue to be reflected through the development of the regional spatial plan.
60. This approach also enables Council to continue working with landowners on matters that are critical to enabling development, including infrastructure corridor agreements, servicing solutions, and development staging and sequencing.
61. In addition, aligning rezoning with the new planning system is expected to provide greater certainty around how a large urban growth area such as Te Tumu is planned and delivered within the future planning framework including meeting national policy direction and the use of standardised plan provisions.

Key risks and uncertainties

62. The primary uncertainty associated with this option relates to the timing and detail of the legislation being enacted. While it is understood that significant work is underway at a central government level to develop national policy direction and national standards and that the legislation is expected to be enacted prior to the general election, the precise timing of implementation and details of national direction is yet to be confirmed. There is also a risk that delays to the reform programme could extend the timeframe before rezoning can occur.
63. Given that the legislation is still progressing through the parliamentary process, Council will need to continue monitoring the reform programme and any associated implementation timelines. If the legislative framework or transition arrangements differ materially from those currently outlined under the PB, Council may need to reconsider the most appropriate pathway for enabling rezoning of Te Tumu.

64. However, continuing to progress structure planning, infrastructure planning, and landowner discussions in the interim will help ensure that progress is maintained and that Te Tumu is well positioned to move forward once the new system is in place.

Conclusion – Option 2

65. Aligning the rezoning of Te Tumu with the new planning framework is considered to provide the most coherent, appropriate and efficient long-term pathway for progressing the urban growth area.
66. This approach avoids the potential duplication that could arise from initiating a plan change under the current RMA framework while a new planning system is being implemented. It also enables Council to continue advancing the substantive planning and infrastructure and funding work required to support development in Te Tumu and better aligns with the timing of key planning instruments being implemented that will guide future zoning decisions.
67. This approach maintains momentum on key workstreams, including structure planning, engagement with tangata whenua, and collaboration with landowners on infrastructure and development matters.
68. Importantly, and as discussed below, this approach does not preclude the landowners from also exploring and potentially progressing other pathways to continue to progress development of Te Tumu in a timely manner.

Alternative Pathways for Enabling Urban Development

69. There are other pathways that may be pursued by landowners independently of a Council initiated rezoning process and could enable development proposals to be considered under existing and proposed statutory mechanisms during the transition period.
70. These pathways include progressing rezoning through a private plan change initiated by landowners, fast-track consenting processes (under the Fast-Track Approvals Act 2004) where applicable, or other transitional consenting frameworks that have been described within the PB and may be available during the transition to new Resource Management planning system.

Implications for Te Tumu

71. These alternative pathways could potentially enable early stages of development within specific areas of Te Tumu to progress ahead of, and independently from, either a Council-initiated rezoning process under the RMA or through the implementation of the new planning framework. In particular, the transitional consenting framework outlined in the PB seeks to apply changes to the RMA that align with aspects of the future planning system. Applications for resource consents would therefore be considered in terms of that transitional framework which includes a narrow scope of effects and the requirement for a consent authority to consider the extent to which a decision is consistent with a regional spatial plan or any relevant future development strategy.
72. However, such pathways would generally be initiated and progressed by landowners rather than Council. As a result, the scope and timing of any such processes would largely be determined by the relevant landowners and the statutory processes they elect to pursue.
73. Where such processes are initiated, Council would still have a role as the relevant local authority in collaborating with landowners, considering and responding to proposals, or as the relevant consent authority for consent application, through the applicable statutory processes.

Key risks and uncertainties

74. Alternative statutory pathways may enable certain development opportunities to progress more quickly in some circumstances. However, they may also result in development

occurring in a more fragmented manner if not carefully coordinated with broader planning, infrastructure and servicing considerations.

75. Development within the Te Tumu area is highly dependent on the provision of significant enabling infrastructure, including transport connections, wastewater and stormwater servicing, and landform and servicing solutions. As a result, infrastructure capacity and funding considerations remain key challenges that need to be actively managed.

Conclusion – Alternative Pathways

76. Although these alternative pathways may be available to landowners, they do not replace the need for a coordinated planning framework for the Te Tumu urban growth area.
77. For this reason, Council's ongoing role in progressing structure planning and working with landowners, Tangata Whenua and key stakeholders on infrastructure planning, funding and delivery will remain critical to ensuring that development occurs in a coordinated manner and that the interests of the city and the wider Te Tumu urban growth area are appropriately protected.

FINANCIAL CONSIDERATIONS

78. The development of plan changes of the scale and complexity of Te Tumu require substantial financial commitments. To date, a share of the costs of progressing the structure planning for Te Tumu since 2017, excluding internal TCC staff time, has been spread amongst members of the Te Tumu Landowner Group.
79. If this work was to continue through an RMA led pathway and assuming the RMA was not repealed before a decision was issued, it is expected that further costs of \$600,000 - \$750,000 would be incurred. Again, if timing meant that appeals to that decision were to occur than Council could be faced with further costs in the range of \$250,000 - \$600,000 depending on the number and scope of any appeals and how these are resolved.
80. It is noted that progressing the project using the new planning system would still incur costs, but these would have included costs necessary to progress technical work to have the plan change ready for notification under the RMA in any case.

LEGAL IMPLICATIONS / RISKS

81. Any Council decision-making needs to be undertaken within the context of obligations under existing Resource Management legislation (which includes the 'plan stop' provisions relating to Council-initiated plan changes), as well as proposed changes to the RMA and the transition timelines set out in the Bills. This legal framework, and the risks associated with available zoning pathways is outlined in this report.

TE AO MĀORI APPROACH

82. Te Tumu holds significant cultural value to tangata whenua. In addition to the six Māori land blocks located within the Te Tumu urban growth area, the land contains cultural and archaeological sites of significance and is subject to iwi management plans, statutory acknowledgements and other statutory documents required through settlement legislation and deeds of settlement relating to this area.
83. The Kaituna River and its tributaries are subject to co-governance arrangements established under the Tapuika Claims Settlement Act 2014. This legislation established Te Maru o Kaituna River Authority as a permanent joint committee of local iwi and councils to restore, protect and enhance the environmental, cultural and spiritual health and wellbeing of the Kaituna River. The Act also provided for the preparation of the Kaituna River Document – *Kaituna, he taonga tuku iho – a treasure handed down*, which sets out the vision, objectives and desired outcomes for the river and its catchment. The river document has statutory recognition within the existing resource management framework, including through provisions of the Regional Policy Statement, and is therefore a relevant consideration for planning and development within the Te Tumu area.

84. There are currently 11 iwi and hapū who have identified an interest in Te Tumu. Many of these groups have settlement legislation and Deeds of Settlement in place, and several iwi and hapū have lodged management plans with TCC that are relevant to the planning and future development of Te Tumu. Representation in project discussions has been provided through a range of iwi authorities acting on behalf of their respective iwi and hapū. As is common in resource management matters, the mandates and roles of iwi authorities can be shared, overlapping and layered, and Council recognises the importance of these relationships in the planning of Te Tumu.
85. There are six Māori land blocks within Te Tumu which are subject to the provisions of Te Ture Whenua Māori Act 1993. Together these blocks comprise approximately 40 percent of the total land area. The largest of these blocks is TK14, which is approximately 241 hectares in size.
86. Engagement with tangata whenua on the Te Tumu project has increased over the past 12–18 months. This includes discussions with iwi and hapū representatives, as well as more recent engagement with the Māori land trusts inside Te Tumu. A forum of Te Tumu Māori land trusts has recently been established to support information sharing between Council and these trusts. The forum provides an opportunity to share updates on critical project workstreams, legislation changes (including the resource management reform) and for trusts to discuss how these matters impact their land blocks and enable information sharing with their landowners.
87. A key part of engaging with these trusts is recognising that they each have their own governance structures, decision-making processes and aspirations for their land and therefore the focus has been on ensuring that information about the Te Tumu project and the planning pathways is shared early and transparently, so that trustees can consider these matters alongside their responsibilities to their landowners. Supporting trusts to explore potential development opportunities for their land, while also recognising that each trust will move at its own pace, is an important aspect of this ongoing engagement.
88. Specific discussions are continuing directly with trustees of TK14 on matters relating to infrastructure corridors and the proposed active reserve located on the block. These discussions are ongoing and form part of the broader work programme to support the planning and future development of Te Tumu. Engagement on these matters is focused on ensuring that the interests of TK14 landowners are recognised while also working through the infrastructure requirements needed to support the wider growth area.
89. Council staff have continued to meet with iwi and hapū representatives on matters relevant to the project. This has included meetings held at the end of 2025 to discuss the project and specific technical workstreams, including wastewater servicing options currently being investigated for the eastern corridor. Written updates have also been provided following the release of the Bills.
90. A key focus for Council staff is ensuring that engagement processes are in place that support meaningful participation by tangata whenua in the planning and development of Te Tumu. This includes recognising the cultural values associated with the area, including those expressed through statutory documents such as the Kaituna River Document, the interests of iwi and hapū, and the role of Māori land trusts and their landowners in shaping the future development of their land within the Te Tumu Urban Growth Area.

CLIMATE IMPACT

91. Climate impacts and the effects of climate change are important considerations under the RMA, reinforced through national direction including the National Policy Statement on Urban Development and the recently released National Policy Statement on Natural Hazards.
92. The PB also recognises these as relevant matters in the context of meeting its stated purpose being to establish a framework for planning and regulating the use, development and enjoyment of land. The management of natural hazard as they relate to land use is a responsibility of all territorial authorities under the PB which aligns with the goals of the PB

being to safeguard communities from the effects of natural hazards. The PB also proposes a link between the proposed amendment to the Climate Change Response Act 2002, which requires adaptation plans in priority locations, and the preparation of a regional spatial plan which must identify and provide for these priority locations.

93. There has been and continues to be considerable work on ensuring future development in Te Tumu is resilient to the effects on natural hazards including the impact that climate change has on the frequency and severity of these hazards. Management of natural hazard risk remains a key focus for this project, and this is expected to continue through a rezoning pathway that utilises the new planning system.

CONSULTATION / ENGAGEMENT

94. In addition to the engagement described above, Council staff continue to work collaboratively with the Te Tumu Landowners Group, which represents several major private landowners within the urban growth area. The group meets regularly with Council staff and has contributed to the development of the Te Tumu structure planning programme, including co-funding technical investigations supporting planning and infrastructure analysis.
95. Planning pathway options and the implications of the PB and NEB have been discussed with the group through recent meetings and written updates. The proposed recommendations were provided on a confidential basis and discussed with the group. There is broad alignment that planning efforts should focus on progressing Te Tumu through the emerging planning system rather pursuing a Council-initiated plan change under the RMA.
96. The landowner group also made a submission to the government's resource management reform Bills. That submission included a request that transitional provisions allow large scale rezoning in identified growth areas to be progressed prior to the preparation and adoption of regional spatial plans providing they are included in an existing future development strategy. This request is intended to enable the timely urbanisation of Te Tumu by allowing rezoning or equivalent urban zoning outcomes to occur during the transition period prior to full implementation of the new legislation. Staff will monitor the legislative process to see if this suggestion is adopted by Parliament.
97. Feedback provided by the landowner group on the draft recommendations accompanying this report reflects the positions advanced through their submission, including an interest in retaining flexibility to pursue planning pathways that may enable rezoning or urban development outcomes to progress during the transition period. The landowner group has also indicated that adoption or recognition of structure planning outputs may assist in providing planning guidance should such pathways become available.
98. Staff have considered this feedback in preparing the recommendations. The recommendations acknowledge that alternative planning pathways may remain available and that ongoing structure planning work should inform future statutory processes, while maintaining Council's preferred strategic approach of progressing urban zoning through the emerging resource management framework.
99. Engagement with the landowner group has also included discussion of matters affecting future development sequencing, including potential interactions between infrastructure planning and capacity for Te Tumu and the Wairakei South fast-track proposal. In this context, issues relating to infrastructure capacity and equitable funding arrangements have been identified as matters requiring ongoing consideration alongside the planning workstreams for the Te Tumu project. This matter is discussed further within the quarterly report to the Committee.

SIGNIFICANCE

100. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal

or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.

101. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
- (a) the current and future social, economic, environmental, or cultural well-being of the district or region
 - (b) any persons who are likely to be particularly affected by, or interested in, the matter.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
102. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter of progressing with a particular planning pathway for Te Tumu is of high significance given the importance of Te Tumu as a priority development area and to the management of future growth for the city, however the decisions proposed in this report are of medium significance as they do not restrict Council to a single pathway but provide for the ability to adapt the project if legislative timing, transition provisions, or implementation assumptions materially change.

ENGAGEMENT

103. Taking into consideration the above assessment, that the matter is of medium significance, officers are of the opinion that no further engagement is required prior to Council making a decision and in any case the views of key parties like Te Tumu landowners and tangata whenua are well understood.

NEXT STEPS

104. Assuming the recommendations are accepted, staff will:
- (a) Continue to progress structure planning and supporting technical work for the Te Tumu urban growth area in partnership with the Te Tumu Landowner Group, tangata whenua and other key stakeholders.
 - (b) Continue discussions with landowners and relevant partners on matters critical to enabling development in Te Tumu. This includes ongoing work relating to infrastructure planning and delivery, development sequencing, and discussions regarding infrastructure corridors and other matters affecting Māori land within the growth area.
105. In parallel, staff will continue to work with regional partners through preparation of the regional spatial plan to ensure that Te Tumu continues to be recognised as a priority location for future urban growth and supporting infrastructure.
106. Staff will monitor progress of the Resource Management reform programme and its implementation timeframes and will report back to Council if there are material changes that may affect the most appropriate pathway for progressing rezoning of the Te Tumu Urban Growth Area.
107. TCC will also remain actively involved in the Wairakei South fast-track proposal to ensure the interests of the City and Te Tumu are appropriately represented and considered.

ATTACHMENTS

1. **Confidential Attachment - Te Tumu Planning Pathways CF Committee Meeting 31 March 2026 - TK14 Negotiations Update - A19916806 - Public Excluded**

9.2 Status updates on actions from prior City Future Committee meetings

File Number: A19945973

Author: Anahera Dinsdale, Governance Advisor

Authoriser: Christine Jones, General Manager: Strategy, Partnerships & Growth

PURPOSE OF THE REPORT

1. This report provides a status update on actions requested during previous City Future Committee meetings

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Status updates on actions from prior City Future Committee meetings".

BACKGROUND

2. This is a recurring report provided to every City Future Committee meeting. The next report will be to the City Future Committee meeting of 19 May 2026.
3. The attached update includes all open actions and actions completed since the last report on 17 February 2026.
4. Once reported, completed actions are archived and made available in the Stellar library¹.

DISCUSSION

5. The action status update report for the City Future Committee as at 23 March 2026 is provided as **Attachment 1** to this report, and is summarised in the table below.

Status of actions	No. actions
Closed (completed since the last report)	6
In progress	7
Pending (waiting on something)	0
To be actioned	1
Total actions included in this report	14

ATTACHMENTS

1. **Attachment 1 - Actions requested from City Future Committee meetings - as at 23 March 2026 - A19960321** [↓](#) 

¹ Stellar pathway: Council & Committees → City Future Committee → 2025 → Actions Requested by City Future Committee meetings.

City Future Committee				Actions status update as at: 23 March 2026			
Meeting Date	Agenda Ref.	Report Name	Action Required	Status Update <i>(incl anticipated / actual completion date)</i>	Status Summary	Date Closed	GM / CE Responsible
17 Feb 2026	9.1	Status update on actions from prior City Future Committee meetings	Provide the following information on the workshop report page: the intention of the workshop, the content and the potential actions nad outcome from the workshop.		To be actioned		Christine Jones
17 Feb 2026	9.1	Status update on actions from prior City Future Committee meetings	Upload the Policy Review Schedule to the Tauranga City Council website.	https://www.tauranga.govt.nz/Portals/0/data/council/policies/files/policy-review-schedule.pdf	Closed	17 Feb 2026	Christine Jones
17 Feb 2026	9.2	Submission to the Land Transport (Revenue) Amendment Bill	That staff discuss with NZTA the level of maintenance costs of the Takitimu Drive (part of SH29) and their expectations regarding continued tolling levels of this toll road should the Land Transport (Revenue) Amendment Bill be passed and enable this.	The Land Transport (Revenue) Amendment Bill is in progress with the Select Committee report due 17 May 2026.	In progress		Christine Jones
17 Feb 2026	9.3	Infrastructure Funding - TCC submissions on growth funding reform and Infrastructure Funding & Financing Amendment Bill	That staff notify Te Rangapū Mana Whenua o Tauranga Moana of TCC's Submissions on Growth funding reform and Infrastructure Funding & Financing Amendment Bill.	Rangapu notified, no feedback received. Staff are going to offer to Rangapu to provide a briefing if that would be helpful.	Closed	20 Feb 2026	Christine Jones
17 Feb 2026	9.5	Pōteriwahi - Use as an Active Reserve	That staff circulate an email to Members outlining the impacts of Pōteriwahi decision on the current Long Term Plan (LTP)	Cr Morris requested follow up information, specifically whether any budget (revenue) under the Asset Realisation Reserve was allocated in the LTP associated with the sale of land at Pōteriwahi for housing (under the previous direction from Commissioners). We have checked with Finance, who have confirmed that there is no revenue allocation, therefore no 'loss' in the change of direction.	Closed		Reneke van Soest
25 Nov 2025	9.7	Major Events Strategy Update	That staff provide the Members with a break down list of the 106 events and include how iwi/hapū are providing input for these events.	Information was provided on email on 5 February 2026.	Closed		Sarah Omundsen

Meeting Date	Agenda Ref.	Report Name	Action Required	Status Update <i>(incl anticipated / actual completion date)</i>	Status Summary	Date Closed	GM / CE Responsible
14 Oct 2025	9.1	Vale Street, Windsor Road and Grange Road Safety Improvement Options	That staff provide the Committee with a report that includes an up-to-date list of every (transport) project (including safety projects) included in the current Annual Plan, and by year, in the Long Term plan, including where projects have been bundled and the details of projects in those bundles also listed in the report.	A briefing request has been submitted to share with EM - the outcome of the request and seek early feedback to ensure we are on the right track. A paper outlining the outcome is proposed to be tabled at the 15/12/2025 City Delivery Committee Mtng.	In progress		Reneke van Soest
14 Oct 2025	9.2	Harbour Drive Safety Improvement Options	That staff provide a report back to the City Delivery Committee on the maintenance response for boulders and the use of agrochemicals along Harbour Drive, including alternatives to chemical use.	Greg Steele has confirmed that City Operations will mow the grass and weed eat around the boulders as per normal City Operations practices. With regards to agrochemicals, we follow the TCC agrochemical policy and only use approved agrochemicals. This policy can be provided if required.	Closed		Reneke van Soest
14 Oct 2025	9.7	Status Update on actions from prior City Future Committee meetings	That staff prioritise and arrange a Tauranga Western Bay of Plenty Transport Committee meeting before Christmas 2025.	Transport Forward Planning Scenarios Briefing set for December 17th 12.30-2pm. Invited: TCC Transport staff and Elected Members, with invites being extended to BOPRC and WBOPDC. Plans for next year's meetings to be decided at this briefing. The December meeting went ahead and a further meeting series has been sent by BOPRC with the next meeting in April.	Closed		Reneke van Soest
12 Aug 2025	9.3	Te Tumu Wastewater Servicing Options	Staff to report back to Committee on the resilience of the wastewater system if delivered.	An assessment for alternative wastewater servicing options for Te Tumu has commenced. It will consider the resilience of a developer-delivered onsite treatment plant within Te Tumu. This assessment will also consider the resilience of the existing TCC wastewater network if Te Tumu flows (and hence large scale upgrades) are excluded from the system. Completion of the assessment is anticipated by 4th quarter of FY26 (i.e. March-June 2026).	In progress		Reneke van Soest

Meeting Date	Agenda Ref.	Report Name	Action Required	Status Update <i>(incl anticipated / actual completion date)</i>	Status Summary	Date Closed	GM / CE Responsible
12 Aug 2025	9.3	Te Tumu Wastewater Servicing Options	Staff to report back to Committee on the impact costs if delivered in an alternative way.	An assessment for alternative wastewater servicing options for Te Tumu has commenced. It will consider the developer costs of a developer designed, constructed and operated onsite treatment plant within Te Tumu, plus costs of larger-scale treatment plants that would be delivered and operated by the Water Services CCO. This assessment will also consider the costs of smaller scale upgrades required to the existing TCC wastewater network if Te Tumu flows (and hence large scale network upgrades) are excluded from the system. The potential cost impact to the Te Maunga WWTP upgrade programme will also be considered. Completion of the assessment is anticipated by 4th quarter of FY26 (i.e. March-June 2026).	In progress		Reneke van Soest
17 Feb 2025	8.4	Quarterly Update - Growth, Land Use Planning and Transport Strategy Projects - February 2025	Staff to provide information on infrastructure costs for Māori development.	Memo on Papakainga housing and infrastructure matters sent to EM's as part of Council Catchup 23 May 2025. Workshop to be scheduled to discuss and then report to a Committee. Staff have been assigned to prepare information for elected members (September 2025). Memo circulated in advance of papakainga briefing scheduled for 4 December - loaded into Stellar. 17 February 2026 meeting - changed to In Progress	In progress	4 Dec 2025	Christine Jones

Meeting Date	Agenda Ref.	Report Name	Action Required	Status Update <i>(incl anticipated / actual completion date)</i>	Status Summary	Date Closed	GM / CE Responsible
17 Feb 2025	8.6	2025/26 Development Contributions Policy - Growth Funding Opportunities	That a workshop be held once Central Government provides direction on the funding and financing tools.	Report with an update in the City Future 1/4ly Growth, Land Use and Transport Planning Report to 5 May 2025. Also addressed in the Government Reforms Affecting TCC report to 5 May 2025 City Futures meeting. Once further clarity on Central Government reform then a workshop can be scheduled. Legislative change information released December 2025, with submissions due February 2026. Staff reviewing the information and will report to Council with recommended submission points. Submission reported to March City Future Committee	In progress		Christine Jones
2024 - Vision, Planning, Growth & Environment Committee							
14 Oct 2024	9.2	Waste Infrastructure Programme Business Case development	To provide the Subregional waste infrastructure analysis. This is also to cover projections of costs including external consultants	Workshop held 11 August with Elected members. Report to 16 September Council meeting on broader Te Maunga site. Reported to November City Future meeting on Objectives to inform Business Case option analysis.	In progress		Christine Jones

9.3 Pāpāmoa East Community and Social Needs Assessment

File Number: A19883160

Author: Richard Butler, Funding Specialist

Authoriser: Sarah Omundsen, General Manager: Regulatory and Community Services

PURPOSE OF THE REPORT

1. To receive the Pāpāmoa East Community and Social Needs Assessment Report.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the Pāpāmoa East Community and Social Needs Assessment Report.

BACKGROUND

2. Brian Cavit and Sandra Johnston made a presentation to the Council meeting on the 3rd of March 2025 on behalf of the Wairakei Community Centre Trust. Below is an extract from the minutes:
 - Rev Cavit advised that there was a long-term agreement with Council, where they become a partner in the development of a community centre in Pāpāmoa East.
 - There was a part of Pāpāmoa that was in desperate need of social services with access to social service agencies and since 2023 the need for use of those services had tripled.
 - As a Trauma Specialist, Ms Johnston stated she dealt with people on a daily basis, with the Police calling Pāpāmoa East the red flag area for Tauranga, and while it may be seen as the best suburb to live, that was not what she saw every day.
 - The information provided was based on real statistics from GP's, Counsellors, Psychologists and social service agencies.
 - Services were currently run from the Medical Centre, but with the lease up for renewal in June 2025, this would no longer be available, and there was nowhere that they could afford to relocate to in Pāpāmoa. Ms Johnston stated that all of the Ministers in Pāpāmoa were saying they needed help.

Action:

 - The Community Development Team worked with Non-Government Organisations to facilitate support for areas. An update would be provided on specific work in the Pāpāmoa East area.
3. The Community Development Team commissioned Socialink to undertake a Pāpāmoa East Community and Social Needs Assessment. The assessment is provided at Attachment 1, and a summary of the data at Attachment 2.
4. Liz Davies, Chief Executive of Socialink, is presenting on the needs assessment, and Brian Cavit and Sandra Johnston from the Wairakei Community Centre Trust will also speak to the report.

ATTACHMENTS

1. **SocialLink Report Papamoa East Community and Social Needs Assessment FINAL (003) - A19880753** [↓](#) 
2. **Papamoa Needs Analysis Data Summary FINAL Feb 2026 - A19881564** [↓](#) 



Pāpāmoa East Community and Social Service Needs Assessment

Report for Tauranga City Council

January 2026

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Acknowledgements

SocialLink Tūhono Pāpori is the umbrella peak body for the social and community sector in the Western Bay of Plenty and is based at The Collective in 17th Avenue, Tauranga. We would like to thank the people who gave time for interviews or gave email feedback on the questions for this CSSNA.

Disclaimer

Care has been taken to accurately represent information, views and suggestions given in interviews and from other sources, however SocialLink acknowledges there may be omissions and inaccuracies in noting services and initiatives. While we have made recommendations, it will be for the Pāpāmoa East community, service providers and Tauranga City Council to determine the way forward.

Summary

1. The Community Social Service and Needs Assessment (CSSNA) was commissioned by Tauranga City Council's community development team to look at the provision of social, community and health services and facilities in Pāpāmoa East (identified as east of Parton Rd) now and in the future.
2. The Pāpāmoa East area is a new, developing suburb with a growing population of young families. The population is seventy one percent NZ European, nineteen percent Māori and with increasing ethnic diversity, six percent of the residents are of Indian descent. Pāpāmoa East has grown by at least 62% in population since 2018 and stands at 17,580 in 2025. Within reasonably affluent areas, there are pockets of high deprivation. To the east it runs into the area known as Te Tumu where land for development for housing and commercial buildings is expected to start being released in 2026 as part of the Eastern Corridor growth area.¹
3. Background factors to undertaking the CSSNA include the recent closure of the long-term social service hub the Hillier Centre in Mount Maunganui, resulting in social service providers relocating out of the area to central Tauranga and changes to other social and community services in the Pāpāmoa area. These have contributed to provider and community concern about reduced local access to social services for the growing population, particularly for low-income residents. Coupled with these issues have been calls for a community centre or hub in the Pāpāmoa East area to be built sooner than 2032, the date in Tauranga City Council's current plan.
4. Social, health and community providers interviewed as part of the CSSNA considered cost of living issues as being significant for low- and middle-income families and individuals in Pāpāmoa East, a community they saw of two halves, the 'haves and have nots.' A high need for food support was noted amongst older people, low- and middle-income families with large mortgages. Homelessness and other housing stress was more visible and there was a need for more one- or two-bedroom rental properties for lower income older people. It was thought young families would benefit from more local family oriented social support and services and services able to support immigrants and families from different ethnicities. Social isolation amongst older people and people with limited means and mobility was a concern. Young people needed more local social support, life skills and employment services and community facilities oriented to their needs and interests.
5. Access to social and community services was considered more difficult for Pāpāmoa East residents with the closure of the Hillier Centre, relocation of services and no obvious social and community service hub in the eastern part of Pāpāmoa. It was expensive in cost and time to get to and from social services now based in Tauranga

¹ Tauranga City Council 2024-2034 Long Term Plan.

central, especially for stressed, lower income families and people with limited mobility. Reduced local access meant delays in people seeking help, problems becoming more complex and taking longer to help resolve. Coupled with the needs of the growing population, this had led to a greater workload for providers. They were worried about keeping up with the demand and need. At the same time some organisations were dealing with funding cuts and increases in operational expenses such as rent.

6. A visible, well-known hub or 'go to' centre for social services was considered invaluable and essential for a community. Providers remarked that many people finding they needed help simply did not know where to start. An important function of the now closed Hillier Centre in Gloucester Street had been as a 'go to place' for the community. The different services under the one roof knew the local community, what support was available and could refer people to other services or help directly. Rooms were available for other organisations to use. A similar 'hub' function at 95 Hartford Ave (a council owned reserve) was undertaken by the Anglican Care Waiapu's (ACW) Pāpāmoa Family Support Centre which became Pāpāmoa Family Services. The Pāpāmoa Family Services closed in 2023 but Te Manu Toroa's longstanding primary healthcare services Te Akau Hauora and other ACW services continue at the site.
7. Providers said there is an **urgent** need in or near Pāpāmoa East for a local hub or centre providing access to **social, primary health and community support services**. It would provide that visible 'go to place' for local people and families with financial, social and health related concerns. It needed to be accessible and attractive to attend for people of different ages, family circumstances, ethnicities and languages, newly arrived and long-term residents. Such a centre would help social, health and community services have a hub for coordination, sharing of knowledge about changing needs of the community and support prevention efforts as well as responding to immediate needs.
8. The 95 Hartford Avenue site was seen as a good option for this role and already has health and social services, as well as other community facilities such as a community garden and nearby reserve, playground and kohanga reo. Further development has been suggested between council, community providers, iwi and other funding organisations for a permanent hub. This may involve a move to a temporary location for current services while the site is upgraded. Other suggestions included setting up a temporary container village, and looking at more use of the Pāpāmoa Sports and Recreation Centre in Gordon Spratt Reserve or the Pāpāmoa Library and Community Centre.
9. Feedback from the providers interviewed and feedback from a community snapshot survey is that the Pāpāmoa East area also needs an operating **Community Centre** much earlier than 2032, the current TCC plan. This feedback considers current resident needs and concern about social issues, risk of growing social disconnection and the needs of the future population living in Te Tumu and nearby areas. The local population needs somewhere local to have as a community heart or centre to come to. Furthermore, given the current needs and future growth in the Eastern Corridor, some thought the area needs two permanent hubs/community centres to provide social

services and community centre facilities. It was thought the Hartford Avenue location could fulfil one, and the other be located at Golden Sands or nearby location.

10. Pāpāmoa East is considered to have many strengths and assets. These revolve around what residents and community organisations do to make the community, looking out for each other and the environment, in pulling together to clean up the beach following the Rena disaster for example. The beach, natural environment and local amenities were also highlighted as part of its attraction. However housing, social and financial issues troubled many people.
11. There was a strong theme that the Pāpāmoa East (and greater Pāpāmoa) area not only urgently needs access to a social and community service hub but also needs a physical place to provide a community heart and centre where people could find connection, support and help, information and enjoyable activities. A community centre did not need to provide all of these itself but should be located near other such facilities. Co-design with the community and providers of social and community services was considered essential.

Recommendations

These recommendations are suggestions; it will be for the Pāpāmoa community, service providers and Tauranga City Council to determine the way forward.

1. A working group be set up as soon as possible to help progress the development, feasibility and operation of short-term and longer-term social service and community centre facilities in Pāpāmoa East. The group should have inclusive representation from local community, social service, health and kaupapa Māori organisations and iwi and from Tauranga City Council. It should be resourced by TCC.
2. TCC support health, social and community provider plans to develop the facilities at the 95 Hartford Avenue reserve, including exploring financial support options from such sources as philanthropic funders and the Department of Internal Affairs Community Facilities Fund.
3. If temporary relocation is required while the Hartford Avenue site is developed, mechanisms be considered to support providers to relocate such as room hire, rent or lease relief.
4. TCC urgently bring forward plans to purchase land and develop a community centre in the Golden Sands area, designed in partnership with the local community and iwi, social, health and community service organisations.
5. Initiate or support a campaign to increase the visibility and location of Here2Help U, Citizens Advice Bureau and other existing local health, social service and community providers.

SECTION 1. Introduction and Background

This needs assessment, commissioned by Tauranga City Council’s community development team, looks at the provision of community and social services in Pāpāmoa East and what is required to support the growing local population, now and in the future.

There are concerns that the area’s population does not have good enough access to local services for reasons outlined in this report which will be compounded by the expected population growth further east.

1.1. Aims of the Community and Social Service Needs Assessment

Wairākei (Pāpāmoa East) lies within the rohe of Ngā Pōtiki..² The Pāpāmoa East area for the CSSNA was identified by TCC as east of Parton Rd. For the purposes of the CSSNA it included the census statistical area 2 (SA2) areas of Wairakei West, Pāpāmoa Beach South, Wairakei Central, Motiti and Wairakei East-Te Tumu (Figure 1). It is a long and narrow suburb running east along Pāpāmoa Beach Road and the Pacific Coast into new housing areas, until it meets with open country areas known as Te Tumu at the end of Te Okuroa Drive. The southern boundary is the Tauranga Eastern Link/State Highway Two.

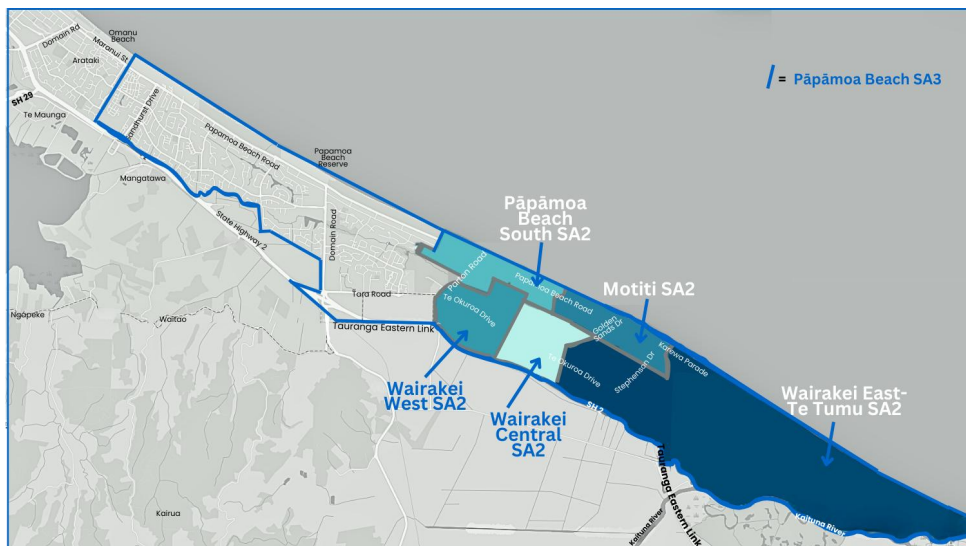


Figure 1: Pāpāmoa East SA2’s (within Pāpāmoa Beach SA3 area)

In June 2025, the estimated population of the five SA2 areas was 17,580.

² Ngā Pōtiki rohe runs along the coast from Parakiri (Ōmanu Beach) to Wairākei and extends in a straight line inland to Kōpūāroa, Ōtawa maunga, Te Kaiate Stream, follows Te Awa o Waitao (and catchments) directly across to Ōruamatua and to Kainohu (Te Manga) and back to Parakiri on the coast. The area is inclusive of Ōtara maunga and Te Rae o Pāpāmoa.

Parton Road is somewhat of an artificial boundary because people from either side travel backwards and forwards to services and facilities in Pāpāmoa or Pāpāmoa East or further afield to Mount Maunganui, Te Puke or to Tauranga Central.

The CSSNA therefore, where relevant, includes what is occurring in the broader Pāpāmoa/Mt Maunganui area, given the local population uses and is affected by the availability or lack of facilities and services in those locations.

Specific aims are to

- Identify and map current local social, community and health related services available in Pāpāmoa East.
- Hear from social, health, community, iwi and government organisation representatives working in the area about the needs, strengths and gaps in services and facilities and suggestions for service development in the short and longer term.
- Identify challenges and enablers for service providers to deliver services in the Pāpāmoa East area.
- Identify the demographic, social, economic and cultural profile of the Pāpāmoa East population, including indicators of social deprivation, which will provide more detail on the diversity of the population and various needs.
- Identify possible options to strengthen the provision of social, health and community services.

1.2. Background context to the CSSNA

This section describes some of the background context to the CSSNA. This includes recent changes to long term social service facilities and providers, requirements of future population growth and Tauranga City Council's role in planning for and supporting community facilities such as community centres.

1.2.1 Reduction in facilities and services in the Pāpāmoa and Mount Maunganui area.

Closure of the Hillier Centre, 31 Gloucester Rd Mount Maunganui

- The social service hub known as the Hillier Centre closed in May 2025 after 37 years at the site. It was established in 1986 and hosted a diverse range of organisations, including social service providers, health agencies and community-based charities and clubs. Its strategic location close to bus routes - between Baywave TECT Aquatic Centre and Somerville Retirement Village made it accessible to many.³
- Services offered counselling, mental and physical health support, parenting programmes, community corrections services, and spaces for community groups to gather. The building was sold to Metlifecare in 2022 by Perpetual Guardian, which managed The Hillier Bequest Charitable Trust.

³ Rosalie Liddle-Crawford, Hillier Centre in Mount Maunganui closes after 37 years of service, Bay of Plenty Times, 19 May 2025

- Social service organisations that had been based at the Hillier Centre relocated out of the Mount Maunganui area due to a lack of local, suitable alternative facilities. Counselling and social services agency Family Works, a long-term core lessee and part of Presbyterian Support Northern, moved to 126 Eleventh Ave. It offers counselling and social work services for children and families, Women Against Violence Education (WAVE), Social Workers in Schools, Parenting Through Separation and the Restore programme. Headway Brain Injury Association BOP relocated to 53 Fraser St, co-locating with Breast Cancer Support Services. The Community Corrections office, accessible to people on probation, transferred to the branch in central Tauranga.

Changes to social, health and community services at 95 Hartford Avenue, Pāpāmoa

- At 95⁴ Hartford Avenue is a reserve owned by Tauranga City Council with buildings on it leased to social service, and health organisations.
- In 2010 what was referred to as a 'community village' was established.⁵ Kaupapa based health care provider Te Manu Toroa, based in Gate Pa, set up a primary care/GP clinic Te Akau Hauora and other related services which continue there. Anglican Care Waiapu (ACW) moved its Pāpāmoa Community Support Centre services from outgrown premises on the corner of Dixon/Domain Rd to the Hartford Avenue site. ACW is the social services arm of the Anglican diocese of Waiapu, serving communities across the Bay of Plenty, Te Tairāwhiti, Hawke's Bay and Tararua. Its social services had supported the Pāpāmoa community since 1993.
- The Pāpāmoa Community Support Centre at the time was seen as "*a critical facility for the area. Many community groups use it and the public know they can go there to access services they need*"⁶ according to the Pāpāmoa Lions Club whose members volunteered to help set up the new facilities.
- In 2015 ACW **changed the name of the Pāpāmoa Community Support Centre to Pāpāmoa Family Services**, as part of a wider rebranding exercise.⁷ Pāpāmoa Family Services (PFS) offered free Family/youth support (general help for family challenges, relationship issues, addiction and school/money problems); Financial Mentoring (assistance with budgeting, financial planning and linking to other support); Counselling (for individuals children and youth covering grief, loss and life changes); Food Support (an agent for Tauranga Food Bank and emergency food supplies) and Community Education with programmes like Money Mates (budgeting) and Women for Ourselves (support group).
- The location and services were seen as an important community hub for the Pāpāmoa area with several groups using facilities. It provided space for services such as Bay of Plenty Addiction Services, Strengthening Families and Oranga Tamariki to use. It ran the

⁴ TCC identifies the reserve address as 95 Hartford Avenue. It is divided by the Avenue. On the northern 'beachside' of the Avenue there are carparks and social service buildings whose numbers include 34E, 35 D and 37A. Directly across Hartford Avenue the reserve has a playground, shade cover, basketball half court, trees and paved footpath.

⁵ Sunlive Better support for Pāpāmoa Community, Friday 16 July 2010.

⁶ Sunlive Better support for Pāpāmoa Community, Friday 16 July 2010.

⁷ Weekend Sun Supporting the Community Friday 25 September 2015

Second Chance Op Shop. PFS also received the Pāpāmoa food and donations collected by the Emergency Services Food Drive, organised by Pāpāmoa Neighbourhood Support and the Pāpāmoa Volunteer Fire Brigade.⁸

- In 2023 Anglican Care Waiapu looked at the service delivery model of PFS as part of a broader strategic review. It decided to **close Pāpāmoa Family Services** in September 2023 as such in recognition of the limited scale and reach it was able to achieve, given funding and other resource needs.
- It transferred some of PFS services to other providers (eg financial advice to Bay Financial Mentors which runs under Te Manu Toroa's 35 Hartford Ave facilities) in order to concentrate on other services and programmes. These are its three early child centres in the Tauranga area, its Growing Through Grief service and Kauri Centre services for seniors, both of which are coordinated out of the Hartford Ave site.⁹ At the time the CEO said it had been a very difficult decision, noting ACW had run it at a 'significant operating deficit to try to ensure it continued.' The change was not a reflection on the quality of services provided by staff and volunteers, but was more a recognition of the limited reach and scale of the service as it then stood.
- A public meeting was subsequently called by Pāpāmoa Neighbourhood Support to discuss future options including establishing a new entity to take care of the food service.¹⁰ The food service has moved to the Food Hub at the Golden Sands Baptist Church. Family and Youth Support and both Te Manu Toroa and Anglican Care Waiapu remain lessees at Hartford Avenue. At the time of Pāpāmoa Family Services closure, TCC staff indicated there was potential for a new entity or some services to be supported under the Reserves Management Plan as part of continuing to meet the needs of the community.¹⁰

1.2.2 Lack of local afterhours emergency/acute medical care

A community concern for some time is that Pāpāmoa East and nearby areas have limited after 5pm or weekend urgent health care services.¹¹ Tauranga Hospital is the only 24-hour emergency health care facility in the city, 30 minutes away by car for residents of Pāpāmoa East, Te Puke and nearby areas. The closest walk-in after-hours accident/health care clinic is at 19 Second Avenue, open 8am -8pm every day and up to half an hour away from Pāpāmoa East. In 2018/2019 residents and the then Bay of Plenty National MP Todd Muller petitioned for a local accident/emergency after hours service.¹² A 365 Consult clinic was established in Palm Spring Boulevard to provide afterhours care but closed nine months later in November 2024 due to funding issues. It was not eligible for capitation funding because it was not set up as a general practice.¹³

⁸ Sunlive Pāpāmoa Family Services facing closure, August 1st 2023.

⁹ Sunlive Pāpāmoa Family Services facing closure, August 1st 2023.

¹⁰ Sunlive Saving an essential service in Pāpāmoa, 7 August 2023

¹¹ Pāpāmoa Post, Pāpāmoa six years ago: what's changed? April 2025.

¹² Bay of Plenty Times 31 July 2019. Tauranga widow's push for A & E medical centre in Pāpāmoa reaches Parliament.

¹³ Bay of Plenty Times 14 November 2024 Pāpāmoa patients upset as Consult365 medical clinic closes after nine months. <https://www.nzherald.co.nz/bay-of-plenty-times/news/Pāpāmoa-patients-upset-as-consult365-medical-clinic-closes-after-nine-months/ZIX65FIABZBLDGFA7SW7JONRI/>

1.2.3 Calls for a community centre

Because of the growing population, social need and lack of a community centre facility, community members have been advocating for a community centre in the Pāpāmoa East/Wairakei area. The Wairakei Community Centre Trust¹⁴ for example for the past 15 to 20 years has met with TCC community development services and submitted to TCC Council on the matter. Its purpose is 'to provide a multi-purpose community centre to serve the community of Pāpāmoa East to enhance everybody's wellbeing.'¹⁵ In March 2025 at a council meeting, the Trust asked councillors to prioritise a community centre in the next annual plan because of the social need its members saw daily in their work.¹⁶

1.2.4 Council planning for community centres in the Pāpāmoa East and Te Tumu area.

Tauranga City Council is responsible for providing capital investment in community facilities such as community centres, community halls, libraries, indoor sports centres, aquatic centres and active reserves or sports fields. It uses a process of consultation and planning to identify facilities and locations for development and or upgrade.

The council's 2023 Community Centre Action Plan had provision for a \$12.4 million community centre in Pāpāmoa East to be built in 2031/32. This was budgeted for in the current long-term plan. In its 2021-3031 Long Term Plan (and reinforced in the 2024-2034 Long Term Plan) TCC budgeted to purchase land for and build new community centres in the Western Corridor (Tauriko) and the Eastern Corridor (Pāpāmoa East Te Tumu). Tauriko is considered more of a priority and the development there will occur earlier.

1.2.5 Population growth in Pāpāmoa East and Te Tumu

On the eastern border of Pāpāmoa East lies the area known as Te Tumu, mostly open coastal country and farmland (about 700 hectares) and owned by several landowners, including iwi land trusts, TCC and others. The Wairākei-Te Tumu area is a priority development area in Smartgrowth future planning expansion of Tauranga, with land proposed to be released for residential and commercial in the latter part of the 2038 -2043 planning period, although this timeline may have been brought forward.¹⁷ Planning towards this has been underway for several years.

The population in the Pāpāmoa East/Te Tumu area is therefore expected to grow in population significantly in the next decade and beyond.

¹⁴ The Wairakei Community Trust was registered in 2017, its predecessor was the Ekoru Trust (also known as the Exodus Trust) registered in 2008. Trustees are from churches in the Mount Maunganui and Papamoa area and the purpose is 'to establish a community centre or community centres in Papamoa East and developments to the east of that operated on Christian principles to the benefit of the whole community.'

¹⁵ Wairakei Community Centre Trust Rules, available Charity Services Register, Department Internal Affairs.

¹⁶ Sunlive, 7 March 2025 Pāpāmoa East needs a community centre amid social issues, campaigners say.

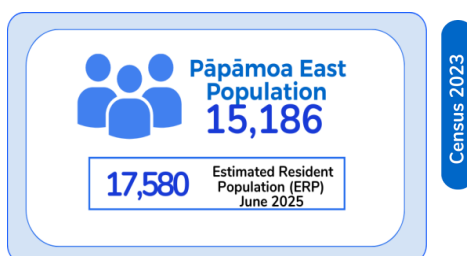
¹⁷ Smartgrowth Development Trends Technical Report 2024. December 2024

SECTION 2. Profile of Pāpāmoa East from census and other data

This section provides data about Pāpāmoa East from the 2023 census and other administrative sources. See **Pāpāmoa East Data Summary** for the full infographic, graph extracts from it are provided here.

2.1 Population Demographics

The usual resident population at the 2023 census was 15,186, up 62.3% (9,357) from 2018 for the five SA2 areas of the Pāpāmoa East area. The estimated resident population is 17,580 as at June 2025.

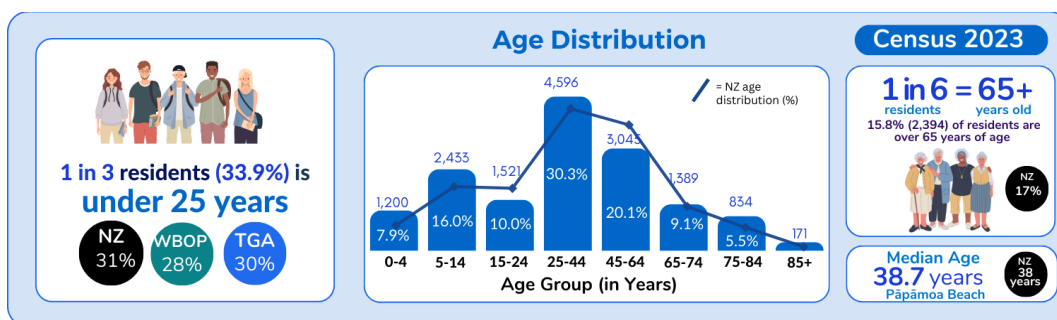


Age Distribution

34% or one in three are under 25 years (Tauranga is 30%).

50% are 25 to 64 years of age. The median age is 38.7, New Zealand’s median is 38.

16% or one in six are 65 years or over.

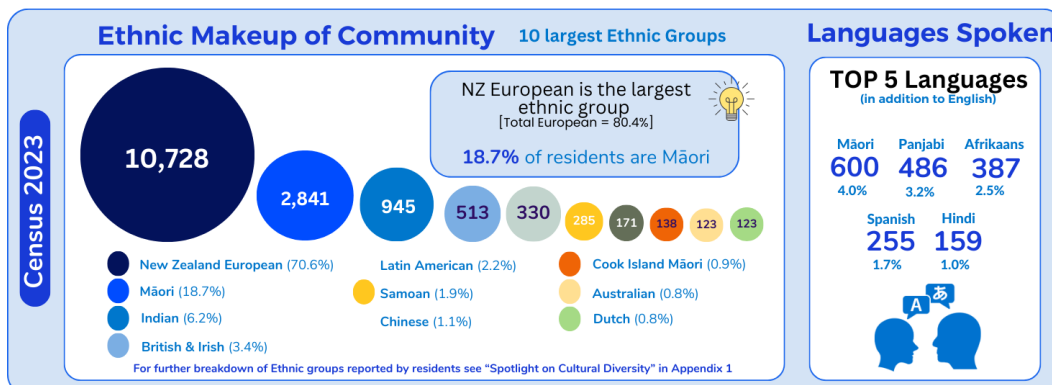


Ethnic Makeup

NZ European are the majority at 70.6% (10,728 residents).

NZ Māori are 18.7% (2,841).

People of Indian descent make up the next largest ethnic group at 6.2% (945). Panjabi is spoken by 3.2% (486).



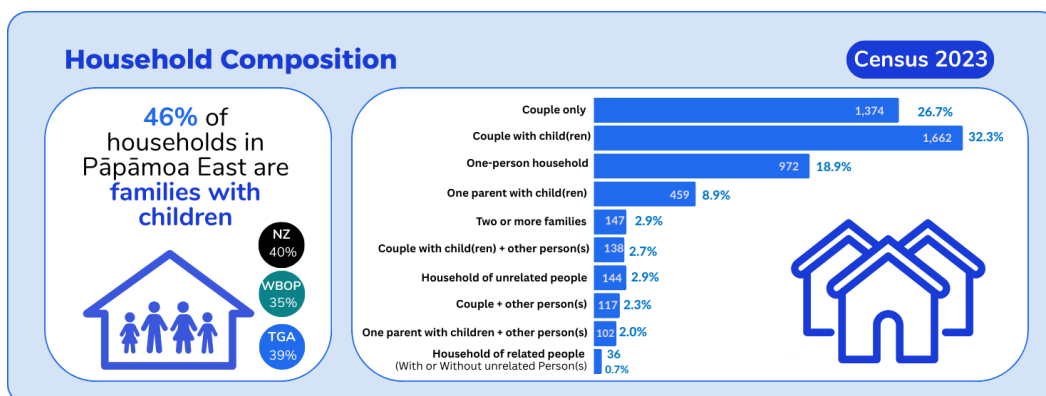
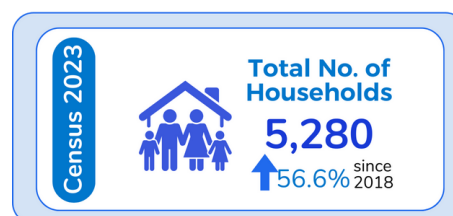
Households (People usually residing in a private dwelling and sharing facilities).

Pāpāmoa East has a higher proportion of households with families than Tauranga in general.

Households have increased by 56.6% since 2018 and now number 5,280.

69% of households own or partly own the dwelling they live in or hold it in a family trust, a similar percentage to Tauranga and New Zealand.

46% of households have children, higher than New Zealand (40%), WBOP (35%) or Tauranga (39%). Nearly a third (32.3%) are couples with children and a further nine percent of households are one parent with children. One person households are nearly one in five (18.9%, 972) and couple only households are 26.7% (374).

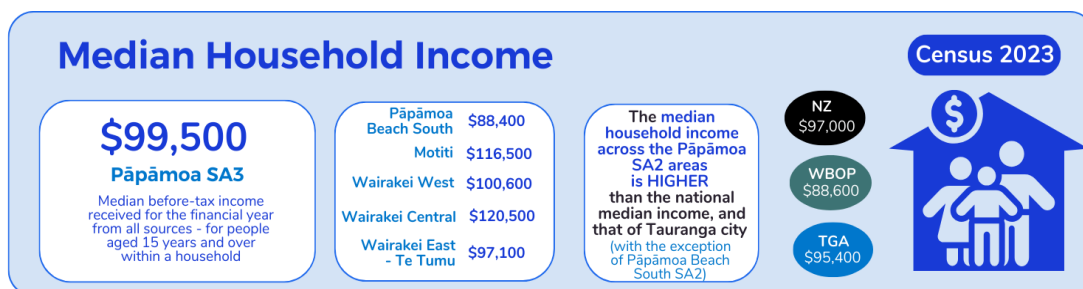


Household Income

Pāpāmoa East has households with high annual income but one in four were below \$50,000 in 2023.

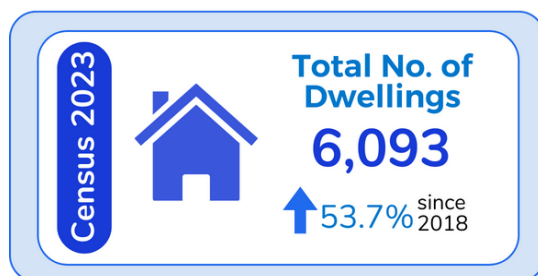
The median household income of \$99,500 was higher than for Tauranga, WBOP and New Zealand.

One in 4 (26% or 1,362) of households had less than \$50,000 in 2023 and 27% or 1419 households had a household income of over \$150,000. Two hundred and twenty five households or 4.3% had less than \$20,000 annual income.



Dwellings

The total number of **dwellings** has increased by 53.7% since 2018 to 6,093. Pāpāmoa East has a similar dwelling occupancy rate (87.5%) to the national rate (88%).



Adequacy of Housing Stock

The area has a lower proportion of sometimes/always mouldy (5.5%,270 homes) or damp homes (6.9%,336) than nationally (14%, 18% respectively) as would be expected given just over half of dwellings are seven or less years old.

42 Households were severely crowded (need two or more bedrooms) and 138 crowded (need one bedroom).

Rent

The median weekly rent had gone up 18% since 2018 to \$465 in the 2023 census. At the time of the census 2023 of the 1554 households renting, 65% (1008) were paying over \$600 a week. This year, the Pāpāmoa Beach median rent range 1 April to 30 September was \$720 - \$730.

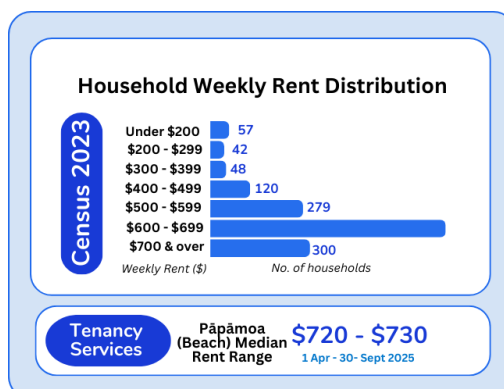
Work and Labour force status

At the time of the 2023 census, just under a third of residents 15 and over were not in the labour force (31.9%, 3582) and another 2.7% (315) were unemployed. Over half are employed full time and another 13.6% part time, 66% in total.

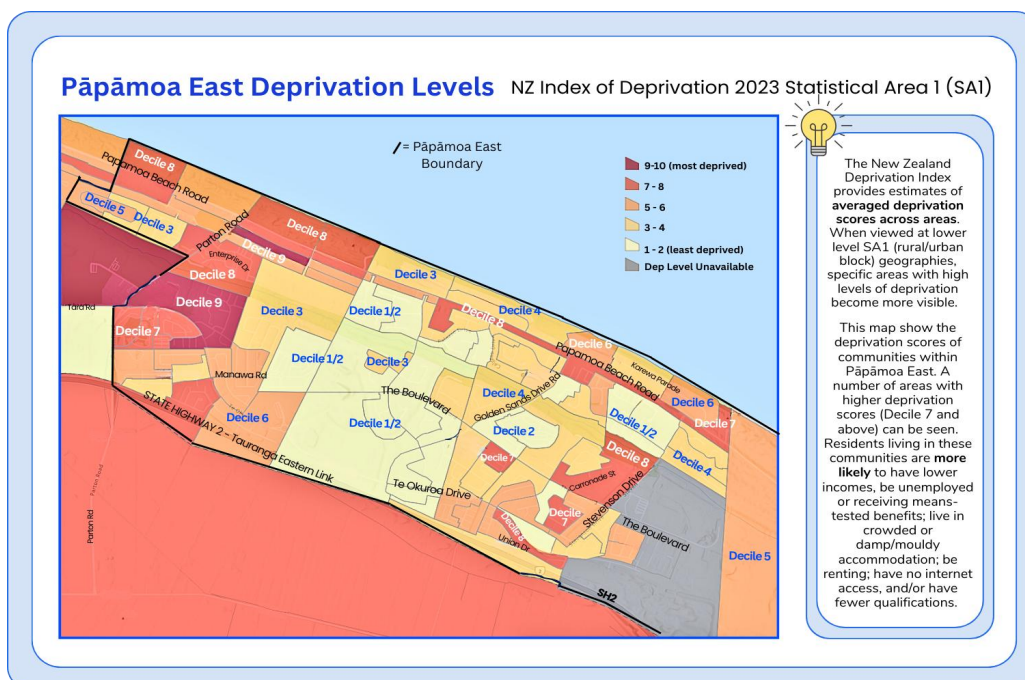
Deprivation Levels

Papamoa East has low overall deprivation index numbers ranging from Dep 1 to Dep 5.¹⁸ However, there are pockets of high deprivation within otherwise reasonably affluent areas.

2,400 residents (15.8%) live in communities with deprivation index numbers of 7 or higher. There are approximately 300 people living in the most deprived areas (Level 9).



Tenancy Services Papāmoa (Beach) Median Rent Range \$720 - \$730 1 Apr - 30 Sept 2025



The New Zealand Deprivation Index provides estimates of averaged deprivation scores across areas. When viewed at lower level SA1 (rural/urban block) geographies, specific areas with high levels of deprivation become more visible.

This map shows the deprivation scores of communities within Pāpāmoa East. A number of areas with higher deprivation scores (Decile 7 and above) can be seen. Residents living in these communities are more likely to have lower incomes, be unemployed or receiving means-tested benefits; live in crowded or damp/mouldy accommodation; be renting; have no internet access, and/or have fewer qualifications.

¹⁸ University of Otago (2024). Socioeconomic Deprivation Indexes: NZDep and NZiDep. Department of Public Health - Atkinson J, Salmond C, Crampton P, Viggers H, Lacey K. (2024). NZDep2023 Index of Deprivation. Interim Research Report, Wellington: University of Otago.

SECTION 3. Social, health and community facilities and services

This section outlines the main social, health and community services located in or near the Pāpāmoa East area and neighbouring suburbs as of October/November 2025 (acknowledging some may have been missed). Some of these operate in TCC owned facilities or in buildings owned by other entities. It focuses mainly on services and groups near, based in or providing a regular outreach in the Pāpāmoa area. However, mention is made of some organisations which provide services for the wider Tauranga and Western Bay of Plenty from Waihi Beach to Paengaroa, including Pāpāmoa. See Appendix 1 for further details.

3.1 Health Related Services

Te Manu Toroa has **primary care related services** at the Te Akau Hauora GP Clinic, 35D Hartford Avenue (as well as in Tebbs Lane, Gate Pa). At Hartford Avenue it is establishing a new Māmā and Pēpi Hub and service for the first 2,000 days along with a lactation specialist and provides access to doctors, nurses, a dental service, health coach, health improvement practitioner, whānau ora, mātauranga Māori and family violence support services. A weekly Green Prescription satellite service through Sport Bay of Plenty was recently added. This now provides a weekly hiko activity and access to prescribed exercise consultations from qualified practitioners. Eighty percent of its clients are Māori or Pasifika but it provides services for everyone.

There are four other primary care practices in the area as well as dental care, physiotherapy, audiology, optometrists and pharmacies. Acute care until 8pm weekdays is available at two GP practices at Bayfair and in Tara Road.

Hato Hone St John has a Mt Maunganui Ambulance Station in Girven Road near Bayfair shopping centre. The Te Puke station provides emergency ambulance services from Pāpāmoa to Matata and halfway to Rotorua. The main base in 17th Avenue also serves the Mt Maunganui and Pāpāmoa area.

3.2 Social and Community Services

Anglican Care Waiapu (ACW) remains on site at **35e Hartford Avenue** in partnership with **Te Manu Toroa**, which provides primary health and whanau care related services as outlined above, as well as services to address social needs such as family violence services. ACW continues to coordinate **Growing through Grief** services, for Tauranga and Te Puke areas. Programmes are offered in community venues and some schools by arrangement. It also coordinates its Kauri Centre activity programmes for seniors at St Mary's Church Hall, Marlin St in Mt Maunganui and in Jocelyn St Te Puke from Hartford Avenue.

Bay Financial Mentors run a clinic at **Te Manu Toroa's** 35D Hartford Avenue premises three days a week.

Also established on council land behind the Hartford Avenue site, between 51 and 53 Hartford Ave, is **The Rock Pāpāmoa Community Gardens**, where volunteers look after several raised

produce beds and fruit trees which feed local families and provide produce to the Food Hub. Other beds are available for community members. The garden is managed by The Rock Pāpāmoa Charitable Trust.

At **Golden Sands Baptist Church** (Piata Street and corner Te Okuroa Drive/ Stevenson Drive) financial services (Debt Help and CAP money course) are offered by **Christians Against Poverty (CAP)**. The **FoodBank Hub** which provides home delivered food parcel services for residents of Pāpāmoa area up to Sandhurst Drive also leases space. **The Curtain Bank**, which used to be at the Hillier Centre, relocated in August 2025 to the Church and is run by New Zealand Red Cross. It operates on a referral basis working with other community partners.

Plunket has an appointment-based service four days a week as well as a drop-in service Tuesday morning at its Domain Rd premises.

Kai Aroha provides a free community meal to anyone in need of food at 5.30 pm every Monday night at St Pauls Church, 242 Dickson St. (It moved its meal service to Pāpāmoa from Greerton because of the lack of community meals in Pāpāmoa).

There are **five opportunity shops** in the Pāpāmoa East area through to Domain Road.

Other social and community organisations also provide services in the Pāpāmoa East area as part of their broader service catchment areas throughout Tauranga and the Western Bay. These include **Good Neighbour, Accessible Properties, Tautoko Mai Sexual Harm Support, Family Works Northern, Here to Help U** and **Community Allied Health**, a service of Health New Zealand Te Whatu Ora Bay of Plenty. There are also local counselling services available.

Mangatawa Pāpāmoa Blocks Incorporated is a community housing provider with a papakainga for whānau (shareholder) or uri (beneficiary) on its land in Mangatawa. It also provides tenancy management services for external housing providers. It has joint ventures in retirement villages Pacific Coast and Pacific Lakes which includes the Te Manaaki Care Centre (rest home, hospital level and dementia care for residents. A larger facility may be developed in the future at Pacific Coast.¹⁹

Drop-in times are available for sessions with **The Citizens Advice Bureau** (second and fourth Tuesdays, 10am – 12 noon) and the **Free Public Advocacy Service** (Wednesdays 10am -11.30 am) at the **Pāpāmoa Library** and **Pāpāmoa Community Centre**, 15 Gravatt Rd Pāpāmoa .

As well as providing core traditional lending services relating to library books, e-collections, and similar items, libraries provide a wide range of community support and learning services and opportunities. At the **Pāpāmoa Library** these include free one on one digital assistance, computer services, low-cost skinny jump broadband, JP visits, computer services, internet access, card games, knitting and other craft, music and book groups.

The Pāpāmoa Community Centre, run by Bay Venues, is part of the same building and provides seven meeting room options, kitchenette and kitchen on site. The smallest meeting

¹⁹ Mangatawa Pāpāmoa Annual Report 2024.

spaces can be used for one-to-one purposes, while the largest rooms are used for workshops, recreation and group training.

Users include Pāpāmoa clubs running mahjong, art, drama, craft, yoga, spiritual development, U3A, weight watchers, fitness and English language classes.

Pāpāmoa Sports and Recreation Centre (80 Alice Lane off Parton Rd, in Gordon Spratt Reserve) has rooms of varying sizes as well as a range of equipment, available for community groups to host their activities. It includes a commercial kitchen and licensed bar for groups, businesses and individuals to host functions.

Family Link (Western Bay Mental Health Trust) runs a monthly family support group at the Sports and Recreation Centre. Some of the other users include groups running fitness and wellbeing classes, recreational interest classes (eg dance, zumba, U3A yoga, senior bowls, cooking classes, country music, Lego junior robotics or host meetings and gatherings by friendship or service groups such as Probus).

3.3 Government service offices

Many government services for the public are available online, however in person meetings can be required by some government departments.

Work and Income (WINZ) WINZ/Ministry of Social Development provides benefit payments and assistance with getting work and housing amongst other services. While it does have online services it can require face to face appointments or clients may wish to do this.

For Pāpāmoa East the closest public facing government service office is at the Mt Maunganui Service Centre at 9 Owens Place, Bayfair. There is also an office in Jellicoe St, Te Puke.

Oranga Tamariki Nga Parirau Site Office, 5 Domain Rd, Pāpāmoa Beach. Named Ngā Parirau, the Domain Rd site was opened in December 2021 and built to house not just the Government agency's social workers but people from other organisations it works with most closely including iwi, hapu, non-government organisations and police. A group named Te Whakaruruhau formed, consisting of mana whenua from Ngā Potiki, Ngāti Pukenga, Waitaha and Ngai te Rangi, and partnered with Oranga Tamariki for oversight of Ngā Parirau which is on Māori land.²⁰

Department of Corrections Community Probation Services did have an office to meet with people on probation at the Hillier Centre. Since that closed, the closest location is 65 Saint John St in Tauranga or at King St in Te Puke.

Police - Pāpāmoa Community Policing Centre is based at 530 Pāpāmoa Beach Rd Pāpāmoa Beach (near Domain Rd). Staff include a sergeant, youth aid officer, non-sworn support officer, public safety team and Pāpāmoa community constable.

Kainga Ora is based at 306 Cameron Rd, Tauranga for social housing matters.

²⁰ Kiri Gillespie Oranga Tamariki partners with Tauranga Māori for 'radical shift' in approach Bay of Plenty Times, 9 December 2021.

9.4 Arterial Route Improvements

File Number: A19633640

Author: Shawn Geard, **Manager:** Transport System Operations

Authoriser: Reneke van Soest, **General Manager:** Operations & Infrastructure

PURPOSE OF THE REPORT

1. This report asks the committee to endorse several transport system improvements. These improvements aim to improve travel time reliability in the short to medium term, especially when transport projects may disrupt travel through the city.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Arterial Route Improvements".
- (b) Endorses maintaining priority of the arterial transport network.
- (c) Endorses proceeding with: *(to be selected, ordered in recommended priority)*
 - (i) Ohauti Road right turn enabling.
 - (ii) Variable Message Signs (VMS)
 - (iii) SH29A / Oropi Road line marking change.
 - (iv) Fraser Street / Chadwick Road / Oropi Road roundabout signal metering
 - (v) Welcome Bay Road (westbound) HOV lane + Kaitemako Road signals (incl. variable lane signage)
 - (vi) 15th Avenue / Fraser Street intersection optimisation (incl. Left in, left out restrictions on 14th Ave and 16th Ave, and shared path)
 - (vii) Carpool initiatives (app + priority parking)

EXECUTIVE SUMMARY

2. The arterial and collector network is already operating close to capacity and has low resilience. Upcoming major projects will significantly increase disruption. Without intervention, Tauranga faces:
 - (a) Significantly increased congestion and unreliable travel times,
 - (b) Elevated safety risks at several high-risk intersections,
 - (c) Community dissatisfaction.
3. Tauranga's growth means several arterial roads are often blocked by turning traffic. This slows traffic across the network. We recommend prioritising safer and easier turning on these main roads so traffic can flow better.
4. We are aligning work programmes to help minimise disruption from multiple projects happening on arterial corridors at the same time.
5. This report assesses 9 options to improve how we use the existing transport network. These options make better use of current road space rather than adding new lanes. They can be delivered before major project disruption begins:

Priority	Option	Description	Cost (Budget)	Recommendation	Cumulative Cost
P1	Ohauti Road right turn enabling	Creates new direct right turn, bypassing Hairini	\$405,000	Recommended	\$405,000
P2	Variable Message Signs (VMS)	Permanent realtime travel and incident information	\$600,000	Recommended	\$905,000
P3	SH29A / Oropi Road line marking change	Allows left turns from both lanes when demand is high	\$3,000	Recommended	\$908,000
P4	Fraser Street / Chadwick Road / Oropi Road roundabout signal metering	Signal metering to manage uneven demand at the roundabout	\$485,000	Recommended	\$1,393,000
Current 2026/2027 Draft Annual Plan Budget - \$2,350,122					
P5	Welcome Bay Road (westbound) HOV lane + Kaitemako Road signals (incl. variable lane signage)	Adds westbound capacity and signalises Kaitemako Rd	\$2,550,000	Recommended	\$3,943,000
P6 (deferred)	15 th Avenue / Fraser Street intersection optimisation (incl. Left in, left out restrictions on 14 th Ave and 16 th Ave, and shared path)	Extends exit lanes and removes unsafe right turns	\$255,000	Recommended – Defer delivery to alongside 15 th Ave works	\$4,198,000
P7	Carpool initiatives (app + priority parking)	Encourages carpooling using incentives	\$30,000	Recommended	\$4,228,000
Recommended CAPEX Budget – FY27: \$4,073,000 – FY28: \$255,000					
P8	Fraser Street southbound (Merivale → Greerton) HOV lane + shared path	Peak period managed lane with shared path and crossing upgrade	\$3,300,000	Possible/ Not Recommended at this stage	\$7,528,000
P9	Fraser Street southbound (Fraser Cove) longer merge	Longer merge south of Fraser Cove	\$665,000	Not Recommended	\$8,193,000

	lane				
<i>LTP 2026/2027 Budget - \$9,194,473</i>					
P10	Fraser Street southbound (Fraser Cove) HOV lane + shared path	HOV lane	\$1,670,000	Not Recommended	\$9,198,000

6. These interventions will not remove long-term constraints on the network. However, they are a cost-effective short to medium term response that improves how the existing transport network performs before wider improvements can be provided.
7. The recommended package includes low-cost operational changes and targeted capital upgrades. Together, these aim to improve safety, travel time reliability, and network resilience on key corridors.

BACKGROUND

8. Tauranga City Council is progressing several major Transport System Plan (TSP) projects over the coming years, such as the 15th Avenue to Welcome Bay project. Many of these projects are on some of Tauranga's most constrained corridors.
9. Tauranga's arterial and collector road network is already operating near capacity, with limited resilience to absorb additional disruption caused by major construction works.
10. Construction site temporary traffic management alone would be insufficient to manage the scale and duration of disruption anticipated during construction of major projects.
11. Assessments have identified a range of optimisation improvements to help reduce congestion on key corridors. These focus on short to medium term relief and better travel experiences. They do not remove the major constraints in the road network.
12. The review started as a broad congestion-reduction exercise. It has since shifted to a targeted programme. The programme aims to maintain access, reliability, and safety across the wider network while major projects are delivered.
13. The focus of the review evolved from a broad congestion-reduction exercise to a more targeted programme aimed at maintaining access, reliability, and safety on the wider network while major projects are delivered.
14. The project places emphasis on small to moderate sized, high-impact improvements that can be delivered within existing road corridors and within the funding envelope provided through the Long-Term Plan.
15. This project mainly considers the impacts of the 15th Avenue to Welcome Bay project. It also considers impacts on other TSP projects, such as Barks Corner and Cameron Road Stage 2.
16. Together, these interventions aim to reduce the risk of severe congestion and community disruption. They also support the successful delivery of major transport benefits.

STATUTORY CONTEXT

17. Interventions involving road type and parking changes will require separate approval through the Transport Resolutions process under the Local Government Act 2002 and the Land Transport Act 1998. These Acts empower councils, as Road Controlling Authorities (RCAs), to make bylaws for traffic and parking control.
18. Enforcement of HOV lane use and parking restrictions are within the remit of TCC.
19. Enforcement of moving vehicle violations such 'no right turn' requires Police enforcement.

STRATEGIC ALIGNMENT

20. This contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	<input type="checkbox"/>
We value, protect and enhance the environment	<input type="checkbox"/>
We are a well-planned city that is easy to move around	<input checked="" type="checkbox"/>
We are a city that supports business and education	<input type="checkbox"/>
We are a vibrant city that embraces events	<input type="checkbox"/>

21. These interventions prioritise arterial roads and support the intended function of the strategic network.

22. The Transport System Plan (TSP) notes that Tauranga’s constrained corridors have limited resilience to disruption from major construction. The proposed interventions help address this. They maintain access, reliability, and person-throughput while TSP capital works proceed.

23. The TSP also highlights the need for reliable peak travel. These improvements reduce expected peak congestion from major construction. They also help stabilise travel times on key corridors, including Fraser Street, Oropi Road, SH29A, and Welcome Bay Road.

24. TSP strategy calls for Welcome Bay Road to better support movement of all modes, including cycling (separated cycle facilities), this is not possible to be included within the available road space without significant physical works.

OPTIONS ANALYSIS

25. To help address expected transport network issues, 9 intervention options have been developed.

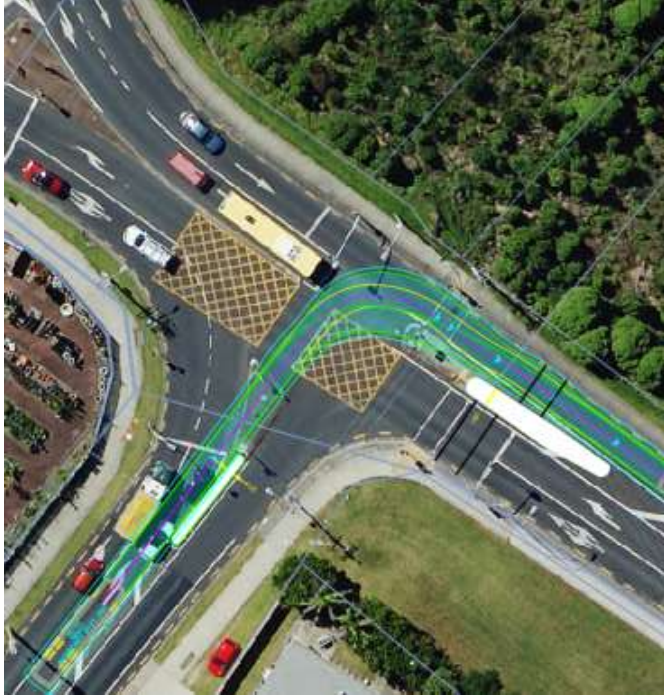

26. Two proposed interventions are city wide (VMS signs and carpooling). The other 7 are mapped below.

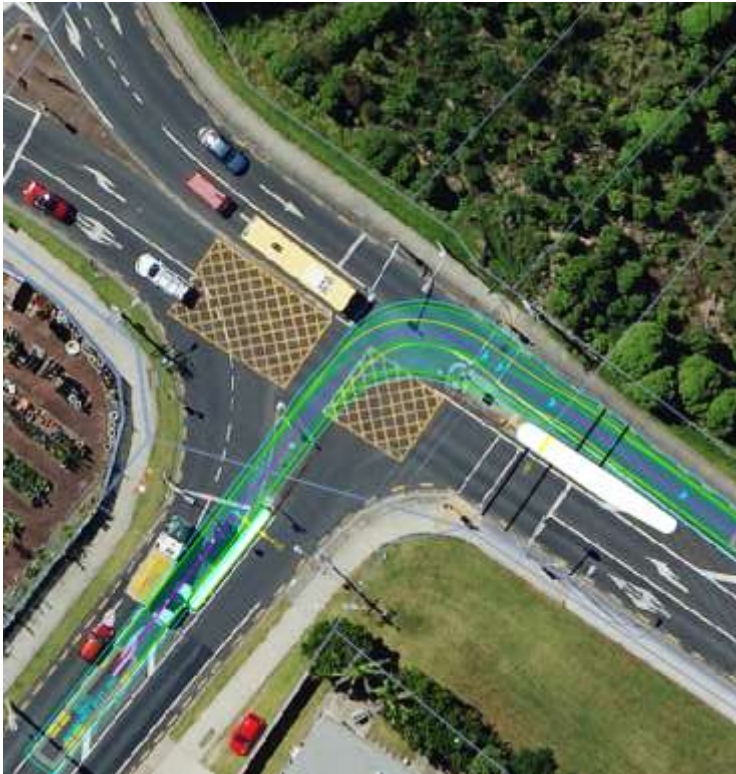


27. These interventions support the same overall objectives, but each provides different benefits. This supports decisions on which interventions to proceed with.

28. Enabling Right Turn from Ohauti Road to Welcome Bay Road (Recommended)


Aspect	Description
Description of Option	Ohauti Road currently has two left-turn lanes onto Welcome Bay Road (toward the SH29A roundabout). This option would convert one of those lanes into a right-turn

	<p>lane.</p> <p>This would let drivers turn right from Ohauti Road into Welcome Bay Road without using the SH29A roundabout. It also includes removing the left-turn arrow from the centre lane on SH29A. As a result, there would be only one left-turn lane on Welcome Bay Road past Ohauti Road.</p> <p>Because this change affects SH29A, TCC will need approval from NZTA.</p> 
<p>Travel Impact</p>	<p>The new right-turn would shorten trips from Ohauti Road to Welcome Bay Road by avoiding delays at the Hairini Roundabout. Early modelling shows the new route could save about 40 seconds in the morning peak (50s → 10s) and about 30 seconds in the afternoon peak (44s → 16s).</p>  <p>The proposed route is expected to stay much quicker during expected disruption. Moving some traffic away from the Hairini Roundabout should also make SH29A slightly faster.</p>

	<p>Potential issues:</p> <ul style="list-style-type: none"> The new right-turn at Ohauti Road could slightly delay the existing right turn from Welcome Bay Road. We expect this can be managed through signal timing. <p>Key constraints:</p> <p>Allowing the right turn reduces how well the Ohauti–Welcome Bay Road intersection operates. It may create longer queues on Ohauti Road and slow traffic on Welcome Bay Road. The change gives Ohauti Road drivers a more direct route, but queues are likely to grow.</p>
<p>Wider Effects</p>	<p>The SH29A / Hairini Street intersection has limited space and green time for the right turn into Welcome Bay Road. This change should reduce some of that demand by providing another way to reach Welcome Bay Road.</p> <p>If the SH29A to Welcome Bay Road right turn becomes congested, some drivers may divert via Poike Road and Ohauti Road. This could increase traffic on those streets at peak times.</p>
<p>Safety</p>	<p>The new right turn is designed to suit standard city buses. Larger vehicles would still need to turn left and use the current route.</p> 
<p>Comms and Engagement</p>	<p>This intervention was identified after the main community engagement was completed. As a result, it has not been presented to the wider community yet. We will carry out targeted engagement with adjacent stakeholders during the project phase. Wider engagement is not proposed.</p>
<p>Cost</p>	<p>\$405,000.00</p>
<p>Additional options</p>	<p>N/A</p>

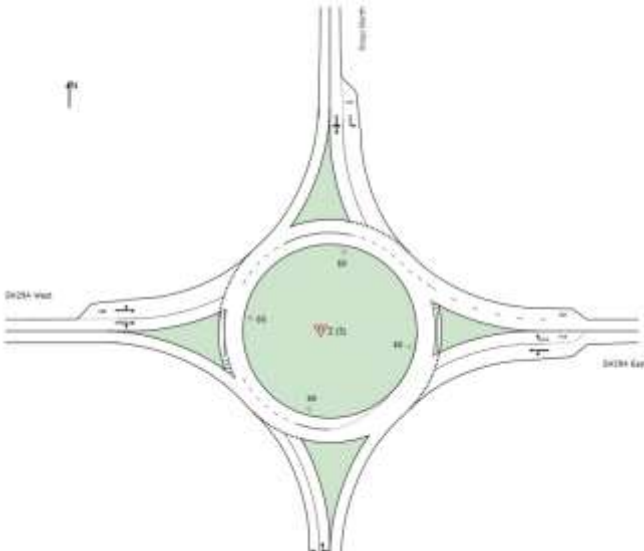
29. Variable Messaging Signs (Recommended)

Aspect	Description
Description	Install permanent variable message signs (VMS) to show travel times on different routes

of Option	<p>and display key travel messages from the Tauranga Transport Operations Centre.</p>  <p><i>Example of what could be displayed on a sign</i></p>
Travel Impact	These signs would help drivers choose the best route when traffic is heavier than normal. This supports better traffic flow across the network.
Wider Effects	Permanent VMS can improve network performance during congestion or incidents by guiding drivers to less busy routes. This can reduce overall delay and improve travel time reliability. Clear, timely messages can also lower the risk of secondary crashes. Smoother traffic flow may reduce stop-start driving and emissions.
Safety	The signs can display safety messages (for example, crash warnings or speed reminders). This can help improve safety.
Comms and Engagement	This was considered a low-risk improvement. Because of this, we did not ask specific engagement questions about it.
Cost	<p>\$600,000</p> <p>This allows for 8-10 signs placed strategically across the transport network.</p> <p>As variable messaging signs will be needed for construction of 15th Avenue to Welcome Bay project, permanent signs will likely provide a better value for money proposition in some locations over temporary options.</p> <p>It is expected that each sign would cost approximately \$1,500 per year to operate, meaning an OPEX budget of \$15,000 will need to be allowed for.</p>
Additional options	The parking activity will look to undertake similar signage within parking buildings to help with messaging of those leaving the city centre.


30. SH29A / Oropi Road roundabout line markings (Recommended)

Aspect	Description
Description of Option	<p>This intervention adds a painted left-turn arrow in the shared through-and-right lane (northbound Oropi Road approach).</p> <p>Queues often build at the SH29A / Oropi Road roundabout in the afternoon peak. This is mainly due to heavy left-turn demand from Oropi Road onto SH29A.</p> <p>This option increases capacity by allowing left turns from both lanes on Oropi Road.</p>

	<p>Because the change affects a state highway, TCC will need approval from NZTA.</p> 
<p>Travel Impact</p>	<p>This intersection controls how much traffic can move between SH29A and Fraser Street. Modelling shows that, in the afternoon peak, Fraser Street southbound becomes the main diversion route.</p> <p>This change is most useful when more than 60% of vehicles are turning left from Oropi Road onto SH29A.</p> <p>Key benefits</p> <ul style="list-style-type: none"> • More vehicles turn left onto SH29A from Oropi Road, which supports traffic coming from the Fraser Street corridor. <p>Key constraints</p> <p>Queues on SH29A eastbound can back up into the roundabout. This can block vehicles trying to enter from Oropi Road.</p>
<p>Safety</p>	<p>Crash data from the last five years does not show any clear crash patterns.</p> <p>This option will include advance warning signs, so drivers know about the new lane markings before they reach the roundabout.</p> <p>Vehicle tracking shows left turns from the shared through-and-right lane can be made safely within the available space.</p>
<p>Comms and Engagement</p>	<p>This was considered a low-risk improvement. Because of this, we did not ask specific engagement questions about it.</p>
<p>Wider effects</p>	<p>This change should reduce southbound queues on Oropi Road in the afternoon peak. Shorter queues also reduce the chance of congestion spilling back into nearby streets.</p>
<p>Cost</p>	<p>\$3,000</p>
<p>Additional options</p>	<p>N/A</p>

31. Fraser Street / Chadwick Road/ Oropi Road roundabout signal metering (Recommended)


Aspect	Description
<p>Description of Option</p>	<p>Signal metering uses traffic signals to control entries into a roundabout when demand is uneven. This helps prioritise the key arterial movements on Fraser Street and Oropi Road.</p> <p>In this location, metering would allow more vehicles from Fraser Street to enter and move through to Oropi Road. Modelling indicates that metering the Oropi Road leg is the most efficient approach for current traffic patterns. This is like metering used at SH2 / Elizabeth Street and at Barkes Corner.</p>

	<p>The Chadwick Road leg would also include metering. This gives operators another tool to manage traffic during incidents, and when different routes may need to be prioritised.</p> 
<p>Travel Impact</p>	<p>This would prioritise the arterial route (Fraser Street) and reduce through-traffic using Chadwick Road as a rat-run. As a result, Chadwick Road would experience more delay.</p> <p>Metering is expected to release traffic from the south in groups. This makes it easier for the other legs to find gaps and enter the roundabout. Overall, this increases throughput and reduces queue lengths.</p> <p>Key benefits:</p> <ul style="list-style-type: none"> • Creates grouped arrivals, which makes flows more reliable. • Reduces queue lengths on all legs in the morning peak. • Significantly reduces queues on Fraser Street north in the afternoon peak. <p>Key constraints:</p> <ul style="list-style-type: none"> • Modelling shows heavy congestion at this roundabout in 2027, even before any Turret Road diversion onto Fraser Street. • It will not remove all afternoon peak queuing on Fraser Street north. However, it will improve roundabout efficiency and reduce queues overall.
<p>Safety</p>	<p>On the southern approach, the circulating width of the two-lane roundabout only suits a 12.5 m single-unit truck. Larger truck and trailer combinations travelling north risk low-speed side-swipe crashes with vehicles turning left.</p> <p>A roundabout rehabilitation project is planned in the same period before the 15th Avenue to Welcome Bay project. The work includes:</p> <ul style="list-style-type: none"> • Building two new pedestrian refuge islands. • Adjusting limit lines. • Minor widening between Oropi Road and Chadwick Road west. <p>These upgrades will improve sight lines and help larger vehicles move through the southern approach.</p> <p>This intervention would increase the number of vehicles using both lanes at the same point when travelling north and turning west onto Chadwick Road. This may increase the risk of low-speed side-swipe crashes, particularly with heavy vehicles. The planned rehabilitation upgrades should reduce some of this risk.</p> <p>To reduce conflicts between left-turning and through traffic, we recommend extra lane markings to guide drivers and reduce side-swipe risk. Overall, safety for the new layout is considered acceptable.</p>
<p>Comms and</p>	<p>This was considered a low-risk improvement. Because of this, we did not ask</p>

Engagement	specific engagement questions about it.
Wider effects	<p>Metering the roundabout would:</p> <ul style="list-style-type: none"> • Reduce queues and help prevent spillback into nearby intersections. • Smooth traffic flow in the afternoon peak along the Fraser–Oropi corridor. • Make travel more reliable for buses and other arterial trips. • Reduce the desire for drivers to rat-run through nearby residential streets. • Improve access to local centres such as Greerton and Merivale. <p>However, overall performance will still be limited by the main bottlenecks at the Hairini Bridge and the SH29A / Oropi Road roundabout.</p>
Cost	\$485,000
Additional options	Metering just the southern (Oropi Road) leg while supported by the transport model would limit flexibility of this option and would not perform as intended during other disruptive works or unexpected traffic conditions. This would however save approximately \$100,000.

32. Welcome Bay Road westbound HOV lane (Recommended)


Aspect	Description
Description of Option	<p>Welcome Bay Road often has long delays in the morning peak. This is mainly due to constraints on Turret Road and the Welcome Bay Link Road, and drivers stopping to let vehicles exit Kaitemako Road.</p> <p>An HOV lane would help move more people using the existing road space. It would also encourage carpooling and bus use.</p> <p>Signalising the Welcome Bay Road / Kaitemako Road intersection would improve safety for people turning and crossing. It would also give operators more control to balance traffic flows and manage the corridor during congestion.</p> <p>This option includes:</p> <ul style="list-style-type: none"> • An all-day HOV lane on a section of Welcome Bay Road east of Kaitemako Drive through to the traffic signals near the Maungatapu underpass (westbound, towards the city). • A variable time HOV lane from Meadow Views Dr to Kaitemako Dr (activated when queuing to the Kaitemako Dr intersection occurs). • Upgrading the Welcome Bay Road / Kaitemako Road intersection to be signalised. This will support vehicles turning into Welcome Bay Road and pedestrians crossing the road. This would replace the existing pedestrian refuge crossings either side of the intersection. • Extension of the shared path on the south side of Welcome Bay Road and a short section of shared path on the north side of Welcome Bay Road. • Removal of a small number of parking spaces (3 to 4) on the north side of Welcome Bay Road opposite Meadowviews Dr.

	
<p>Travel Impact</p>	<p>The HOV lane would save time for buses and vehicles with two or more people during the morning peak. This may encourage more bus use and carpooling. Over time, this helps move more people per hour along the corridor.</p> <p>The HOV lane would support a more consistent bus service, resulting in increased public transport reliability, and reducing risks around school bus services not running to time.</p> <p>In normal conditions, the Kaitemako Road signals work best with two general traffic lanes heading to the city. When queues from Hammond Street back up to this point, one general traffic lane is likely to be enough for the downstream capacity.</p> <p>Key benefits:</p> <ul style="list-style-type: none"> • Signalling Welcome Bay Road / Kaitemako Road intersection improves coordination, and (with careful timing) can smooth arrivals toward Hairini. • Adds westbound (citybound) capacity and coordination on Welcome Bay Road, which is where morning congestion bites and where bridge speed reductions push re-routing pressure across the corridor. <p>Key constraints:</p> <ul style="list-style-type: none"> • A general traffic lane performs better than an HOV lane at the Welcome Bay Road/ Kaitemako Road. intersection. • Downstream constraints still dominate. Hairini Roundabout and the signalised roundabout remain the system bottlenecks. • Design details: <ul style="list-style-type: none"> ○ Short HOV sections near Meadowviews can create merging issues. A general traffic lane is preferred. ○ If a right turn from Ohauti Road is included, queues may increase on that approach. This would need to be managed through lane allocation and signal phasing, so it does not affect the main road.
<p>Wider Effects</p>	<p>An HOV lane helps move more people using the same road space. When more people share each vehicle, fewer vehicles are needed to carry the same number of travellers. This can reduce congestion and make travel times more reliable.</p>
<p>Safety</p>	<p>Between the underpass and 143 Welcome Bay Road, 28 crashes were recorded from 2020 to 2025. One was serious and seven were minor. The remaining crashes did not involve injuries. There were no strong crash patterns, but several crashes involved speed too high for the conditions.</p> <p>This option replaces the two pedestrian refuge crossings near Kaitemako Road with one signalised crossing. Residents have previously asked for more crossing options in this area.</p> <p>Adding a third lane would make the road harder to cross. This is a concern in an area</p>

	<p>where many vehicles travel faster than the posted 50 km/h speed limit.</p> <p>Adding a third lane also reduces space for right-turning vehicles:</p> <ul style="list-style-type: none"> • The flush median would be used for the new lane. Right turns would then wait in a live lane, which increases rear-end crash risk. • Right turns would need to cross two lanes instead of one. Different speeds across the lanes, including the managed lane, can increase crash risk. <p>With an HOV lane, cyclists would need to use the shared path rather than the road. This is safer but may be less convenient for some riders. Some faster or more confident cyclists may still ride on the road, which could create safety risks.</p>
Comms and Engagement	<p>From the engagement survey:</p> <ul style="list-style-type: none"> • 51% of the respondents who regularly use, or would consider using, Welcome Bay Road, agreed with the HOV (sample = 166). • 29% of the respondents who use, or would consider using, Welcome Bay Road said they were likely to use the HOV, including 15% who would use or be very likely to use (sample = 241). • Amongst those not likely to use the HOV (61%) there was 33% agreement that the HOV should be implemented amongst regular users, or those who would consider, using Welcome Bay Road (sample = 106). • 56% of the respondents who regularly use, or would consider using, Welcome Bay Road, agreed with traffic lights at the Kaitemako Road intersection with Welcome Bay Road (sample = 143). <p>Several residents living next to this section of Welcome Bay Road attended the Welcome Bay drop-in session. They raised concerns about speeding and requested further safety improvements. Some also said they did not want an HOV lane.</p>
Cost	<p>Total cost - \$2,550,000</p> <p>HOV Lane: \$1,120,000</p> <p>Intersection: \$500,000</p> <p>Enforcement cameras: \$600,000</p> <p>Variable HOV lane east of Kaitemako Road Digital Signage: \$250,000</p>
Additional options	<p>The HOV lane could be considered as a general-purpose lane, T2 lane or T3 lane, it is likely that during construction of the 15th to Welcome Bay project lane use would vary dependent on disruption.</p> <p>While the queuing along Welcome Bay Road can extend past Meadowviews Drive to Waitaha Road, there is insufficient space width and budget to extend the HOV beyond what is shown.</p>

33. Fifteenth Avenue / Fraser Street intersection optimisation and Left-In Left-Out (LILO) changes (Recommended – to be delivered alongside 15th Ave to Welcome Bay project)

Aspect	Description
Description of Option	<p>The 15th Avenue / Fraser Street intersection carries around 3,500 vehicles per hour. It is expected to remain busy, and delays are already significant in the afternoon peak. During construction of the 15th Avenue to Welcome Bay project, the intersection will be under even more pressure.</p> <p>The main aim is to improve how traffic moves through the intersection. This focuses on reducing times when queues leaving the intersection on Fraser Street block the intersection and reduce efficiency.</p> <p>Because of construction staging, this would be delivered alongside the 15th Avenue to Welcome Bay project.</p> <p>This option includes:</p>

	<ul style="list-style-type: none"> • Extension of exit lanes on Fraser Street, both northbound (north of 15th Avenue, toward the city) and southbound (south of 15th Avenue, toward Fraser Cove). This would result in the loss of two car parks between 13th and 14th Avenues and four car parks between 16th and 17th Avenues. • A shared path along the east side of Fraser Street, between 15th and 17th Avenues. • 14th and 16th Avenues 'left in / left out' (LILO) intersections. This means you would no longer be able to turn across the traffic on Fraser Street.  <p>The map shows Fraser Street running north-south, with Bernard St, Fraser St, and Alexander St as cross streets. Vertical streets include 17th Ave, 15th Ave, 14th Ave, 16th Ave, and 18th Ave. A green rectangle is located between 15th and 16th Avenues. A traffic light is shown at the intersection of Fraser St and 15th Ave. A yellow callout box at the intersection of Fraser St and 14th Ave says 'Left in and left out only'. Another yellow callout box at the intersection of Fraser St and 16th Ave also says 'Left in and left out only'. A key in the bottom right corner identifies: a purple line for 'Shared path', an orange dashed line for 'On road cycleway', a blue dashed line for 'Existing on road cycleway', and a cyan line for 'Extension of exit lanes'.</p>
<p>Travel Impact</p>	<p>Extending the exit lanes would help traffic flow on Fraser Street. Delays should reduce in the afternoon peak when traffic is heaviest. Delays will still occur because more vehicles will use the corridor and other parts of Fraser Street are already constrained.</p> <p>To fit the longer exit lanes, 14th and 16th Avenue would become left-in/left-out (LILO). This removes right turns and through movements across Fraser Street. Some residents would need to travel a little further to reach their destination.</p> <p>A high-level travel time review suggests residents may see:</p> <ul style="list-style-type: none"> Morning peak: 0–2 minutes extra travel time. Afternoon peak: 0–3 minutes extra travel time. <p>Key benefits</p> <ul style="list-style-type: none"> • Longer exit lanes on Fraser Street lets more cars get through each green light. • The LILOs reduce side-street turning movements, which improves traffic flow on Fraser Street. <p>Key Risks</p> <ul style="list-style-type: none"> • The LILOs will redirect some traffic to 13th and 17th Avenue. <p>Key constraints</p> <ul style="list-style-type: none"> • Heavy and complicated turning movements at 15th Avenue regularly cause queues to spill back onto Fraser Street. • Morning peak: only small local delay reductions. Overall corridor travel time changes little. • Afternoon peak: the intersection will likely still become overload, and delays can increase quickly when traffic is diverted. <p>The wider corridor limits how much delay can be reduced, not just this intersection.</p>
<p>Safety</p>	<p>The Fraser Street intersections at 14th and 16th Avenue are among Tauranga’s highest-risk intersections. Both are currently in the city’s top five for safety</p>


	<p>concerns. Converting them to LILO reduces conflicting turning movements. Fewer conflict points mean a lower crash risk.</p> <p>There is currently no on-road cycle lane between 16th and 17th Avenue. The shared walking and cycling path would fill this gap, cyclists would not need to use the busy roadway where there are no cycle facilities.</p> <p>The Fraser Street / 17th Avenue intersection has had many crashes over the past five years. Many involve vehicles from the side road colliding with traffic on Fraser Street. Installing traffic signals here would significantly improve safety.</p>
Comms and Engagement	<p>From the engagement survey:</p> <ul style="list-style-type: none"> 83% of the respondents who use, or would consider using, Fraser Street, agreed with the extension of the north and south lanes on Fraser Street (sample = 331). 75% also agreed with the proposed LILO at the intersections of Fraser Street with 14th and 16th Avenues (sample = 331). <p>During engagement sessions, some residents said they already avoid these turns in peak periods due to safety concerns. However, they asked for peak-only right-turn bans because full-time LILO would be inconvenient. Some also noted it could affect nearby businesses.</p>
Wider effects	<p>The upgrade would help reduce afternoon queues at the Fraser Street / 15th Avenue intersection. However, the Hairini Bridge remains a key bottleneck and will limit how much delay can be reduced.</p> <p>Making 14th and 16th Avenue left-in/left-out (LILO) will shift some traffic to nearby streets (13th Avenue and 17th Avenue). This could create new delays. In future, the 13th Avenue and 17th Avenue intersections may need traffic signals.</p>
Cost	<p>\$255,000</p> <p>This does not include potential future costs related to the signalisations of 17th and 13th Avenue with Fraser Street.</p>
Additional options	<p>Time Restricted LILOs – Not Recommended</p> <p>Using signs to restrict LILO movements only at peak times is technically possible but unlikely to work well. Compliance with time limited turn bans is usually low, and enforcement would rely on NZ Police, as this sits outside TCC's enforcement remit.</p> <p>Signals at 13th and 17th Avenues</p> <p>Installing traffic signals at these two intersections is supported, but not as part of this project. These upgrades would be intended to be delivered through other funding mechanisms. The signalisation of Fraser Street and 13th Avenue is included in the current Long-Term Plan and would be recommended for the future RLTP funding applications.</p> <p>TCC will need to monitor the traffic effects once the LILOs are in place, including any impacts on the surrounding intersections. If the effects are significant, the traffic signalisation projects may need to be brought forward.</p>

34. Carpool Initiatives (App + Priority) (Recommended)

Aspect	Description
Description of Option	<p>Endorse and promote a specific carpool app or website to help people arrange carpools.</p> <p>If people in Tauranga use the same platform, it is easier for them to find each other and match trips.</p>
Travel Impact	<p>Carpooling moves the same number of people in fewer vehicles. This can reduce congestion and delay, or even avoid, the need for expensive transport upgrades.</p> <p>Tauranga has one of the highest rates of single-occupant trips in the country, so there is strong potential to improve. The engagement survey found that 74% of peak travellers</p>

	were travelling alone.
Wider Effects	Carpooling can reduce congestion by carrying the same number of people in fewer vehicles. This can improve travel times across the network, especially at peak times.
Safety	There are risks when people meet strangers online and share personal details such as where they live and when they travel. A reputable app can reduce some risks (for example, through user profiles, ratings, and reporting tools), but it cannot remove them completely.
Comms and Engagement	From the engagement survey: <ul style="list-style-type: none"> • 10% of peak travellers would carpool if there was a workplace or publicly organised carpool scheme (sample = 356). • T2/T3 lanes would also support carpooling. 11% of peak travellers said they would carpool if there were T2/T3 lanes (sample = 356).
Cost	\$30,000
Additional options	Develop or sponsor an app at additional cost. Partner with an app provider at additional cost. Approach other local government authorities. Recommended – Allocation of some carparks in preferred locations in off street parking facilities to be used by people carpooling i.e. parking with two or more people in the car. This is consistent with best practice in Auckland.


35. Fraser Street southbound (Merivale to Greerton) HOV lane (Possible/ Not Recommended)

Aspect	Description
Description of Option	<p>Road roundabout should reduce some pressure, but queues are still likely due to high traffic volumes.</p> <p>A high-occupancy vehicle (HOV) lane would help move more people using the available road space. It would also encourage carpooling and bus use.</p> <p>This option includes:</p> <ul style="list-style-type: none"> • The afternoon peak southbound HOV lane would start at Hampton Terrace and continue to Waimapu Street, at the south end of Pemberton Park. This change means 42 parking spaces would not be available during the afternoon peak only. • A shared path would be built on the west side of Fraser Street from Chadwick Road through to Kesteven Avenue. • The existing pedestrian refuge between Roys Road and Yatton Street (in front of Tutarawānanga - Yatton Park) would be removed and replaced with one new signalised pedestrian crossing.  <p>The map shows Fraser Street from Chadwick Rd to Hampton Terrace. A yellow line indicates the proposed high-occupancy vehicle lane. A purple line indicates a new shared path on the west side from Chadwick Rd to Kesteven Ave. A red box marks the removal of a pedestrian refuge between Roys Rd and Yatton St. A black box marks a new signalised pedestrian crossing at the same location. An existing pedestrian crossing is marked with a black box at the intersection with Tutarawānanga St. A key in the bottom right corner defines the colors: yellow for high occupancy vehicle lane, purple for shared path, and a dashed purple line for existing shared path.</p>

	<p>While HOV users would likely see some travel time savings, the section is short. This means the overall benefits may be hard to see, which raises value-for-money concerns.</p>
Travel Impact	<p>The HOV lane would save time for buses and vehicles with multiple occupants in the afternoon peak. This may encourage more people to take the bus or carpool. Over time, this can help move more people per hour along the corridor.</p> <p>The extra pedestrian crossing and the merge back into the general lane would create short, local delays. However, they should not reduce overall throughput because the main constraints are the Chadwick Road / Oropi Road / Fraser Street roundabout and the SH29A / Oropi Road roundabout.</p> <p>Key benefits:</p> <ul style="list-style-type: none"> Fraser Street southbound is expected to carry most of the re-routed afternoon traffic toward SH29A when the 15th Avenue to Welcome Bay project is under construction. <p>Potential issues:</p> <ul style="list-style-type: none"> This HOV lane is relatively short, which can create extra merging delay. It was explored but is not recommended because of constraints at the intersections.
Safety	<p>Adding a third vehicle lane on Fraser Street means pedestrians must cross a wider road. This increases crossing time and can reduce safety and comfort.</p> <p>To keep crossings safe, existing crossings within the HOV lane area would need to be upgraded and signalised.</p> <p>A third lane also reduces space for right turns and creates these safety issues:</p> <ul style="list-style-type: none"> Loss of flush median: The flush median would be used for the new lane. Right-turning vehicles would then wait in a live lane, which increases rear-end crash risk. More complex right turns: Northbound right turns would need to cross two lanes instead of one. Different speeds and limited visibility can increase crash risk. Shared path pinch points: Existing power poles along the shared path would create narrow points for pedestrians and cyclists.
Comms and Engagement	<p>From the engagement survey:</p> <ul style="list-style-type: none"> 19% of regular users (or those who would consider using) Fraser Street agreed with an all-day HOV lane. Another 34% agreed with an afternoon-only HOV lane. In total, 52% agreed with some form of HOV lane (sample = 238). 26% of people who use (or would consider using) Fraser Street said they were likely to use the HOV lane. This includes 8% who said they would use it or be very likely to use it (sample = 345). Among those not likely to use the HOV lane (74%), 38% still agreed it should be implemented for regular users (or those who would consider using) Fraser Street (sample = 164). Overall, 50% of respondents supported introducing HOV lanes (sample = 449).
Wider effects	<p>An HOV lane can help move more people using the same road space. When more people share each vehicle, fewer vehicles are needed to carry the same number of travellers. This can reduce congestion and make travel times more reliable.</p> <p>The proposed HOV lane would operate in the afternoon peak, Monday to Friday. During these times, kerbside parking would not be available. Residents would need to park on their property or on the opposite side of the road. Visitors to Yatton Park would need to use the designated car park.</p>

	<p>TCC would need to enforce the managed lane. This may include a mix of cameras and towing.</p> <p>Outside the afternoon peak, parking would operate as normal.</p>
Cost	<p>Total - \$3,300,000</p> <p>Construction cost - \$1,700,000</p> <p>Enforcement camera cost - \$1,600,000</p>
Additional options	<p>The HOV lane could be considered for use as a general-purpose lane, T2 lane or T3 lane.</p> <p>Reducing the length of the HOV lane so it starts just south of Harrier Street, instead of at Hampton Terrace, would lessen the impact on nearby residents. The shorter section of shared path next to it would also have fewer pinch points. However, benefits would be reduced.</p> <p>An additional signalised pedestrian crossing may be required.</p>

36. Fraser Street southbound (Fraser Cove) HOV lane (Not Recommended)

Aspect	Description
Description of Option	<p>Vehicles experience moderate delays on Fraser Street southbound between Fraser Cove and the Merivale shops. There is enough space in the corridor to add an extra lane between Fraser Cove and Baycroft Avenue. An HOV lane would use this space to move more people and encourage carpooling and bus use.</p> <p>This option includes:</p> <ul style="list-style-type: none"> The HOV lane would start from the traffic lights at Fraser Cove Shopping Centre and end just before Baycroft Avenue. This would operate all-day. The cycle lane out of town (the same side as the HOV lane) would be extended with the introduction of an off-street shared path between Brook Street and Baycroft Avenue, at which point it would join back into the current on-street cycle lane. The on-street cycle lane into town would also be kept however 12 parking spaces would be removed.  <p>The map shows Fraser Street running from Fraser Cove in the north to Baycroft Avenue in the south. A yellow line indicates the proposed high-occupancy vehicle lane. A purple line shows a new shared path between Brook Street and Baycroft Avenue. A blue dashed line shows an existing shared path. An orange dashed line shows an existing on-road cycleway. Other streets shown include Page St, Brook St, Tamatua St, and Lloyd St. A key in the bottom right corner defines the line types: High occupancy vehicle lane (yellow), Shared path (purple), Existing shared path (blue dashed), and Existing on road cycleway (orange dashed).</p>
Travel Impact	<p>The HOV lane would save time for buses and vehicles with multiple occupants in the afternoon peak. This may encourage more people to take the bus or carpool. Over time, this can help move more people per hour along the corridor.</p> <p>Key benefits:</p> <ul style="list-style-type: none"> During construction of the 15th Avenue to Welcome Bay project, Fraser Street southbound is expected to carry most of the diverted afternoon traffic to SH29A. <p>Potential issues:</p>

	<ul style="list-style-type: none"> Short HOV sections can create extra merging and turbulence. <p>Key constraints:</p> <ul style="list-style-type: none"> The Fraser Cove intersection is a bottleneck. Traffic through the proposed HOV section is sensitive to surges from upstream, which can limit consistent benefits. Because this HOV lane is mid-corridor, benefits are likely to be lower than other locations. It generally only helps once a significant queue has already formed.
Safety	<p>With an HOV lane, cyclists would need to use the shared path rather than the road. This is safer but may be less convenient for some riders. Some faster or more confident cyclists may still ride on the road, which could create safety risks.</p> <p>On the west side of Fraser Street, the on-street cycle lane would be widened. This would improve safety for people cycling north.</p>
Comms and Engagement	<p>Engagement survey results:</p> <ul style="list-style-type: none"> 49% of the respondents who regularly use, or would consider using, Fraser Street, agreed with the HOV (sample = 272). 27% of the respondents who use, or would consider using, Fraser Street said they were likely to use the HOV, including 9% who would use or be very likely to use (sample = 345). Amongst those not likely to use the HOV (73%) there was 32% agreement that the HOV should be implemented amongst regular users, or those who would consider using Fraser Street (sample = 190).
Wider effects	<p>An HOV lane can help move more people using the same road space. When more people share each vehicle, fewer vehicles are needed to carry the same number of travellers. This can reduce congestion and make travel times more reliable.</p> <p>This option would remove 12 on-street car parks on the west side of Fraser Street. Businesses north of Page Street would need to rely on on-site parking at each property.</p>
Cost	<p>Total cost: \$1,670,000</p> <p>Construction cost: \$870,000</p> <p>Enforcement camera cost; \$800,000</p>
Additional options	<p>An extension of the two general vehicle lane south of Fraser Cove to Brook Street is Not recommended - \$665,000.</p> <p>Implementing an HOV lane further north on Fraser Street between 15th Avenue and Fraser Cove was not considered due to space constraints within the road and budget available for this project.</p>

FINANCIAL CONSIDERATIONS

37. The latest draft 2026/27 Annual Plan defers significant funding to the following year. However, because construction of the 15th Ave to Welcome Bay project is starting, some improvements may not be able to be delivered earlier due to programme critical-path constraints given these draft deferrals.

Value for Money and Cost Effectiveness

38. Most of the recommended interventions are:
- Targeted, relatively low-cost upgrades compared with major capital projects (for example, widening corridors or duplicating bridges).
 - Focused on improving how the current network works, rather than expanding it.

- (c) Focused on safety improvements at high-risk intersections, which reduces the social and economic cost of crashes.
 - (d) Designed to improve travel time reliability, especially in peak periods and during major construction.
39. Several improvements (for example, signal metering, line marking changes, and turning changes) can deliver network-wide benefits for a modest cost.
40. The recommended package focuses on:
- Making better use of existing infrastructure, instead of large-scale expansion.
 - Improving safety at high-risk intersections.
 - Moving more people in the peak (for example, through HOV and carpool measures).
 - Improving travel time reliability during normal operations and during major project construction.

LEGAL IMPLICATIONS / RISKS

41. Community engagement through Keep Tauranga Moving showed support for optimisation changes. Not proceeding may result in frustration around increased disruption.
42. Disruption is expected to increase over time. Even with these interventions, travel times may continue to rise. This could create a perception that the interventions are not working. We will manage this risk by monitoring performance and completing ongoing technical analysis. If this risk occurs, it may make it harder to introduce similar changes in future.

CONSULTATION / ENGAGEMENT

43. Between November and December 2025, more than 2,500 people visited our project page, and 474 people completed a detailed survey. We also held three community drop-in sessions and a stakeholder workshop. We received additional feedback by email, during business visits, and through social media.
44. We asked the community how we can help keep Tauranga moving while major roading and waters projects are built between 2026 and 2030. These projects will bring long-term benefits, but they will also add congestion during construction. We sought feedback on short-term improvements that aim to move more people, improve safety, and support other travel options.
45. Overall, people shared strong views about congestion and the daily challenge of getting around Tauranga. Many said they cannot change how or when they travel due to fixed work hours, school and childcare routines, and long distances. Limited public transport options were also raised. Public transport reliability and personal safety were key barriers. People also said cycling and walking are often not practical due to distance, safety concerns, and disconnected routes.
46. Support for the proposed initiatives varied. Many respondents supported practical safety-focused changes, such as extending exit lanes on Fraser Street, reducing unsafe right turns, and improving crossings. Views were mixed on high-occupancy vehicle (HOV) lanes on Fraser Street and Welcome Bay Road. Some people said the lanes were too short to reduce congestion, could create new bottlenecks, and would remove on-street parking. Others raised safety concerns for merging, walking, and cycling. Some support emerged for HOV lanes if they are longer, well enforced, or limited to peak times.

47. Drop-in sessions and stakeholder discussions raised similar themes. People were concerned about safety and frustrated with current congestion. Many were also sceptical that the proposed improvements would make a meaningful difference during construction. People asked for better public transport, more reliable real-time travel information, improved signal timing, and better coordination of construction sequencing.
48. In the survey, respondents were asked whether they supported a range of general travel initiatives that may reduce congestion. Several of these initiatives are also included in the options assessed later in this report. A total of 449 respondents answered these questions.
49. Overall, there was moderate to strong support for several initiatives that aim to improve network efficiency and travel choice:
 - 56% of respondents supported the introduction and enforcement of yellow cross-hatched clear zones to improve traffic flow through major intersections.
 - 54% supported changes at some intersections to prevent traffic turning across oncoming traffic, such as Left-In / Left-Out (LILLO) treatments.
 - 50% supported the introduction of some form of high-occupancy vehicle (HOV) lanes.
 - 40% supported the opening of dedicated bus lanes.
 - Only 15% of respondents indicated that they did not support any of the initiatives listed above.
50. Support for HOV lanes was strongest for T2 lanes. Survey data shows that of respondents 26% of peak-period vehicles carried two or more people, compared with 6% that carried three or more. This suggests T2 lanes would have higher use and be more effective than T3 lanes.
51. In total, 54% of respondents said they were willing or able to make some travel behaviour change if congestion increases. It is unlikely that we would achieve this full level of change in practice. However, even a partial shift could still have a meaningful impact on network performance.

SIGNIFICANCE

52. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
53. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
 - (a) the current and future social, economic, environmental, or cultural well-being of the district or region
 - (b) any persons who are likely to be particularly affected by, or interested in, the proposal.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
54. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the proposal is of medium significance.

ENGAGEMENT

55. Taking into consideration the above assessment, that the proposal is of medium significance, officers are of the opinion that no further engagement is required prior to Council making a

decision.

56. Further project-specific engagement will be undertaken as the interventions are developed and delivered.

NEXT STEPS

57. Interventions will progress through Tauranga City Council's project lifecycle.
58. Operational monitoring and optimisations will remain ongoing.

ATTACHMENTS

Nil

9.5 Strategy Stocktake - Tauranga Taurikura (Environment Strategy)

File Number: A19777803

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Authoriser: Christine Jones, General Manager: Strategy, Partnerships & Growth

PURPOSE OF THE REPORT

1. This is the first in a series of reports to the City Future Committee which will give an overview of a primary strategy (aligned with Council's community outcomes) and associated strategies and plans, in light of a strategy stocktake being undertaken by staff.
2. This will build awareness of Council's strategic framework and priorities, to feed into strategic understanding and prioritisation for the Long-Term Plan ('LTP').

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Strategy Stocktake - Tauranga Taurikura (Environment Strategy)".

EXECUTIVE SUMMARY

3. Undertaking a strategy stocktake is a key element of LTP planning. The stocktake reviews all Council Strategies and Action and Investment Plans ('AIPs') to assess whether they are still fit for purpose, determine what level of review (if any) is needed to feed into the LTP and consider the impacts on LTP prioritisation and spending.
4. The first primary strategy to be presented to the City Future Committee is *Tauranga Taurikura – Environment Strategy 2022-2032*. This paper outlines how the strategy was developed, its key focus areas, associated strategies and plans, recommendations from the stocktake and considerations for the LTP.
5. While the stocktake has found that most plans are still strategically sound (or already covered by a separate review process, such as the draft Stormwater Strategy), the Climate Action and Investment Plan will need further consideration.
6. Originally a review of the Climate AIP was planned before the LTP however this has been deferred to during the LTP period (i.e. not sooner than 2027/2028). Further detail around council's climate work programme will be covered in a 19 May report to the City Future Committee however a separate workshop or briefing can be arranged to cover this in more detail if requested by the Committee.

BACKGROUND

Strategy development

7. Tauranga Taurikura was developed as part of Council's [Our Direction strategic framework](#) which was adopted in 2022. Prior to Our Direction, Council had no specific environment strategy, and this gap was a recurring theme mentioned by stakeholders. Community

engagement² also highlighted consistently that the environment was one of the key reasons people choose to live in Tauranga and one of their highest priorities.

8. Development of Our Direction (including the Environment Strategy and the Climate and Nature and Biodiversity AIPs) was an iterative process with involvement from key stakeholders, community and mana whenua (see also section below re Te Ao Māori approach).
9. The structure of the Our Direction framework will change slightly with the introduction in November 2025 of one new community outcome (A vibrant city that embraces events) and merging of two existing outcomes (A well planned city that is easy to move around). These outcomes and associated strategies will be covered in upcoming reports to the City Future Committee.

Strategy overview

10. The Environment Strategy delivers on the community outcome Tauranga Taurikura. The overall aspiration is that “We prioritise nature. We value, protect and enhance our environment”. *Toitū te marae a Tāne, toitū te marae a Tangaroa, toitū te tangata - If the land and sea are sustained so too will the people.*
11. The five goals of the strategy are -
 - Thriving nature and biodiversity at the heart of our communities
 - Tauranga is a low emissions and climate resilient city
 - Tauranga is a water sensitive city
 - Tauranga values resources in a circular economy
 - Our built environment supports the wellbeing of our natural environment

Associated strategies and plans

12. Under each top-level strategy in Our Direction are AIPs or other strategies and plans that set out how we will deliver on the primary strategy. These may include strategies that have been jointly developed with other organisations (for example Bay of Plenty Regional Council) and may be place-based (including spatial plans) or topic-based.
13. Under Tauranga Taurikura in Our Direction is -
 - Kaituna Action Plan – Te Tini a Tuna 2019-2029 (*joint, Te Maru o Kaituna River Authority*)
 - Wairoa River Valley Strategy 2013 (*joint*)
 - Tauranga Harbour Integrated Management Strategy 2006 (*joint, BoPRC lead*)
 - Tauranga Harbour Recreation Strategy 2008 (*joint, BoPRC lead*)
 - Nature & Biodiversity Action & Investment Plan 2022-2032
 - Tauranga Climate Action & Investment Plan 2023-2033
 - Waste Management and Minimisation Plan 2022-2028
 - (DRAFT) Stormwater Strategy 2024-2054
14. The details of these AIPs / strategies are set out in **Attachment 1**.
15. Progress against actions is reported annually to the City Delivery Committee with the [last report in April 2025](#) and also covered in Council's [LTP Performance Measures](#).

² For example 2022 stakeholder engagement strategy workshops, Vital Update (2020,2023), My Tauranga Vibe (2021)

Summary stocktake findings

16. Phase one of the strategy stocktake involved a desktop review of each strategy and plan (including actions and funding status) and conversations with strategy owners and leads to understand whether the plan is still relevant and any changes anticipated for the LTP.
17. The stocktake did not recommend any major changes to the Environment Strategy.
18. Overall feedback from the majority of AIP owners was that the plans were still strategically sound. However, in many instances funding and prioritisation of actions is an ongoing challenge.
19. Detail around the associated plans is included at Attachment 1, however in summary -
 - Climate Action and Investment Plan – review is recommended, direction will be sought on ambition and LTP implications
 - Waste Management and Minimisation Plan, (draft) Stormwater Strategy – updates to come, but separate to LTP process and timelines
 - Kaituna Action Plan, Nature & Biodiversity AIP – still strategically sound, no major changes
 - Wairoa River Valley Strategy – refresh may be needed but is largely outside TCC’s remit to drive this. We have limited ongoing actions under the Strategy
 - Tauranga Harbour Integrated Management Strategy 2006 and Tauranga Harbour Recreation Strategy 2008 – these are older strategies originally developed by BoPRC. While some aspects are outdated there are no direct strategic replacements and a process to rescind or update these would need to be driven by BoPRC
20. Examples of success stories from across the relevant plans include –
 - Council has reduced energy costs and grid reliance by installing solar panels on facilities and energy efficiency projects
 - 4 iwi/hapū in Tauranga have initiated their own climate adaptation planning and local response by support from council
 - Nature & Biodiversity AIP funding has allowed us to support pest animal trapping on TCC water catchment land (Kaitemako block) with huge benefits for biodiversity, enabling rare native fauna to establish and flourish (sanctuary for Kiwi, Kokako, robin) – “our Zealandia in the Bay of Plenty”. Working collaboratively with Department of Conservation, BoPRC, Western Bay of Plenty District Council and mana whenua
 - The Space for Nature ecological corridor pilot has proved a success, with residents, schools, and businesses actively restoring backyards and green spaces to strengthen biodiversity and connect habitats across Tauranga
21. Any changes to strategies and plans beyond minor changes (for example tidy-up of or rephrasing of actions) would need to be in conjunction with stakeholders and mana whenua who were extensively involved in their development.
22. Our strategic framework and LTP decision making (particularly in light of the environmental community outcome) will also be influenced by changes at a national level such as RMA reform, Local Waters Done Well, possible regional council reform etc. These factors will be the subject of ongoing discussion and will also be highlighted in the Environment Scan which will form part of the LTP.

Review of the Climate Action and Investment Plan 2022-2032

23. As noted above the Climate AIP was developed as part of Our Direction and was Council’s first ever climate plan for Tauranga, with actions owned across the community. At the time of

development some stakeholder feedback urged council to be more ambitious, for example to set clearer science-based targets around emissions reduction.

24. Council-led actions in the Climate AIP are mostly Opex funded, however, due to budget cuts, many actions have been put on hold or deferred. While some minor edits can be made pre-LTP, a major review is recommended to be undertaken during the term of the LTP. Council direction will be needed in numerous areas including overall levels of ambition and direction.
25. Council guidance will also be needed in terms of building resilience to climate change impacts within relevant council activities across the LTP, including planning, infrastructure, and open spaces. Climate-related assumptions for the LTP will help underpin this direction.
26. A report is proposed to be presented to the City Future Committee on 19 May outlining the above in more detail. If desired, we can arrange a more detailed briefing or workshop(s) to cover this material in depth before a formal report is prepared.
27. Further detail on the Climate AIP is also covered in Attachment 1.

STATUTORY CONTEXT

28. The (current) purpose of local government under the Local Government Act 2002 is to “promote the social, economic, environmental, and cultural well-being of communities, both in the present and for the future”. Our strategic framework enables Council to do this, with the particular focus of this paper and strategic pillar being on environmental wellbeing.
29. Council also has legislative and regulatory requirements around the environment through other legislation including the Resource Management Act 1991 (currently under reform), National Policy Statements & National Environmental Standards and the Climate Change Response (Zero Carbon) Amendment Act 2019.

STRATEGIC ALIGNMENT

30. This contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	✓
We value, protect and enhance the environment	✓
We are a well-planned city that is easy to move around	✓
We are a city that supports business and education	✓
We are a vibrant city that embraces events	✓

31. While this strategy is primarily focussed on environment it links to all outcomes, for example the environmental impacts of planning and transport decisions, the impact the environment has on our communities, and facilitation and environmental impacts of relevant events.

OPTIONS ANALYSIS

32. Options are not presented as this paper is primarily an update on strategic work programme (with further discussion relating to the Climate AIP proposed for subsequent to this meeting).

FINANCIAL CONSIDERATIONS

33. At present there are no direct costs however Council’s strategic framework will be a key element of financial prioritisation for the LTP.

LEGAL IMPLICATIONS / RISKS

34. There are no direct legal implications, however failure to deliver on our environmental aspirations and strategic objectives could have risks including reputation, service delivery, financial consequences and health, safety and wellbeing.

TE AO MĀORI APPROACH

35. Tauranga Taurikura is intrinsically linked with Te Ao Māori, and the Te Ao Māori approach is woven through all the primary strategies in Our Direction.
36. Te Rangapū Mana Whenua o Tauranga Moana Partnership ('Te Rangapū') were involved in development of Our Direction from start to finish. Te Rangapū appointed 2-3 representatives from the group to each outcome area where new strategies and plans were being developed (Matarauui, Taurikura and Tātai Whenua).
37. These groups of representatives provided detailed guidance on the strategies and their underpinning implementation plans (AIPs) as they were developed, and regular sessions were held with the full Te Rangapū as development of the framework evolved. A values framework was also developed by Te Rangapū which formed the basis of the Climate AIP.

CLIMATE IMPACT

38. The objectives in Tauranga Taurikura, the Climate AIP and other associated plans such as the Nature and Biodiversity AIP have a major impact on Council's level of climate ambition and therefore Tauranga's ability to (a) adapt to a changing climate, (b) reduce emissions, and (c) enhance nature and biodiversity.

CONSULTATION / ENGAGEMENT

39. Consultation and engagement was undertaken around development of Our Direction from 2020-2022. As this report is primarily for information only no further engagement is recommended at this stage. Plans to reengage with mana whenua, relevant stakeholders and community will be developed for any AIPs flagged for more substantive changes.

SIGNIFICANCE

40. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
41. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
 - (a) the current and future social, economic, environmental, or cultural well-being of the district or region
 - (b) any persons who are likely to be particularly affected by, or interested in, the .
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
42. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of low significance. While environmental and climate matters are of high significance, this report is of low significance as it is primarily an update on a workstream.

ENGAGEMENT

43. Taking into consideration the above assessment, that the issue is of low significance, officers are of the opinion that no further engagement is required prior to Council making a decision.

NEXT STEPS

44. Staff will continue to bring updates to City Future Committee on (the four) other primary strategy areas.
45. Staff will continue to work with AIP Owners and Leads to progress any amendments required in advance of the LTP.
46. Prioritisation between AIPs and relevant work programmes will be undertaken through the LTP planning process.
47. A report around Council's climate and resilience work programme (and associated impacts on the Climate AIP will be brought to the City Future Committee on 19 May).

ATTACHMENTS

1. **Action & Investment Plans under Tauranga Taurikura - A19870690** [↓](#) 

9.6 Quarterly Update - Growth, Land Use Planning & Transport Strategy Projects - March 2025

File Number: A19777915

Author: Andrew Mead, Head of City Planning & Growth

Authoriser: Christine Jones, General Manager: Strategy, Partnerships & Growth

Please note that this report contains confidential attachments.

Public Excluded Attachment	Reason why Public Excluded
Item 9.6 - Quarterly Update - Growth, Land Use Planning & Transport Strategy Projects - March 2025 - Attachment 2 - Quarterly Update - Growth Land Use Planning and Transport Strategy Projects - March 2026	s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).

PURPOSE OF THE REPORT

- To report progress on key projects relating to managing growth in a sustainable manner, including land use planning projects and related transport, infrastructure and funding workstreams.

RECOMMENDATIONS

That the City Future Committee:

- Receives the report "Quarterly Update - Growth, Land Use Planning & Transport Strategy Projects - March 2025".
- Attachment 2** can be transferred into the open to be confirmed and is no longer commercially confidential.

EXECUTIVE SUMMARY

- Managing growth is a significant issue for Council, particularly the challenge of ensuring growth is sustainable in a four wellbeing's context for both current and future communities.
- The attached report outlines the progress being made in relation to a number of projects necessary to manage this continued growth. This information is also regularly reported to the SmartGrowth partners.
- Key matters addressed in this report include:
 - Resource management reform and the upcoming Regional Spatial Plan
 - Transport planning activities, including:
 - Updates on the SH29 Tauriko Roads of National Significance project
 - The potential transfer of SH2 from Cameron Road to the Wairoa River from NZTA to TCC
 - The time of use charging legislation and its implications for TCC.

- Cross-boundary development proposals.

5. A separate report has been prepared for the Te Tumu urban growth area which focuses in particular on decisions regarding the rezoning approach.

BACKGROUND

6. The key points to note in this update are outlined in the paragraphs below.

Resource Management reform and Regional Spatial Plans

7. Legislation to replace the RMA was introduced to Parliament in December 2025 in the form of the Planning Bill (PB) and the Natural Environment Bill (NEB). These have been referred to select committee and submissions have closed. TCC made a substantive submission supporting the direction of the reforms while also identifying a range of key issues, in particular concerns with the regulatory taking provisions that are proposed. TCC addressed to select committee in person on 18 March.

8. It is currently anticipated that the Bills will be enacted in the third quarter of 2026.

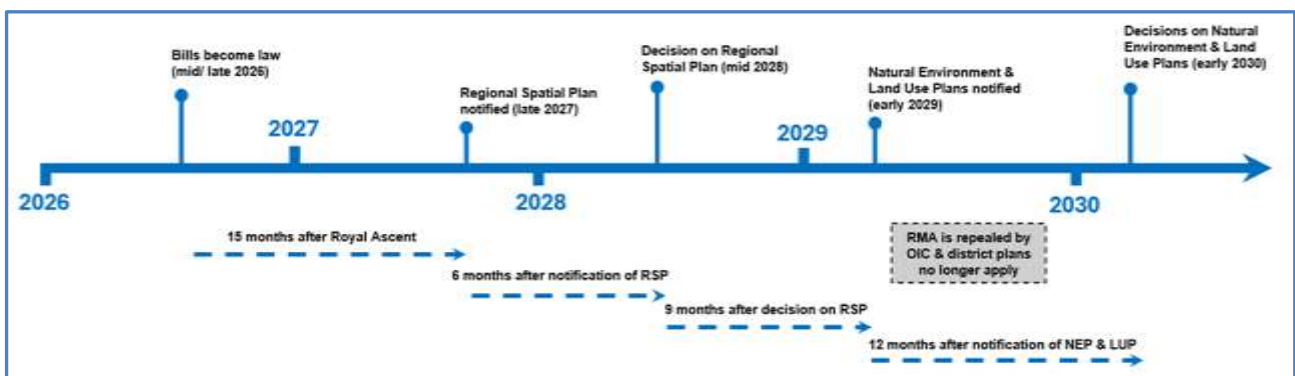
Regional Spatial Plans – Overview

9. Under the new planning system, each region will be required to prepare a Regional Spatial Plan (RSP) which will provide a long-term strategic framework (30+ years) to guide urban development, infrastructure investment, and land use decisions across the region. The Western Bay of Plenty sub-region is well placed to fulfil the spatial planning requirements given its longstanding spatial planning approach through SmartGrowth.

10. The Planning Bill sets out the RSP’s purpose, legal weight, and mandatory content, along with detailed process requirements. The process requirements include the establishment of a ‘Joint Process Agreement’ that must be developed and agreed by all local authorities in the region that outlines key issues, roles and ways of working to prepare the RSP.

11. The statutory timeframes to transition from the RMA to the new planning system proposed in Schedule 1 of the Planning Bill are very tight. These provide only 15 months from enactment of the Planning and Natural Environment Bills until public notification of the draft RSP, and a further six months from notification until final decisions on the RSP. National Instruments will also be important in providing direction on key matters that the RSP must address, and these are anticipated to be released by government in late 2026 and 2027. Many Councils, including TCC, lodged submissions on the Planning and Natural Environment Bills noting the challenges associated with the proposed timeframes and importance of national direction from government to support the efficient transition to and establishment of the new planning system.

RSP and broader reform dates, as indicated within the PB:



12. Given the tight timeframes, TCC staff are now working with SmartGrowth and regional partners (refer pre-enactment working structure diagram below) to put in place ‘pre-enactment’ workstreams to advance planning for the RSP. This will place the region in a strong position to advance RSPs in prescribed timeframes once the Bills are enacted. Proposed workstreams include pre-enactment programme planning (including objectives,

outcomes sought, stakeholder identification, key risks and issues, and agreed pre-enactment activities), and preparation of process agreement options as will be required by legislation. The pre-enactment phase will also allow partners to consider the roles and responsibilities that need to be undertaken to implement the new planning system including which are most effectively undertaken at a regional or sub-regional level.

13. Notwithstanding the above, it is important to acknowledge that the level of progress pre-enactment will be limited until the Bills are enacted and further national direction is received from Government. This includes detailed expectations relating to RSP content, national direction relating to population growth and development capacity that regions will need to provide for, and the level of optioneering that will be required to support proposed urban form. It will be important to work within the limits of the information available, ensuring efficient use of time and resources and not undertaking work that may otherwise become redundant.

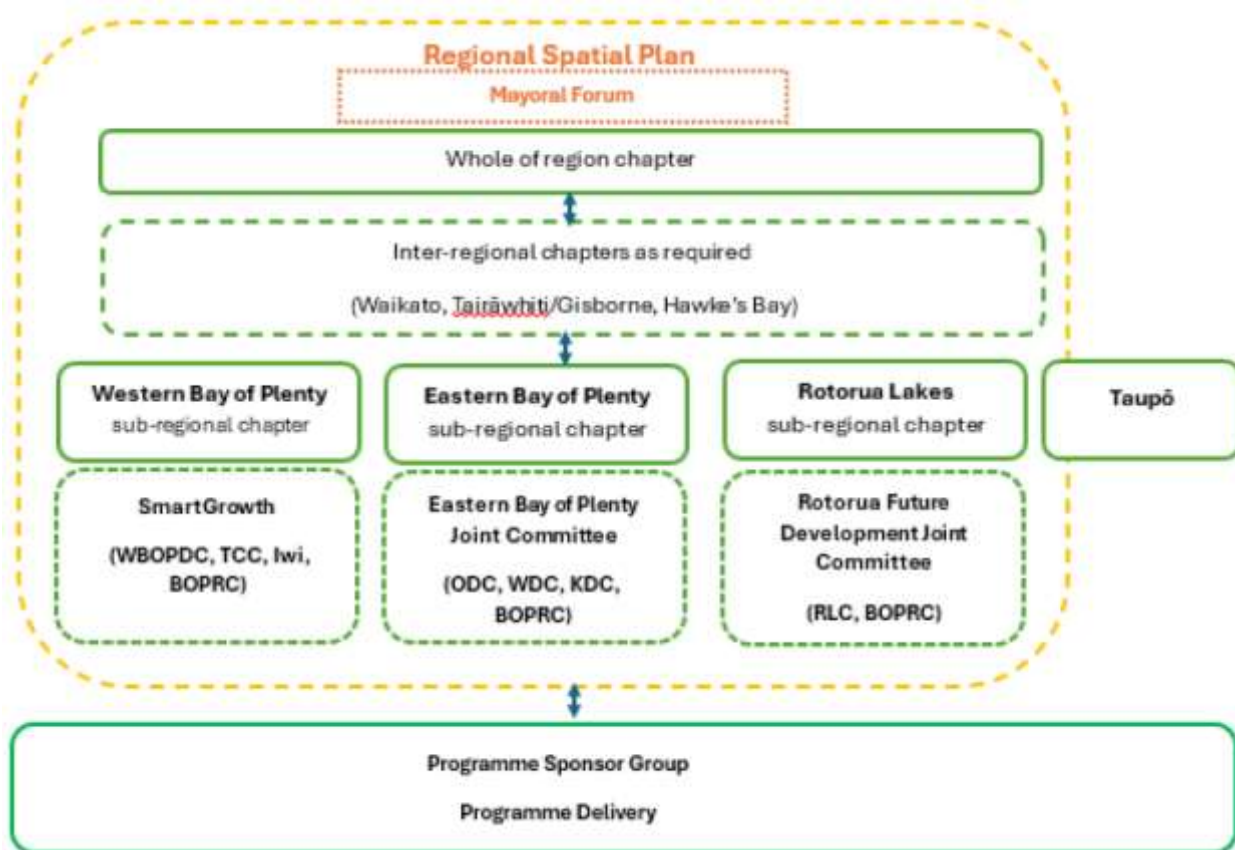
Proposed approach to sub-regional level planning to support RSP development

14. With three current sub-regional spatial plans, the Bay of Plenty region is well positioned to transition to an RSP. While the PB provides flexibility for local authorities to collaboratively prepare an RSP, Council and the SmartGrowth partners have submitted that the PB expressly allows for the creation of sub-regional spatial plans, which would be integrated with other sub-regional plans to form part of an RSP.
15. The proposed sub-regional approach will ensure the ability for planning to be tailored to sub-regional priorities and key issues affecting local communities. Local priorities and detailed direction would be addressed through sub-regional chapters. It is envisaged that these chapters will incorporate relevant content from existing spatial plans where it aligns with the statutory scope and intent of the new legislation and forthcoming national direction.

Regional Spatial Plan pre-enactment collaboration

16. Under the PB, RSPs will be prepared through a joint regional governance arrangement under the direction of the Spatial Plan Committee (SPC). The PB proposes that each region must establish a SPC made up of representatives from the Bay of Plenty Regional Council (BOPRC), all territorial authorities in the region, and a potential ministerial representative. Ahead of the PB being enacted, a collaborative approach to working with partners is proposed, as follows (refer pre-enactment working structure diagram below):
 - A working group model approach to RSP work, with a coordinating Programme Sponsor Group. This would be a regional working group at regional level, and SmartGrowth at sub-regional.
 - A feedback and direction-setting loop through existing sub-regional and regional governance arrangements, being SmartGrowth for the Western Bay of Plenty and Mayoral Forum at a regional level. This will provide guidance and confirmation of work underway prior to enactment of the Bills and establishment of the spatial plan committee
 - Council/Committee reporting and resolutions to provide clarity and mandate during the transition period. This is consistent with the local authority's role that will endure through the new system.
17. The above aligns with current SmartGrowth Terms of Reference (ToR) which provides for SmartGrowth's role in overseeing the development of the SmartGrowth Strategy including implementation, reviews and updates. It also recognises the Mayoral Forum ToR which provides for "preparing for a Regional Spatial Plan – linked with the Eastern Bay of Plenty Joint Committee, Rotorua Development Joint Committee and SmartGrowth Leadership Group".
18. Acknowledging that further national direction is expected through regulations, national instruments, and the enactment of the Bills, and potential for local government reform, it is considered unnecessary to establish a more formal regional governance structure for RSP preparation at this stage.

Pre-enactment working structure diagram:



Recent Mayoral Forum meetings

19. To date, the Bay of Plenty Mayoral Forum has received several papers on the RSP. At the informal Mayoral Forum on 12 December 2025, an action was agreed for BOPRC to lead the development of an RSP programme plan, with initial programme costs to be met by BOPRC. On 12 March, and following initial discussions with SmartGrowth and regional partners, the Mayoral Forum received a presentation from BOPRC and made the following resolutions:

- *Notes the importance of the foundational ‘no regrets’ work in 2026, to prepare for short Regional Spatial Plan statutory times.*
- *Endorses the proposed high level RSP programme, noting further work is being undertaken with staff across Councils to develop a more detailed programme.*
- *Endorses the approach of including the role of sub-regional planning within the wider regional framework.*
- *Note that several details are to be determined and will be revisited post the release of the Planning Bill expected in mid-2026.*

Priority Development Areas and transition to the new system

20. Under the PB, RSPs have the potential to play a key role during the transition from the RMA to the new planning system. During the transition, the RMA remains operative; however, planning consent (the new ‘resource consent’) decisions will be required to consider the extent to which a planning consent application is consistent with a RSP once these are notified (or an existing Future Development Strategy like the SmartGrowth Strategy before notification of that plan). This means RSPs will have an influence on planning consent decision making before the new planning system becomes fully operative

21. The transitional consenting framework is intended to streamline decisions and reduce re-litigation, with RSPs providing strategic direction to inform those consent decisions. In this way, the RSP will have an influence on planning consent decisions during the transition, particularly in relation to key growth areas such as SmartGrowth Priority Development Areas.

It will therefore be important that the RSP integrates and builds on the SmartGrowth Priority Development Areas agreed to date.

Recommended next steps for Regional Spatial Planning

22. Having regard to the above, staff propose continuing to work with SmartGrowth and regional partners to advance 'pre-enactment' workstreams, with a focus on:
- Draft pre-enactment programme planning for preparation of the RSP, while acknowledging that the level of progress pre-enactment will be limited until the Bills are enacted and further national direction is received from Government.
 - Identifying the key roles and responsibilities at a regional and sub regional scale that will support effective development of the RSP
 - Development of joint process agreement options.

Greenfield projects

23. The Te Tumu, Keenan Rd and Upper Belk greenfield projects have continued to progress over the last three months.
24. There is a separate report to the Committee covering the implications of the reforms and proposed implementation timeframes on the rezoning approach for Te Tumu.
25. We expect to report to the next Committee meeting on the Keenan and Belk Road projects.

SH29 Tauriko Road of National Significance

26. Delivery of this project by NZTA is essential if further growth in the Western Corridor is to occur as planned, including the final stages of development in Tauriko West and the Tauriko Business Estate extension and future urban areas like Upper Belk and Keenan.
27. NZTA have funding for early stages of this project including replacing the Omanawa Bridge, designating the overall project and undertaking some strategic property acquisitions. Construction funding is not in place nor any agreed construction timing, although the Minister of Transport has indicated the upcoming release of staging plan for the wider RONS programme across the country. These matters also form part of City Deal negotiations.
28. The recently released National Infrastructure Plan by the Infrastructure Commission assessed the RONS projects and concluded based on the limited capacity life of the current SH29 corridor through Tauriko that the Tauriko RONS project should be one of the first projects to be delivered.
29. TCC are highly supportive of the project nonetheless we have previously identified some concerns, including construction impacts, long-term capacity, ensuring round the harbour movements on SH29A are supported and potential impacts of tolling. Staff are re-engaging with NZTA on these matters and staff will report back to Council at the appropriate time later this year.
30. We expect NZTA will lodge their notice of requirement for designation mid-year through the Fast-track process. While more limited than the RMA process, TCC has rights to be involved in this process.

Cross-boundary development proposals

31. Two development proposals are progressing that are located just outside TCC's boundary in the WBOP District but rely on TCC provided infrastructure and services.
32. One is a medium sized subdivision in Welcome Bay the other being the large-scale Wairakei South fast-track proposal in Bell Road, Papamoa East comprising approximately 2,700 homes and 60ha of business land.
33. The Mayor, supported by staff, is engaging in discussions with the respective developers and WBOPDC to address infrastructure and funding issues. There is considerably more work to be done to achieve outcomes that will satisfy TCC and align with principles such as 'growth

pays for growth'. We expect the fast-track application for Wairakei South to be submitted late March or April.

34. A paper on cross boundary issues was presented to the 24 April Council meeting as part of the Local Waters Done Well package of decisions.

SH2 Potential Revocation

35. The Takitimu Northern Link (TNL) being delivered by NZTA will bypass SH2 through Bethlehem and Te Puna. As a result, NZTA are considering the potential revocation of the current SH2. If this occurred it could mean that SH2 from Cameron Road to the Wairoa River would transfer to TCC as a local road, including responsibilities for maintenance, operations and funding.
36. TCC staff are working with NZTA who are required to engage with TCC. However, TCC has no decision-making role so is unable to control the outcome of this process.
37. Staff have raised concerns with revocation including the significant volume of State Highway traffic that will remain on the road to avoid the toll (including heavy vehicles) – estimated at close to 50% of the traffic that will continue to use the road. In addition, TCC would likely face significant financial implications due to the large scale and value of the asset and the associated cost to operate, maintain and renew. This would be compounded in a rate capping environment. Further assessment is underway which will enable reporting to elected members mid-year to align with the LTP process getting underway.

Time of use charging

38. The government's time of use charging legislation for transport networks is now in place. The legislation provides a period of three years (from November 2026) for councils that experience congestion issues to work with NZTA to investigate and design schemes for implementation focusing on improving traffic flow across an entire network, enhancing reliability and productivity overall. Consultation with the public is required as part of this process.
39. Schemes may focus on particular routes or areas and in Tauranga there is the added complication of how a scheme would integrate with current and future road tolls.
40. The legislation contains a provision that the responsible Minister may 'direct the Agency to initiate a time of use charging scheme if satisfied that a scheme is necessary to improve traffic flow in that region'. This is intended in the instance that a region with significant congestion does not move to investigation/implementation within 3 years.
41. As such this legislation imposes obligations on TCC. The next step is to consider funding requirements through the upcoming LTP process before scoping and commencing investigations. It should be noted that previously under the Commission a variable roading pricing approach was considered under the banner of SmartTrip. This provides valuable background information on key issues and public sentiment as an input to future work.
42. It is expected that Auckland will be the first city to go ahead with a scheme, and staff continue to monitor progress in Auckland.

Tauriko West developer payments

43. With development now underway in Tauriko West and Kainga Ora seeking to divest its property interests, significant payments under funding agreements with developers are being made to TCC.

Cameron Road Stage 2

44. Government funding through the Infrastructure Acceleration Fund has been reconfirmed for the Cameron Road Stage 2 project enabling the project to move into engagement and design phases.

Waste infrastructure business case

45. Following endorsement of strategic objectives, scope and service level expectations for the business case process by the City Future Committee at its November 2025 meeting, the project continues to move forward on schedule to allow outcomes to input into the coming LTP process. Of note, consultants have been appointed to deliver both the organics detailed business case and the public drop-off (transfer station) detailed business case. Both workstreams are on track to move from longlist to shortlist assessment in March, with a workshop planned with Councillors in May to support progression to preferred options through the 19 May City Future Committee meeting.

STRATEGIC ALIGNMENT

46. The projects reported in this report and attachments contribute to all of the strategic community outcomes in the table below, with a specific focus on a well-planned city.

	Contributes
We are an inclusive city	✓
We value, protect and enhance the environment	✓
We are a well-planned city	✓
We can move around our city easily	✓
We are a city that supports business and education	✓

47. Further, the projects covered in this report are framed under the strategic direction of the SmartGrowth Strategy 2024 including the Future Development Strategy and the 2024-34 Long Term Plan (including the 30-year Infrastructure Strategy).

TE AO MĀORI APPROACH

48. We take a deliberate approach to collaborate and engage with Tangata Whenua as part of our planning projects to ensure we understand Māori views and can reflect this in our projects using the Te Ao Māori approach. The approach varies depending on the specific project and this will be addressed when those individual topics are presented in separate reports.
49. With respect of the to the RSP engagement and input from Tangata Whenua will be paramount right from the outset. The sub-regional focused approach to the RSP via SmartGrowth puts us in a strong position to achieve this given the involvement of Tangata Whenua at both a staff and governance level.

CLIMATE IMPACT

50. Climate change is a significant matter that is considered and addressed in our planning projects, especially as it applies to natural hazards such as sea level rise and flooding from intense rainfall. Climate change impacts are modelled, and constraints associated with climate change are addressed through planning frameworks e.g. minimum building platforms above flood levels or setbacks from constrained areas

OPTIONS ANALYSIS

51. There is no options analysis. This report is for information only.



SIGNIFICANCE

52. While growth is a significant issue for Tauranga City, this report does not require any significant decisions and is not significant in itself.

NEXT STEPS

53. Council will continue to progress the projects and works identified in the report and Attachments 1 and 2

ATTACHMENTS

1. **Quarterly Update - Growth, Land Use Planning and Transport Strategy Projects - March 2026 - A19777925**  
2. **Quarterly Update - Growth Land Use Planning and Transport Strategy Projects - March 2026 - A19868300 - Public Excluded**

9.7 Waters Planning Update

File Number: A19835170

Author: Claudia Hellberg, Team Leader: City Waters Planning

Authoriser: Reneke van Soest, General Manager: Operations & Infrastructure

PURPOSE OF THE REPORT

1. Provide general update on waters planning projects.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Waters Planning Update".

EXECUTIVE SUMMARY

2. This report provides an overview of the key water supply, wastewater, and stormwater projects currently underway to support Tauranga's growth, resilience, and long-term service delivery. All projects outlined are funded through the Long-Term Plan (LTP).
3. A review of the forward works programme is in progress to align project priorities with updated population forecasts and the upcoming LTP/Water Service Delivery Plan.

Water Supply

4. Major workstreams include the re-consenting of the Joyce and Oropi water takes (lodged March 2026) and ongoing planning for both the Western and Eastern Corridor servicing strategies. These programmes aim to ensure supply capacity keeps pace with city growth, particularly in Tauriko West, Belk, and Mount Maunganui.

Wastewater

5. Planning continues for both the Western and Eastern Corridor wastewater strategies to service current and future growth, including capacity assessments, pump station upgrades and decentralised treatment options. Update reports will be provided to this committee in June 2026.

Stormwater

6. Work includes flood management, intensification-area stormwater planning, and water quality improvements. Major projects such as the Kaituna Overflow and Pyes Pa West Pond 12B continue through design and consenting.

BACKGROUND

7. City Waters Planning is working on a range of projects to address current and future issues in our water supply, wastewater and stormwater network. The biggest driver for upgrades and investments is growth. Other drivers like resilience and maintaining/improving level of service are very often linked or incorporated into growth projects.
8. All of these projects are LTP funded and have associated planning budgets this financial year. A review of the project list and timing is carried out every three years with new population forecasts as part of the LTP review. A review is currently being carried out to re-

prioritise projects and develop a revised forward works programme for the upcoming LTP/ Water Service Delivery Plan.

- 9. This report provides an overview of key projects currently planned. After the planning stage projects will move into design, undertake value for money assessment and initiate implementation. Progress and performance on projects in these phases are being reported to council through the City Delivery Committee
- 10. Where relevant, projects are coordinated with other activity areas notably, Transport and Spaces and Places.

WATER SUPPLY PROJECTS

Water take re-consenting

- 11. The Joyce and Oropi water take consents expire in October 2026 and are due for re-consenting. The consent application has been lodged on the 6th of March 2026. The Waiāri consent expires in 2044.
- 12. This committee received a specific report on the re-consenting in February before the consent was lodged.
- 13. Next steps are the continuation of Tangata whenua engagement and awaiting feedback from BOPRC.

Western Corridor water supply study

- 14. The purpose of this study is to identify the preferred trunk network, including reservoir sites to service the western growth area. This area includes Tauriko West, Lower and Upper Belk, Keenan, Joyce and Merrick Road, all of which will be serviced from the existing Joyce Road Water Treatment Plant. (Figure 1).

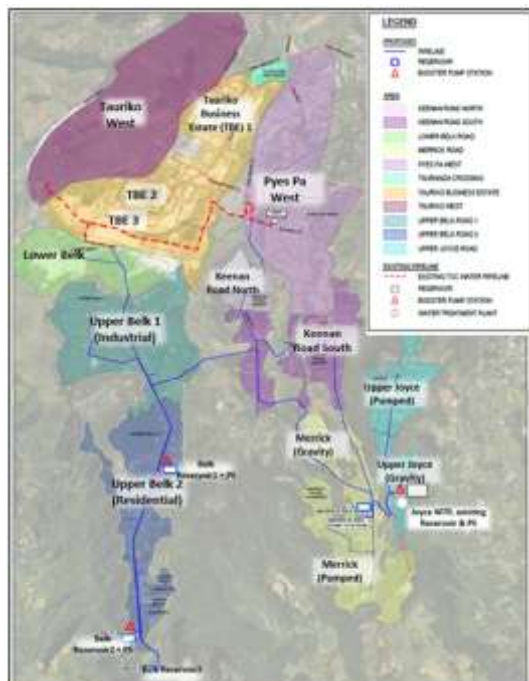


Figure 1: Western Corridor Development Strategy Plan showing proposed Water Infrastructure.

- 15. The first stage is currently being implemented and will service Tauriko West and Lower Belk.
- 16. The review of the concept plan for servicing future stages has been completed and is now available to inform the structure planning of these additional growth areas. The revised costs to service all these additional growth areas total \$342 million (including 69% risk and optimism bias).
- 17. No new update for this project.

Eastern Corridor water supply study

18. The Papamoa and Mount suburbs are currently being supplied with water from the Joyce Treatment Plant. The extension of the Waiāri water supply to Mount Maunganui is critical to take pressure off the Joyce supply network so capacity can be re-allocated to service growth in the western corridor.
19. The Eastern Corridor projects primarily focus on conveying water from the Waiāri Water Treatment Plant to Mount Maunganui. Currently, water from Waiāri feeds into the Papamoa trunk main at the Welcome Bay Roundabout near Domain Road. The intent is to extend the Waiāri supply across the entire Coastal Corridor, reaching as far as Mount Maunganui. Figure 2 illustrates the proposed projects that will enable this.



Figure 2: Eastern Corridor planned and proposed Water Supply Projects

20. The next part of the trunk main extension is called Coastal Water Trunk main Stage 1 (CWTM 1) and will take water from the Welcome Bay roundabout to Mangatawa. This project is currently in the preliminary design stage but is on hold due to financial constraints and to allow discussions with landowners, as the trunk main is proposed to be partly located on private and Tangata whenua land.
21. The storage reservoir on Mauao needs to be renewed or refurbished however only a like-for-like replacement can be made at the current location. The Coastal Strip has a longer-term shortage in storage capacity. We are exploring potential locations for a new storage reservoir in the Mount Industrial area and assessing feasibility.
22. Hydraulic modelling is being undertaken to assess the amount of reservoir storage needed for the eastern coastal part of Tauranga for resilience purposes.
23. The Coastal Water Trunk main Stage 2 (CWTM 2) from Mangatawa to Mount Maunganui is currently in the planning phase.
24. No new update for this project.

Cambridge Reservoir No. 4

25. Additional storage to the existing Cambridge reservoirs is required. This additional storage together with pipeline upgrades to fill the reservoirs at Cambridge are critical to provide sufficient water supply capacity for intensification and infill in the western part of Tauranga (Bethlehem and Otumoetai surrounds).
26. The initial focus of this project was to identify options to utilise the existing site for additional storage. This project is in conjunction with the wider Cambridge Rd Reservoir Twin Trunk Mains Relocation & Chadwick Link project which has a total high-level estimate of approximately \$90 million.
27. The assessment of the proposed fourth reservoir at Cambridge Road has been completed, confirming that the site can accommodate an additional 6.8 ML reservoir only, at an

estimated cost of \$34 million (including 19% risk, 25% optimism bias, and 10% contingency allowance). However, a storage deficit would remain; therefore, planning is continuing with investigations into alternative reservoir locations in the vicinity to also enhance system resilience.

28. No new update for this project.

WASTEWATER PROJECTS

Western Corridor wastewater strategy

29. There are several planning projects underway as part of a programme to assess the capacity and future servicing upgrades needed to service the western growth area. This area includes Tauriko West, Lower and Upper Belk, Keenan, Joyce and Merrick Road.
30. The current strategy plans to connect the new growth areas to the existing Southern Pipeline via the Maleme Street PS and Memorial Park pump stations, however due to increases in population forecasts there are significant upgrades needed in the downstream existing trunk network for Keenan and Upper Belk which comes with significant capital costs. An alternative strategy, to connect the new areas to new decentralised wastewater treatment plant(s), is also being investigated. A core consideration for this planning work is the staging to service the various planned and potential growth areas over time.
31. Enabling work has already been implemented (and/or is currently under construction) to service the first stages of Tauriko West and Lower Belk. The current planning work focuses on what is needed for short and medium term phases, which includes the full build out of Tauriko West and the Business Estate areas plus Keenan and Upper Belk Urban Growth Areas (UGA). Long term growth areas of Merrick and Joyce will be the subject of later feasibility studies, once their overall viability is confirmed by TCC's City Planning & Growth department.
32. We will provide a more detailed update to this Committee in June 2026.

Eastern corridor wastewater study

33. The purpose of this study is to identify the preferred trunk network (including pump stations) to service the eastern growth area, which includes Wairakei and Te Tumu to provide a resilient network.
34. Implementation of the scheme started with the upgrade of the Opal Drive PS (construction phase) and new Wairakei pump station and rising main (design). Further network refinements are required for this initial implementation phase, which only caters for the currently zoned growth.
35. Any further growth (e.g. release of Te Tumu or new private plan change areas) will trigger additional large network upgrades in the form of Wairakei and Opal Drive rising main. These projects are still in the planning phase and budget for implementation is not in the 10-year LTP.
36. An alternative wastewater servicing strategy for Te Tumu is currently underway. It should be noted that current work underway in Wairakei is still required in some form even, if Te Tumu is being serviced by a separate wastewater scheme. Implications for the existing scheme underway in Wairakei to service the already zoned land will have to be taken into account, when deciding on the wastewater scheme for Te Tumu.
37. The alternative wastewater servicing study for Te Tumu, and the high-level impact on the options for the Opal Drive to Te Maunga Rising Main project, are both underway. As these projects are linked with each other a joint update will be reported to council in June 2026.

Carmichael Road

38. A number of properties at the southern end of Carmichael Road near SH2 have been asking to be upgraded to an urban standard. Currently the road has a more rural look and properties

having an on-site wastewater system are not connected to the public system. Some of these private systems are failing.

39. The proximity to the Bethlehem shopping centre and large parcels of mainly pasture makes it attractive to developers.
40. There are plans for future development of an adjacent parcel of land (282 SH2 / 23 Te Paeroa Rd), with an expected population of approximately ~575 (184 units). The development of this site will require a pump station and rising main for wastewater servicing, which provides an opportunity for cost efficiencies by developing a feasibility design with a wastewater pump station to service both the Carmichael Rd properties and the proposed development at 282 SH2/23 Te Paeroa Rd.
41. Plan change 33 to the City Plan introduced a high-density zoning on these properties. The planning for an overarching growth servicing strategy to cater for all of the anticipated growth in this area has been developed.
42. **Project update:** Planning for the preferred long-term servicing is underway. Staff to review report end of March 2026. Besides wastewater this report addresses also required stormwater and water supply upgrades in this vicinity. Discussions with the developers of the 282 SH2/ 23 Te Paeroa Road site are ongoing.

Newton Street & Hewletts Road Gravity Main Upgrade

43. This is a major project to address capacity issues under Hewletts Road and the railway line. The feasibility planning of this project will look at a range of options and will take about two to three years. It is a busy road corridor with a large amount of traffic and underground services. A range of options will be explored to minimise interruptions and project costs.
44. This project has an interface with a range of other large projects in the area, e.g. the Hewletts Road upgrade transport project, which requires ongoing communication with a range of stakeholders and these projects will influence the optioneering and programme of this project.

STORMWATER PROJECTS

45. Stormwater outcomes are delivered through several programmes as shown in the Table 1.

Table 1: Overview of stormwater programmes

Programme	Background	Key Outcomes
Integrated Stormwater Project	Set up in response to flooding in 2005. Focus on risk to life based on affordability. Two further implementation projects in LTP. Not currently funded as a standalone workstream.	<ul style="list-style-type: none"> • Reduce Risk to life
Reactive Reserve	Set up in 2015 to support properties that had experienced flooding of habitable floors but were not deemed a Risk to life issue. Funding included in the 2024-2034 LTP.	<ul style="list-style-type: none"> • Flooding to property (previously flooded)
Stormwater Management Plans for intensification areas	These plans exist in areas with Spatial Management Plans and have a focus on both reducing existing flood risk and supporting growth. Focus on the 1% AEP events. Funding for planning, design and implementation is included in the 2024-2034 LTP.	<ul style="list-style-type: none"> • 1% AEP • Reduce Risk to life • Flooding to property • Flooding to infrastructure • Supporting growth • Water quality

Programme	Background	• Key Outcomes
Network Capacity Upgrades Programme	This programme was set up to support investment in the stormwater pipe network with a focus on the 10% AEP events. Funding included in the 2024-2034 LTP.	<ul style="list-style-type: none"> • 10% AEP • Flooding to property • Supporting growth • LoS “requirements” (ie when pipes are renewed)
Stormwater Quality Programme	Programme set up to support water quality outcomes with an initial focus on contaminant exceedances observed in the Comprehensive Stormwater Consent process. Funding included in the 2024-2034 LTP.	<ul style="list-style-type: none"> • Water quality • Supports CSC compliance issues

Updates to these programmes and updates on specific projects are provided below.

Network Capacity Upgrade Programme

46. The City Plan performance standards for the stormwater network requires any new stormwater network for primary flows needs to be able to convey runoff from a rainfall event, which has a chance to occur once every 10 years.
47. Much of the city’s primary stormwater network needs investment to meet the City Plan levels of service requirements. The Network Capacity Upgrade programme was introduced in the 2021 – 2031 LTP with an initial focus on intensification areas like Te Papa. This programme is still in its early stage, and a prioritised work programme is currently being developed.
48. **Project Update:** An initial identification of potential upgrades has been completed for all areas across the city. Approximately 30 potential higher priority projects are currently being taken further into feasibility design.

Stormwater Quality Programme

49. Key purpose of the Stormwater Quality Programme is to address new requirements of the National Policy Statement for Freshwater in the Bay of Plenty. It responds to issues identified through harbour and river/stream monitoring. Sediment is a key contaminant. Other typical urban contaminants are heavy metals like zinc and copper.
50. This programme can be further refined based on the findings of the Freshwater Management Tool as described below.
51. **Project Update:** Options to address water quality exceedances at eight monitored locations is underway. These include sites across Mount Industrial area, Domain Road in Papamoa, Esk Street in Greerton and Coach Road in Otumoetai and sites in the Judea industrial area.

Stormwater Management Plans for Intensification Areas

52. Stormwater Management Plans (SMPs) for Te Papa (CBD, Gate Pa and Greerton), Tauranga West and Mount Maunganui have been prepared to support intensification and infill in line with the Te Papa and Otumoetai Spatial Plans. These SMPs have a focus on resolving/minimising flooding issues to enable more growth in these areas. At the same time these plans pick up other enhancement opportunities for water quality improvements and primary network upgrades.
53. The feasibility study for a stormwater upgrade project to alleviate flooding along Cameron Road near Tauranga Girls College has been progressed into the design phase.
54. A feasibility study to alleviate flooding near Cherrywood shops has been completed, but outputs are still under review. A technically viable but high-cost option was identified but is

not being progressed at this stage. A further feasibility study at Brookfield Shops is currently underway.

55. Several projects in the Greerton and Avenues/Gate Pa areas are being progressed through feasibility studies. These include a project in the Twenty First Avenue area and a series of projects through Greerton covering Morland Fox Park and Pemberton Park areas.
56. The Stormwater Management Plan for Mount Maunganui has recently been completed. Potential projects are currently being assessed.

Stormwater Pond 12B – Pyes Pa West Growth Area

57. A stormwater solution required to support a subdivision on Hastings Road, in Pyes Pa West, is in the consenting stage. This consists of a discharge pipeline, stabilisation of an overland flow path going down an escarpment adjoining the Kopurererua valley and SH29, and an extended detention pond within the floodplain.
58. The consent approval may be contingent on completing the detailed design currently planned between April and September given geotechnical aspects. Works are currently planned to commence in the earthworks season starting in October 2026, subject to the consent being issued.

Waimapu Catchment Management Plan

59. The preparation of this catchment management plan is led by Ngati Ruahine and funded by MfE. TCC is acting as a partner in this project and supports it with technical studies and access to professional services.
60. The project has been ongoing for two years and a range of technical assessments have been undertaken to inform the catchment management plan.
61. The Waimapu CMP has been finalised. An online summary version is being prepared and will be presented at a future council meeting.

Update of existing Catchment Management Plans

62. The City has been organised into six stormwater catchments, defined primarily on the basis of receiving environments and stormwater reticulation (Figure 3). These are subject to three comprehensive stormwater consents (CSCs) (RM 66823 – Tauranga City, RM 65714 – Maranui/Mangatawa, and RM 63636 – Papamoa). These consents cover Tauranga's existing urban area.



Figure 3: Tauranga City stormwater catchments (Tauranga City (66823): CSC 1, 3, 4, and 5, Maranui/Mangatawa (65714): CSC 2, and Papamoa (63636): CSC 6)

63. The catchment management plans supporting these existing CSCs are per condition to be reviewed on a five yearly basis, which is currently underway.

Kaituna overflow

64. The Kaituna overflow is a proposed stormwater channel to allow excess floodwater in Papamoa, Wairakei and Te Tumu to spill into the Kaituna River rather than flood the community. Planning for a flood relief overflow on the coast has been ongoing since the 1990s, and in 2008 the Kaituna overflow was consented through the Papamoa Comprehensive Stormwater Consent (CSC). The channel is required to be constructed as part of the development of Te Tumu. It will be integrated into the development to provide amenity and recreational values as well as flood management.
65. Preliminary design of the overflow has been undertaken to understand the scale and costs of the required infrastructure. This includes an increase in scale from the original concept to cater for increased development and climate change. The revised cost estimate is about \$79million.
66. While the discharge from the overflow has been consented as part of the Papamoa CSC, the construction of the overflow itself still needs to be consented. Further work is underway to prepare the application and to ensure sufficient technical assessments are available to underpin the consent application. It is anticipated to have this application ready in line with the Structure Plan for Te Tumu, it is key enabling infrastructure to open development.

INTEGRATED WATER PROJECTS

Our Water Future

67. The purpose of this programme is to develop a joint servicing strategy to address the future needs of Tauranga and the Western Bay sub-region.
68. A TCC/WBOPDC governance group has been established, and staff are meeting regularly to discuss matters of joint interest. Due to a lack of funding only a stocktake of the current situation and a gap analysis has been carried out to date.
69. The Bell Road fast tracking project triggered WBOPDC to investigate the need for a new Wastewater Treatment Plant. TCC councillors approved budget for 25/26 to relook at eastern servicing strategy to test if there would be benefits for TCC to connect to such a plant (e.g. Te Tumu).

Freshwater Management Tool

70. The freshwater management tool is a suite of integrated models to simulate hydrological flows and water quality. The purpose of this tool is to provide TCC with a good understanding of its catchments and is able to test and respond to legislative changes under the National Policy Statement for Freshwater Management and associated consent requirements.
71. The tool has been set up and has been peer reviewed. Water quality scenarios have been run and the set up and results are currently being reviewed internally and by external peer reviewers. The results of these scenarios will be used to support future decision making for water quality and quantity interventions.
72. Results will be shared with the committee at a later date.

STATUTORY CONTEXT

73. Water supply, wastewater and stormwater services are core functions under the Local Government Act. Projects described in this report are related to these.
74. Potential environmental impacts of projects are regulated under Resource Management Act and associated National Policy Statements (NPS) like the NPS for Urban Development and Freshwater Management. Planning of individual projects includes the assessment of potential environmental effects.

75. The re-consenting of the existing water takes and compliance under the Comprehensive Stormwater Consent are specifically driven by regulatory matters.

STRATEGIC ALIGNMENT

76. This contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	<input type="checkbox"/>
We value, protect and enhance the environment	✓
We are a well-planned city that is easy to move around	✓
We are a city that supports business and education	<input type="checkbox"/>
We are a vibrant city that embraces events	<input type="checkbox"/>

77. Water supply, wastewater and stormwater are core services for a well-functioning city. It is important to maintain or improve the existing level of service, while providing for growth in the city and minimising negative environmental effects.

OPTIONS ANALYSIS

78. An options analysis is being carried out for individual capital works projects and will be presented to council as necessary or requested.

FINANCIAL CONSIDERATIONS

79. Projects presented in this overview are all part of the LTP.

LEGAL IMPLICATIONS / RISKS

80. Individual projects have their specific risk register and risks are managed as identified in the risk register.

TE AO MĀORI APPROACH

81. The Water supply, wastewater and stormwater 30-year Infrastructure Strategies acknowledge Te Ao Māori and outline key aspects, which should be considered for the planning of water services in the city. These are being incorporated as appropriate for individual projects.

CLIMATE IMPACT

82. Natural Hazard risks, which are exacerbated by climate change, are a core consideration for each planning project and opportunities to increase the resilience of our assets are being explored.
83. Shortlisted options of capital works projects are being assessed against their carbon footprint and this information is informing the decision making on the preferred option.

CONSULTATION / ENGAGEMENT

84. An engagement plan is prepared for each project and may involve large stakeholder involvement depending on the project. Where practical, projects are bundled together for engagement purposes for efficient use of external stakeholders time.

SIGNIFICANCE

85. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal

or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.

86. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
- (a) the current and future social, economic, environmental, or cultural well-being of the district or region
 - (b) any persons who are likely to be particularly affected by, or interested in, the matter.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
87. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of high significance, however this report provides an overview only and no decisions is required.

ENGAGEMENT

88. Taking into consideration the above assessment, that while the matter is of high significance, but this report only provides an overview, officers are of the opinion that no further engagement is required prior to Council making a decision.

NEXT STEPS

89. Waters planning updates will be provided to the committee on a regular basis.

ATTACHMENTS

Nil

9.8 City Centre Development Incentive Fund 2026/27

File Number: A19856446
Author: Anne Payne, Principal Strategic Advisor
Emily McLean, Manager: Urban Centres Development
Authoriser: Reneke van Soest, General Manager: Operations & Infrastructure

PURPOSE OF THE REPORT

1. This report seeks direction on preferred apportionment of the 2026/27 City Centre Development Fund across the four currently approved initiative streams or more broadly, and proposes a wider Long-term Plan discussion on the purpose and future of this fund.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "City Centre Development Incentive Fund 2026/27".
- (b) Directs staff to allocate the 2026/27 City Centre Development Incentive Fund of \$233,250 to:
 - (i) Option 4 from this report, being to use the Fund only to finalise and coordinate implementation of the city centre revitalisation strategy, delivering – with partners – some quick wins.
- (c) Directs staff to provide options for the City Centre Development Incentive Fund post-2026/27 to be considered during development of the 2027-2037 Long-term Plan, including consideration of whether to extend support to some or all other urban centres in Tauranga.

EXECUTIVE SUMMARY

2. The City Centre Development Incentive Fund (the Fund) was introduced in July 2021 with the primary aim of supporting development, particularly student residential development, in the city centre. Supporting feasibility assessments for potential residential developments was initially seen as the best way to do this.
3. In April 2023, the Fund's purpose was broadened to supporting a wider range of initiatives considered to contribute to successful redevelopment and prosperity of the city centre in the longer term, and to support businesses and the community during the current period of significant disruption. This broader focus remains in place to the current day and includes:
 - (a) Attracting and incentivising the development of residential, in particular student, accommodation
 - (b) Supporting short- to medium-term tactical parking interventions that will increase the availability of carparking
 - (c) Generating initiatives that will support city centre businesses that are severely impacted by the current period of construction disruption, and
 - (d) Supporting increased activation and vibrancy in the city centre.
4. The Fund was initially allocated \$500,000 per annum (for three years) as part of the 2021-2031 Long-term Plan, with further years' funding approved by the 2024/2034 Long-term Plan.

The budget was subsequently reduced to \$470,000 for 2024/25, to \$375,000 for 2025/26, then to \$233,250 from 2026/27 to contribute to annual cost savings.

5. The Fund is an operating expense, funded 50% each from the general and commercial rate, both of which apply city-wide.
6. The Fund has supported a range of initiatives that are contributing to a responsive and aligned effort to ensure the city centre is a great place to be now, not just in the future – helping to attract necessary foot traffic and retail spend to support existing city centre businesses while showcasing what is possible for investors in the future.
7. Over the past three years, the Fund has increasingly been used to support activation and vibrancy in the city centre, with less being funded for the other streams. This is in part due to limited opportunities, particularly to support residential accommodation feasibility studies, and in part a conscious decision to use the Fund most effectively to bring life to the city centre during this time of development-based disruption overlaid by a challenging economic climate.
8. The current year budget for 2025/26 is mostly committed with a number of key initiatives underway that continue the major focus on activation and vibrancy, while supporting initiatives for residential accommodation, and the city centre development overall.
9. Staff are now seeking direction on the Committee's preferred allocation of the 2026/27 budget across the four streams of the Fund, or more broadly, to enable planning for the 2026/27 programme. This will be particularly helpful to ensure the reduced budget of \$233,250 can be applied most effectively. Options for consideration include:
 - Option 1: Status quo – continue with needs-based assessment of requests.
 - Option 2: Apply the Fund only to support development of residential accommodation.
 - Option 3: Apply the Fund only to support activation and vibrancy in the city centre.
 - Option 4 (Recommended): Use the Fund only to finalise and coordinate implementation of the city centre revitalisation strategy, delivering – with partners – some quick wins.
 - Option 5: The City Future Committee to agree apportionment across the four streams for 2026/27.
 - Option 6: Divert the full Fund to support Mauao / Mount North recovery initiatives.
 - Option 7: Discontinue the Fund for 2026/27.
- NB: Under all options, except option 3, the 2026/27 Fund would not provide for any council-led activation programme.
10. A broader discussion on any longer-term future of the Fund after 2026/27 is recommended for later this year, as part of developing the 2027-2037 Long-term Plan. Consideration of support to other Tauranga urban centres, including options for the form this could take, might most appropriately be included in this broader Long-term Plan discussion.

BACKGROUND

11. The City Centre Development Incentive Fund (the Fund) was originally approved by the previous Council as \$500,000 per annum for years one to three of the 2021-2031 Long-term Plan, to be funded 50% each from the commercial and general rate.
12. [Resolution CO12/21/6](#) further specified that the Fund should have a range of criteria that could target the cost of development *“especially promoting affordable residential development, covering the likes of development contributions, consenting fees, parking fees during development, and public amenity in the vicinity of developments”*.
13. This was in response to submissions from Priority One, the Urban Task Force and some in the development community that Council should reduce the cost burden on city centre development as a way of incentivising development in the city centre. Refer [Council 24 June 2025, Agenda item 11.8](#).

14. On [4 October 2021](#), as a result of subsequent discussions between Priority One, council staff, Kāinga Ora and the development community, the Fund was refocused to support feasibility assessments of possible residential accommodation developments in the city centre. This was viewed as the best way for council to support an increase in the supply of residential accommodation in the city centre, enabling the envisaged transition from being a 'central business district' to a fully functioning city centre.
15. On [3 April 2023](#), recognising that the decline in prosperity of the city centre was unlikely to be rectified by focusing on one particular solution of increasing residential accommodation, the previous Council resolved to broaden the scope of the Fund to enable a wider range of initiatives to support the ongoing growth, development, and prosperity of the city centre (Resolution CO4/23/3).
16. The broader scope of the fund also allowed for opportunities to support the community as the city centre goes through an extended period of significant disruption. The framework guiding utilisation of the Fund was updated accordingly and remains in place to the current day.
17. The 'City Centre Development Incentive Fund Framework' ([Attachment 1](#) to this report) specifies that the Fund can be allocated to:
 - (a) Feasibility studies that investigate the viability and encourage the development of residential and student accommodation in the city centre
 - (b) Short- to medium-term tactical parking interventions that will increase the availability of car parking in the city centre
 - (c) Feasibility studies that investigate the viability and encourage the development of car parking buildings in the city centre*
** staff note that this 'stream' was a point-in-time consideration by the previous Council, and was made redundant by the 2024-2034 Long-term Plan decision to retain ownership of the city centre parking buildings. The Framework will be updated to remove this 'stream'.*
 - (d) Initiatives that will support city centre businesses that are severely impacted by the current period of construction disruption, and
 - (e) Initiatives that support increased activation and vibrancy in the city centre.
18. The Fund allows initiatives and ideas to be trialled in flexible and low-cost ways before undertaking significant investment with a focus on things that are smaller in scale, easy to deploy and are cost effective.
19. With further reduction of the Fund to \$233,250 for the next financial year, staff are now seeking guidance on preferred apportionment of the fund across the four current streams (a,b,d and e above) for the 2026/27 year.

FUND APPORTIONMENT TO DATE

20. Initiatives funded to date have been reported in detail to Council on 16 October 2023 and 13 May 2024, and to the City Delivery Committee on 4 November 2025. No allocations were made from the first year of the Fund, 2021/22, and the balance was carried forward to 2022/23.
21. To date, the Fund has supported a range of initiatives that are contributing to a responsive and aligned effort to ensure the city centre is a great place to be now, not just in the future – helping to attract necessary foot traffic and retail spend to support existing city centre businesses while showcasing what is possible for investors in the future.
22. The Fund Framework does not specify how the Fund should be allocated across the types of initiatives ('streams') to which the Fund can be applied. Staff have taken a needs-based approach to approving initiatives for funding, prioritising those with the greatest potential to support the prosperity of the city centre with urgency. While this approach ensures the most

effective use of the limited annual budget, staff acknowledge that it may give rise to perceived inequity in the allocation of funding across the four streams of the Fund.

23. Initiatives funded to June 2024/25 fall largely into the streams as identified in the table below, noting that there are some initiatives, such as the revitalisation strategy, that are not stream-specific and are included in the “general” column:

Year	Total funded	Incentivise residential	Parking interventions	Support impacted businesses	Activation & vibrancy	General (all streams)
2022/23	\$ 610,796	101,437	-	311,952	187,408	10,000
	<i>proportion of total:</i>	17%	0%	51%	31%	2%
2023/24	\$ 701,362	-	59,724	113,625	422,353	105,660
	<i>proportion of total:</i>	0%	9%	16%	60%	15%
2024/25	\$ 477,918	50,000	-	50,957	376,961	-
	<i>proportion of total:</i>	10%	0%	11%	79%	0%
Total 3 years	\$ 1,790,076	151,437	59,724	476,534	986,721	115,660
	<i>proportion of total:</i>	8%	3%	27%	55%	6%

24. The table above shows that the Fund has increasingly been used to support activation and vibrancy in the city centre, with less being funded for the other streams. This is in part due to limited opportunities, particularly to support residential accommodation feasibility studies, and in part a conscious decision to use the Fund most effectively to bring life to the city centre during this time of development-based disruption.
25. This trend is continuing in the current year, with key initiatives underway being reported on [4 November 2025](#) as:
- Continuing the activation programme (currently being run by a fixed-term role within the city events team) to deliver on the City Centre AIP strategic outcome of *‘An engaging city centre that is vibrant and inclusive with exciting things to do for people of all ages, stages and abilities’*
 - Continued engagement with Downtown Tauranga and other partners to determine right-sized opportunities for activation, vibrancy and business support
 - Investigation into a catalyst development in the ‘early Avenues’ mixed-use precinct to encourage greater residential density (refer City Centre AIP chapter 6: Precincts)
 - Further engagement on the city centre revitalisation strategy, including subsequent next steps including investigating options for supporting businesses and development in the city centre. If led well, this initiative has the potential to make real inroads into delivering on the goals of the City Centre AIP.

LONGER-TERM FUTURE OF THE FUND

26. Looking beyond 2026/27, the Fund is expected to evolve in response to the changing needs of the city centre. As new destinations and anchor institutions open, such as the opening of Te Manawataki o Te Papa, and/or if Mainstreet-led initiatives increase, the Fund could possibly be phased out and its role transitioned to support these emerging programmes.
27. There is also an option to expand the Fund’s scope to other urban centres within Tauranga if similar needs are identified, which would ensure equitable support across the city’s centres. Several urban centres have already signalled strong interest in this possibility.
28. The longer-term future of the Fund could be considered via an issues and options paper during the 2027-2037 Long-term Plan development process, including consideration of whether to extend support to some or all other urban centres in Tauranga.

STRATEGIC ALIGNMENT

29. The Fund contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	✓
We value, protect and enhance the environment	<input type="checkbox"/>
We are a well-planned city that is easy to move around	✓
We are a city that supports business and education	✓
We are a vibrant city that embraces events	✓

30. Smartgrowth’s consolidated connected centre’s programme identifies the Tauranga city centre as the cultural and economic hub for the western bay of plenty sub-region, and wider region. The SmartGrowth Strategy 2024 acknowledges that “a coordinated approach between partners is required within the city centre to improve access, social and cultural identity, and safety, as well as providing amenities to attract more people to live, work and visit in the centre” (chapter 6, urban form and centres, page 111). The Fund is one small contributor to achieving this aim.

31. The Fund supports implementation of:

- (a) the City Centre Action and Investment Plan 2022, particularly the actions under strategic outcome 5: an engaging city centre,
- (b) the Events Action and Investment Plan 2022, particularly through goal 3: supporting events that reflect and celebrate our people and places, and specifically action 3d ‘Identify programmes to activate centres and spaces and places. Initial focus is on the city centre in line with strategic direction’, and
- (c) the Safer Communities Action and Investment Plan 2023, through goal b: safe central city, including initial funding for the City Safety and Engagement Advisor role.

OPTIONS ANALYSIS

32. Options for apportioning the 2026/27 budget of \$233,250 across the four streams for the Fund are included as Options 1 – 7 below.

33. Under all options, except Option 3, the 2026/27 Fund would not provide for any council-led city centre activation programme. Should the Committee prefer any of these options, outcomes for the city centre would be most successful overall if Downtown Tauranga were to assume responsibility for funding, leading and delivering activations in the city centre through its 2026/27 Annual Plan. Staff are seeking feedback from Downtown Tauranga on this approach.

34. **Option 1: Status Quo**, i.e. continue with needs-based assessment of requests for funding received, with no pre-determined apportionment across the Fund’s streams.

Advantages	Disadvantages
<ul style="list-style-type: none"> • No change to current practice, staff continue to use existing networks to identify potential opportunities. 	<ul style="list-style-type: none"> • Initiatives funded may not reflect Elected Members’ shared preferences for apportionment across the streams. • Reduced budget more difficult to allocate effectively across all streams.

35. **Option 2: Apply the Fund only to initiatives that support development of residential accommodation in the city centre.**

Advantages	Disadvantages
<ul style="list-style-type: none"> • Refocuses on the earlier purpose of the Fund, which some Elected Members have signalled is their preferred direction. • Able to focus the reduced Fund on a single priority, which also assists with where and how best to promote the Fund. 	<ul style="list-style-type: none"> • Unable to continue with current successful activation programme (allocated \$200k from the Fund in 2025/26) during final stages of civic precinct construction. • Limited numbers of feasibility studies for student/residential accommodation, may not use the entire Fund during the course of the year. • The reduced budget may not be substantial enough to deliver what this stream aims to achieve.

36. **Option 3: Apply the Fund only to initiatives that support activation and vibrancy in the city centre.**

Advantages	Disadvantages
<ul style="list-style-type: none"> • More consistent with current allocations, which seem to be working well. • Able to continue with the current activation programme during final stages of the civic precinct construction. • Able to focus the reduced Fund on a single priority, which also assists with where and how best to promote the Fund. 	<ul style="list-style-type: none"> • Would not take focus back to the earlier purpose of the Fund, so would go against some elected members' preferred direction. • The reduced budget may not be able to deliver the activations programme to the same level, as it would need to fund both staff time (as the current year fixed term role will have ended) as well as activations / events themselves.

37. **Option 4 (RECOMMENDED): Use the Fund only to finalise and coordinate implementation of the city centre revitalisation strategy, delivering – with partners – some quick wins.**

Advantages	Disadvantages
<ul style="list-style-type: none"> • Provides clarity that the council is taking leadership responsibility for driving implementation of this strategy (and the City Centre AIP that it underpins) while enabling shared responsibility with city centre partners for delivery of specific actions. • Provides clarity for where this leadership responsibility lies within the organisation, and to determine any ongoing resourcing needs. • Retains momentum from 2025 'task force' discussions. • Delivery of some quick wins provides tangible, visible benefit to our city 	<ul style="list-style-type: none"> • Loss of funding for activation initiatives (unless Downtown Tauranga picks up funding, leading and delivering the activation programme as part of its 2026/27 annual plan). • Loss of funding for other initiatives across the remaining streams: residential feasibility studies; tactical parking interventions; and supporting negatively impacted city centre businesses.

<p>centre and those that work, study, and live in it.</p> <ul style="list-style-type: none"> The reduced 2026/27 budget could make a real difference in achieving this aim. 	
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38. Option 5: The City Future Committee to determine apportionment across the four streams for 2026/27.

Advantages	Disadvantages
<ul style="list-style-type: none"> Clarity for staff on where the focus lies, enabling more proactive promotion to potential applicants in those focus areas. Clarity for potential fund recipients on where the focus lies. 	<ul style="list-style-type: none"> No guarantee that opportunities meeting the Fund criteria arise during the course of the year (e.g. limited requirement for residential feasibility studies). Reduces flexibility for application of the Fund across the streams to meet demand.

39. Option 6: Divert the full 2026/27 Fund to support Mauao / Mount North recovery initiatives.

Advantages	Disadvantages
<ul style="list-style-type: none"> Responds to current needs arising from the January 2026 landslides at Mauao by repurposing this funding for one year. 	<ul style="list-style-type: none"> Loss of discretionary Fund support to the city centre while it continues to be affected by ongoing construction disruption – particularly support to city centre businesses, tactical parking interventions, and supporting activation & vibrancy. Does not support the purpose of the Fund, being <i>‘to meaningfully contribute to the future prosperity of the city centre and/or support businesses and the community while the city centre undergoes the current period of significant disruption’</i> (Fund Framework purpose statement).

40. Option 7: Discontinue the Fund for 2026/27.

Advantages	Disadvantages
<ul style="list-style-type: none"> Budget saving for 2026/27. 	<ul style="list-style-type: none"> Loss of discretionary Fund support to the city centre while it continues to be affected by ongoing construction disruption – particularly support to city centre businesses, tactical parking interventions, and supporting activation & vibrancy. Does not support the purpose of the Fund, being <i>‘to meaningfully contribute to the future prosperity of the city</i>

	<i>centre and/or support businesses and the community while the city centre undergoes the current period of significant disruption' (Fund Framework purpose statement).</i>
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FINANCIAL CONSIDERATIONS

41. The Fund was allocated \$500,000 per annum (for three years) as part of the 2021-2031 Long-term Plan. The funding was continued for a further three years as part of the 2024-2034 Long-term Plan process. Reductions during subsequent annual plan processes resulted in funding being reduced to \$470,000 in 2024/25 and to \$375,000 in 2025/26.
42. Following organisational savings initiatives during 2025, the future year budgets were reduced to \$233,250 for each of 2026/27, 2027/28 and 2028/29.
43. No further funding is currently allocated for years beyond 2028/29, however the 2027-2037 Long-term Plan process will determine the level and focus of the Fund post-2026/27.
44. No allocations were made from the first year of the Fund, 2021/22. The year-end balance was carried forward to 2022/23, and again the following year.
45. Funding and allocations to date are summarised in the table below:

Year	Annual budget	<i>Funding available for year</i>	Less: initiatives funded	<i>Year end Fund balance</i>
2021/22	500,000		nil	500,000 c/fwd
2022/23	500,000	<i>1,000,000</i>	(610,796)	389,204 c/fwd
2023/24	500,000	<i>889,204</i>	(701,362)	187,842
2024/25	475,000	<i>475,000</i>	(477,918)	(2,918)
2025/26	375,000	<i>375,000</i>	TBC	
2026/27 (provisional)	233,250	<i>233,250</i>		

LEGAL IMPLICATIONS / RISKS

46. There are several strategic and operational risks that are monitored through the implementation and distribution of the Fund. These include reputational, equity, and geographic distribution risks, amongst others:
47. There is a reputational risk associated with perceived inequity in the allocation of funding across the various streams of the Fund. While the Fund was not designed to ensure equal distribution across all streams, allocations have been guided by a needs-based approach, prioritising initiatives with the greatest potential to support the prosperity of the city centre with urgency. This may lead to stakeholder concerns regarding fairness or transparency, however the Fund is expected to evolve in response to the changing needs of the city centre over time.
48. A reputational risk exists due to the perception that the Fund disproportionately supports city centre initiatives, potentially overlooking other urban centres within Tauranga. However, the Fund was purposefully established to catalyse residential development in the city centre in response to significant transformation and disruption. Its targeted scope reflects strategic priorities rather than a lack of commitment to broader urban development. There is potential to expand the Fund's scope to other urban centres within Tauranga if similar revitalisation needs are identified, ensuring equitable support across the city's growth areas. This matter is recommended for consideration as part of developing the 2027-2037 Long-term Plan.

TE AO MĀORI APPROACH

49. Staff have engaged internally with the Takawaenga Māori Unit to ensure the activations/events programme considers Te Ao Māori opportunities and perspectives. Feedback provided has enabled further consideration of how we could integrate an improved approach moving forward resulting in new initiatives and activations such as the Whanau Fun on the Waterfront, a two-day Matariki festival that attracted 1500 attendees.
50. Following a request from the City Delivery Committee on 4 November 2025, staff have contacted the Tauranga Māori Business Association, Toi Kai Rawa and the Pacific Business Hub to ascertain potential interest in occupying space in the city centre through the vacant shopfront strategy. Awaiting feedback and will continue to follow up.

CLIMATE IMPACT

51. This is an administrative report, the recommendations in this report do not have implications for our climate impact. Staff will continue to work with suppliers and partners to ensure that all initiatives and activations are considered through the lens of our climate impact.

CONSULTATION / ENGAGEMENT

52. Key city centre stakeholders and partners are engaged with on a regular basis and help to inform how the Fund can best be utilised.
53. Staff continue to gather community feedback to understand any concerns, listen to any ideas, and measure community support for a wide variety of issues and opportunities. The engagement team monthly calendar drop, featuring the upcoming activations and events in the city centre, provides a valuable opportunity to engage directly with city centre businesses and gather evidence that the ongoing activations have been successful in supporting businesses and driving foot traffic.
54. We also hold monthly activations and city centre taskforce meetings. This internal collaboration structure enables a cross-functional and cohesive approach to ensure that initiatives undertaken through this funding are supported and aligned with other projects and activations in the city centre, providing great outcomes and value for money for the community.

SIGNIFICANCE

55. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
56. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
 - (a) the current and future social, economic, environmental, or cultural well-being of the district or region
 - (b) any persons who are likely to be particularly affected by, or interested in, the matter.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
57. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter (being apportionment of the 2026/27 Fund across the four approved initiative streams) is of low significance.

ENGAGEMENT

58. Taking into consideration the above assessment, that the matter is of low significance, officers are of the opinion that no further engagement is required prior to Council making a decision.

NEXT STEPS

59. Once direction is received from the Committee at this meeting, staff will:
- (a) commence planning for the 2026/27 Fund distribution, including communication to potential applicants and city centre business, organisations and communities, and
 - (b) prepare options for the Fund post-2026/27, for direction as part of the upcoming 2027-2037 Long-term Plan development process.

ATTACHMENTS

1. **City Centre Development Incentive Fund Framework - updated 3 April 2023 - A14405680** [↓](#) 

9.9 Approach to Flood Hazard Management

File Number: A19866214

Author: Manasi Vaidya, Senior Planner (Policy)

Authoriser: Christine Jones, General Manager: Strategy, Partnerships & Growth

PURPOSE OF THE REPORT

1. This report summarises Tauranga's experience of flooding from intense rainfall since the 2005 storm event, the investment made by Council to reduce flood risk, and the evolution of Council's approach to flood risk management.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Approach to Flood Hazard Management".
- (b) Endorse staff to undertake further work on the strategic approach to natural hazards to inform the next Long-Term Plan.

EXECUTIVE SUMMARY

2. Council has made significant investment since the 2005 storm event to reduce flood risk across Tauranga. The approach to flood risk management has evolved from a reactive infrastructure response (2005-2013), toward a strategic, risk-based framework combining infrastructure investment, planning regulation, operational readiness and community awareness.
3. The strategic risk-based framework adopted comprised five phases:
 - (a) Safety focused level of service
 - (b) Stormwater Reactive Reserve Fund
 - (c) Education and Information
 - (d) Residual risk and emergency management.
 - (e) Regulation and policy amendments
4. To date, more than \$140 million has been invested in stormwater and flood mitigation initiatives. This investment has improved Council's understanding of flood hazards and reduced the number of properties affected by regular flooding in key catchments.
5. Despite these improvements, Tauranga remains vulnerable to short-duration, high-intensity rainfall events due to the city's short stormwater concentration time and legacy urban form. Flooding would still occur in parts of the city during extreme rainfall events. Over time, flood risk to people and property will reduce as redevelopment progressively meets the flood hazard provisions introduced through Plan Change 27 and as targeted investment continues.
6. Details of strategic approach to flood hazard management and investment since 2005 are provided in Attachment 1.
7. Attachment 2 sets out the natural hazards that have been identified and modelled over the years. Further work is required to consider the strategic approach to these natural hazards in the future. This work will inform the next Long-Term Plan.

BACKGROUND

8. Tauranga has a history of flooding from intense rainfall events, with the most severe recent event occurring in May 2005. The event caused widespread flooding and landslips across the city, affecting homes, businesses and public infrastructure, particularly in older suburbs such as Matua, Mount Maunganui, Pillans/Bureta and parts of Papamoa.
9. In response, Council undertook significant infrastructure upgrades and progressively developed a more comprehensive understanding of flood hazard across the city. Following the 2005 storm event Council invested circa \$90 million in flood mitigation works across the city, focusing on the catchments most affected to reduce the impacts of future flood events. These interventions materially reduced risk in targeted areas, however resulted in a significant loan balance.
10. In 2013, Council undertook a more comprehensive assessment of flood risk and Council's role in flood risk management. Council assessed two options to reduce flood risk:
 - (a) pursue a fully infrastructure-led solution to remove risk citywide; or
 - (b) proceed with the Integrated Stormwater Project (ISP).
11. The purely infrastructure-led approach was considered financially and practically unacceptable, therefore Council adopted the ISP as the preferred approach through the 2015-2025 LTP.
12. The ISP comprised of five phases:
 - (a) Safety focused level of service; being a 'safety to persons' level of service based on Depth x Velocity (DxV) modelling
 - (b) Stormwater Reactive Reserve Fund; being an annual targeted rate to fund emergency response and recovery, cleanup post events, risk reduction and infrastructure mitigation.
 - (c) Education and Information; including the release of flood hazard maps
 - (d) Residual risk and emergency management.
 - (e) Regulation and policy amendments; reducing future increases in flood risk and support risk reduction over time by guiding land use and development outcomes.
13. Since 2005, Council has invested more than \$140 million in flood mitigation works, modelling, planning controls and operational practices to reduce flood risk and improve resilience. While these initiatives have reduced and impacts of flooding in several areas, residual risk remains due to historic development patterns and the increasing influence of climate change on rainfall intensity. Attachment 1 sets out further details on flooding events and Councils response to these events.

STATUTORY CONTEXT

14. As part of the 205-2025 Long-Term Plan (LTP) process, Council consulted the community on two options to reduce flood risk. One option was a fully infrastructure-led solution, and the other was the ISP. The ISP was adopted as the preferred approach through the 2015-2025 LTP.
15. A number of policies, such as the Stormwater Reactive Reserve Fund Policy, were set up as part of the ISP.
16. The final phase of the Integrated Stormwater Project focused on regulatory and policy change through amendments to the Tauranga City Plan. This phase sought to reduce future increases in flood risk and support risk reduction over time by guiding land use and development outcomes.

17. Council introduced regulatory controls through Plan Change 27 - Flooding from Intense Rainfall, which became operative through Council resolution in April 2025.

STRATEGIC ALIGNMENT

18. This contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	<input type="checkbox"/>
We value, protect and enhance the environment	<input checked="" type="checkbox"/>
We are a well-planned city that is easy to move around	<input checked="" type="checkbox"/>
We are a city that supports business and education	<input type="checkbox"/>
We are a vibrant city that embraces events	<input type="checkbox"/>

19. This report demonstrates how Council's integrated flood risk management approach supports sustainable urban development, protects people and property, and ensures that new development reduces overall flood risk.
20. Through the next Long Term Plan it is proposed that Council consider the range of natural hazards and determine Councils management and mitigation approaches, including investment.

OPTIONS ANALYSIS

21. This report summarises Council's approach to flood risk management. It does not seek a decision on alternative options.

FINANCIAL CONSIDERATIONS

22. Since 2005, Council has invested over \$140 million in flood mitigation and stormwater management, including:
- Approximately \$90 million in infrastructure upgrades between 2005 and 2015.
 - \$26 million delivered through the Integrated Stormwater Project's safety-to-persons Level of Service programme.
 - Approximately \$6 million through the Stormwater Reactive Reserve Fund and targeted flood mitigation projects.
23. Detailed project and cost information is provided in Attachment 1. There are no financial considerations to this report.

LEGAL IMPLICATIONS / RISKS

24. Council has statutory responsibilities under the Local Government Act 2002 and the Resource Management Act 1991 to manage natural hazards and ensure that land use and development appropriately consider flood risk. The Integrated Stormwater Project and the provisions introduced by Plan Change 27 support these responsibilities. Residual flood risk remains, and Council continues to manage it through, operational readiness, infrastructure investment, and emergency management planning.

TE AO MĀORI APPROACH

The Integrated Stormwater Project, particularly Plan Change 27, included engagement with tangata whenua during the development and implementation phases. It is expected that any future projects arising from this report will involve engagement and consultation with tangata whenua where relevant.

CLIMATE IMPACT

25. Endorsing staff to undertake further work on the strategic approach to natural hazards will support Tauranga's climate resilience and environmental outcomes by:
- (a) Adapting to a changing climate – The work will assess a range of natural hazards, including landslides, coastal inundation, storm surge, and extreme rainfall, considering the influence of climate change. This will enable Council to identify vulnerabilities, prioritise interventions, and enhance the city's capacity to manage future hazard events.
 - (b) Reducing emissions – A strategic approach allows Council to consider low-emissions solutions and prioritise interventions that avoid reactive or resource-intensive responses, supporting sustainable infrastructure and planning outcomes.
 - (c) Enhancing nature and biodiversity – Explore nature-based solutions and land management practices that reduce hazard risk while protecting and restoring natural systems, such as wetlands, coastal margins, and native vegetation, contributing to biodiversity and ecological resilience.
26. Overall, this work ensures that Council's approach to natural hazards supports long-term climate adaptation, sustainable infrastructure, and the protection of environmental and community values.

CONSULTATION / ENGAGEMENT

27. Council has undertaken ongoing engagement with the community regarding flood hazards since 2011, including the progressive release of flood hazard maps and one-on-one engagement with affected property owners. Council continues to update and release flood maps periodically, with drop-in sessions held each time updated maps are released to ensure the community is informed.
28. The same approach is applied to all other natural hazard information released by Council. This ensures affected landowners and the broader community have access to current hazard information and understand the associated risks.

SIGNIFICANCE

29. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
30. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
- (a) the current and future social, economic, environmental, or cultural well-being of the district or region
 - (b) any persons who are likely to be particularly affected by, or interested in, the matter.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
31. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of low significance. This is because this is an information report, providing an overview of Council's approach to flood hazard management over the last ten plus years.

ENGAGEMENT

32. Although Council's strategic approach to natural hazard management is of high significance, this report is limited to summarising Council's approach to flood risk management and seeks endorsement to undertake further work on other natural hazards. It is therefore considered to be of low significance. It is considered that no engagement on this information is required. Engagement will occur through the 2027-2037 Long Term Plan of Councils proposed approach going forward.

NEXT STEPS

33. Staff to undertake and report to Council on an assessment of the strategic options to manage natural hazards for consideration through the LTP.

ATTACHMENTS

1. **Approach to Flood Hazard Management - A19889908** [↓](#) 

9.10 Policies to revoke

File Number: A19522367

Author: Vicky Grant-Ussher, Policy Analyst

Authoriser: Christine Jones, General Manager: Strategy, Partnerships & Growth

PURPOSE OF THE REPORT

1. To revoke selected council policies that have been assessed as no longer required.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Policies to revoke".
- (b) Approves the revocation of the:
 - (i) Referenda Policy 2022.
 - (ii) Libraries Level of Service Policy 2013.

EXECUTIVE SUMMARY

2. The policy team, working with subject matter experts, have undertaken a review of the policy portfolio and identified policies that are no longer required. The policies recommended to be revoked are:
 - **Referenda Policy 2022**, this policy is rarely used and as the policy still requires Council to consider the matter, case-by-case decision making by Council is considered more appropriate by council staff than maintaining a formal policy.
 - **Libraries Level of Service Policy 2013**, this policy has been superseded by the Community Facilities Investment Plan and updated Long Term Plan level of service measures. The policy also contains outdated references and benchmarks.
3. Revoking these policies will help ensure our policy portfolio is up to date and relevant, assisting staff and our community to find accurate information.
4. Following the committee's decision, the revoked policies will be removed from the Tauranga City Council website.

BACKGROUND

5. Policies outline the Council's approach to particular matters, support the decision making of council, and ensure that Council's vision, mission and strategic direction is consistently implemented. Policies allow staff to act in a manner that is consistent with Council's stated preferences. Policies also allow the community to understand the council's likely approach to a matter. Policies are helpful in situations where decisions:
 - have a level of risk for the council (for example reputational, financial, legislative)
 - require complicated trade-offs
 - are expected to be made consistently.
6. Creating and reviewing policies requires staff resource and involves engagement with the community. Council staff regularly review existing policies to ensure they are fit-for-purpose and still required and those that are no longer required are recommended to be revoked. The

reviews are conducted alongside relevant subject matter expert teams to ensure they support all recommended changes, including recommendations to revoke the policy.

7. Common reasons for revoking a policy include:
 - The subject matter comes up rarely and therefore case by case assessment is considered a more appropriate approach.
 - Legislative changes, strategic changes or other system changes mean that a policy becomes redundant or is no longer the most appropriate way to manage the issue.
8. Current council policies, including those proposed to be revoked, are on the public website: <https://www.tauranga.govt.nz/council/council-documents/policies-and-bylaws>.

STATUTORY CONTEXT

9. The council is required to have certain policies under legislation, for example the Significance and Engagement Policy. However, not all decisions on activities or services provided by the council require a policy and, for those matters, it is for council to decide whether to have one. None of the policies recommended for revocation are required under any legislation.
10. Once a policy is in place, staff must make decisions in accordance with the policy unless authorised by a specific Council (or Committee) decision to act counter to the policy. In doing so, Council or the Committee must recognise the inconsistency between the decision and the policy, identify the reasons for the inconsistency, and state whether they intend to change the policy in future.

STRATEGIC ALIGNMENT

11. This contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	<input type="checkbox"/>
We value, protect and enhance the environment	<input type="checkbox"/>
We are a well-planned city that is easy to move around	<input checked="" type="checkbox"/>
We are a city that supports business and education	<input type="checkbox"/>
We are a vibrant city that embraces events	<input type="checkbox"/>

12. Having up to date and relevant policies helps our community to know what to expect from the council and supports a well-planned city through supporting consistent and transparent decision making.

OPTIONS ANALYSIS

Referenda Policy

13. The council's Referenda Policy was initiated in 1994 in response to Council receiving numerous public requests for a referendum on the decision to introduce water meters across the city. The policy sets out when the Council will hold a referendum, including the criteria for petitions and approving a proposal, to help ensure Council's processes comply with the requirements in the Local Electoral Act 2001 (the Act). The policy was last updated in 2005.
14. In reviewing the policy, we spoke to staff in the Governance and Legal teams and researched referenda requests received since 2005 and the approach of other councils. The review process highlighted that requests for non-statutory referenda are infrequent, with only five requests³ made since the policy was last updated, and the most recent ones were in

³ Three of the requests were made by the public and two were initiated by Councillors. See **Attachment One** for a summary table of referenda requests and decisions.

2020. Policies on referenda are also rare, with Hamilton City Council being the only other council with a policy in place.

15. For each request, either a report or Notice of Motion was presented to the Council for consideration and decisions were made through formal Council resolution. Only one request was approved, and a non-binding referendum was held on the proposed museum development in conjunction with the by-election in April 2018.
16. Given that decisions of referenda requests are still made by Council resolution, and that there are now a number of other ways that the public can engage with and be heard by Council if they wish to express their views on any decisions, the Committee can consider whether a policy on referenda is still necessary.
17. If the Committee choose to continue with a policy, there are a few amendments that are recommended. This includes making the policy specific to discretionary (non-statutory) referenda and removing sections that restate statutory requirements. It is also recommended that the minimum signatories required to validate a petition be increased from the current 5% to 10% of the electors enrolled to vote at the previous general election of Council⁴ in acknowledgement of the efficiencies that have been enabled through online petition tools and social media for acquiring signatures, as well as the significant costs of referenda⁵.

Table 1: Referenda Policy

	Options	Advantages	Disadvantages
A.	<p>Revoke the Referenda Policy and consider requests on the case-by-case basis instead, as well as provide more guidance information on the council's website.</p> <p>Recommended.</p>	<ul style="list-style-type: none"> • Consistent with Council's decisions to revoke old and infrequently used policies. • Consistent with most other local authorities who do not have a referenda policy. • Each request can be considered on a case-by-case basis by the Council as per current practice. 	<ul style="list-style-type: none"> • May be seen as Council not supporting referenda.
B.	<p>Continue with the Referenda Policy, but update the policy with the recommended amendments*.</p> <p>*If this option is chosen, staff will bring an updated amended policy to the subsequent Committee meeting for adoption.</p>	<ul style="list-style-type: none"> • Clear and transparent criteria to inform decision-making on whether or not to hold a referendum on a particular matter. • Avoids restating legislative requirements that may change and therefore date the policy. 	<ul style="list-style-type: none"> • Inconsistent with other Council decisions to rescind policies that are rarely used.

⁴ 10% is consistent with minimum signatures required for referendum petitions under the Citizens Initiated Referenda Act 1993.

⁵ Based on the recent estimates from the electoral officer for a Māori ward referendum in 2026/27, the total cost of a city-wide referendum is currently broadly estimated to be \$0.5 million which includes electoral officer, postage, and marketing and promotion costs.

Libraries Level of Service Policy

18. This policy was adopted in 2013 and replaced the previous Council level of service of 41m² library space per person with a principles-based approach to assess the provision of library services. The policy also contained a library stock per person standard; this standard has now been moved away from in favour of providing a curated stock collection that meets community expectations.
19. Subsequent to the policy adoption in 2013, the [community facilities investment plan](#) was adopted in 2021. The plan sets out updated principles and considerations and considers library development alongside other community facilities. The plan sets level of service guidelines for library for local facilities to serve 15,000 to 30,000 people in a 6-8 km catchment. Citywide facilities to serve 40,000+ people in a 10km+ catchment.
20. Council staff consider that the community facilities investment plan has superseded the Libraries Level of Service Policy 2013 and it can be revoked.

Table 2: Libraries Level of Service Policy

	Options	Advantages	Disadvantages
A.	Revoke the Libraries Level of Service Policy Recommended.	<ul style="list-style-type: none"> • Reduces duplication and confusion for libraries level of service • Libraries level of service set out alongside other community facilities for consistency 	<ul style="list-style-type: none"> • None
B.	Retain and review the Libraries Level of Service Policy *If this option is chosen, staff will bring an updated amended policy to the subsequent Committee meeting for adoption.	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Adds duplication and risks inconsistencies over time • Libraries level of service is provided separately to other community facilities

FINANCIAL CONSIDERATIONS

21. There are no financial implications in revoking these policies.

LEGAL IMPLICATIONS / RISKS

22. There are no legal implications in revoking these policies.

TE AO MĀORI APPROACH

23. There are no specific considerations from a Te Ao Māori perspective in revoking these policies.

SIGNIFICANCE

24. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.

25. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
 - (a) the current and future social, economic, environmental, or cultural well-being of the district or region
 - (b) any persons who are likely to be particularly affected by, or interested in, the decision.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
26. It is assessed that the revocation of superseded and infrequently utilised policies has a very low impact and consequence for the community.
27. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of low significance.

ENGAGEMENT

28. Taking into consideration the above assessment, that the decision is of low significance, officers are of the opinion that no further engagement is required prior to Council making a decision.

NEXT STEPS

29. If the committee agrees to revoke the policies recommended in the paper they will be removed from the Tauranga City Council website. Should the committee decide to retain any of the policies the review of these policies will be added to the policy work programme.

ATTACHMENTS

1. **Referenda requests since 2005 - A19579450** [↓](#) 

9.11 Local Elections Policy Review: direction setting

File Number: A19754534

Author: Jane Barnett, Policy Analyst
Sarah Holmes, Team Leader: Governance & CCO Support Services

Authoriser: Christine Jones, General Manager: Strategy, Partnerships & Growth

PURPOSE OF THE REPORT

1. To seek direction from the City Future Committee on the Local Elections Policy review, including the approach to managing election signage.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Local Elections Policy Review: direction setting".
- (b) Directs staff to prepare a draft Election Signs Policy with the following proposed provisions:

Issue 1: Elections signs on Council land

- (i) Option 1A: Retain Council's position that election signs are permitted on Council land at approved locations and subject to conditions.

OR

- (ii) Option 1B: Do not allow election signs on Council land.

Issue 2: Number of election signs designated at each designated site

- (iii) Option 2A: Retain the current rule of one election sign per candidate per designated site

OR

- (iv) Option 2B: A maximum of two signs per individual to be displayed at each designated site.

OR

- (v) Option 2C: Do not limit the number of election signs at each designated site.

Issue 3: CE Delegation

- (vi) Option 3A: The Chief Executive to have delegated authority to make changes to the designated sites for elections signs for traffic management reason, roading layout changes or safety concerns.

EXECUTIVE SUMMARY

2. A review of the Local Elections Policy ('the policy') has identified that most of its provisions are now redundant. Key matters such as Council and staff neutrality, the appointment and role of the Electoral Officer, and candidate information sessions are addressed by national legislation, and operational processes. Maintaining these provisions within a Council policy results in unnecessary duplication.
3. Election signage is the only component that still requires a Council-level policy. Staff recommend developing a new Election Signs Policy to set the rules for all types of election

related signage in Tauranga, including general elections, local elections, local trusts and referendums. The new policy would sit within a broader framework of sign regulations, consolidating requirements from relevant legislation, the Street Use and Public Places Bylaw and the City Plan.

4. Direction is sought from the Committee on the key provisions of any new policy. If the Committee decides to continue to allow election signs to be displayed on council land, it is proposed that the new policy delegate authority to the Chief Executive to update designated signage sites where necessary, for reasons such as safety or changes to the road layout. This delegation would allow timely, safety-focused adjustments while ensuring that sign numbers and overall rules remain transparent and formally set through Council policy.
5. The proposed Election Signs Policy would support key community outcomes by ensuring fair access to public spaces for campaigning, reducing visual clutter and waste, and maintaining safe, unobstructed transport routes through clear rules on signage placement.
6. The Local Elections Policy would be revoked at the time the new Election Signs Policy is adopted.
7. The financial impact of creating a new policy and revoking the existing policy is minimal and can be met within existing budgets. The legal risks relate primarily to ensuring the new policy does not conflict with national electoral legislation, particularly during the regulated general-election period. The proposal aligns with Council's Te Ao Māori approach by promoting manaakitanga, rangatiratanga, and kaitiakitanga through safe, equitable and environmentally responsible management of public spaces.
8. If the Committee supports the recommendation to develop a new Election Signs Policy, staff will prepare a draft policy that reflects the Committee's foundational direction. The draft policy will be brought back to the Committee for consideration on 19 May 2026, along with seeking direction on specific elements that require further guidance.

BACKGROUND

9. Tauranga City Council's Local Elections Policy (**attachment one**) was first adopted in 2008 and has since undergone several minor amendments. The policy sets out Council's rules and expectations for the administration of local elections. It has three purposes:
 - to ensure that election signs do not present a risk to public safety
 - to ensure that the council remains impartial in relation to local elections
 - to provide the general public with opportunities to meet candidates for a Council election and to learn about being an elected member, through public meetings.
10. The policy outlines requirements relating to council and staff neutrality during elections, the appointment and role of the Electoral Officer, council's approach to candidate information and "meet the candidates" meetings and the specific locations where election signs may be placed on council land.
11. A review of the policy has identified that most of its content is now addressed through national legislation, statutory guidance, and existing internal processes. Table One outlines the sections of the policy that are no longer required. These include provisions on:
 - Council and staff neutrality
 - Appointment and role of Electoral Officer
 - 'Meet the candidates' and 'candidate information' meetings

1. Table One: Sections of the Local Elections Policy Proposed for Removal

2. Current Policy Section	3. What the Section Covers	4. Why it can be removed (covered elsewhere)
5. Section	7. States	8. Neutrality is already required through:

2. Current Policy Section	3. What the Section Covers	4. Why it can be removed (covered elsewhere)
4.6 -Council neutrality in elections 6. Section 5.3 Council's Role in the Promotion of Candidates	that the council must remain neutral during elections.	<ul style="list-style-type: none"> • Local Government Act 2002, s.14 (1) (a) Principle that the council should conduct its business in an open, transparent and democratically accountable manner. • Local Electoral Act 2001 (LEA), s.4 (Principles) promoting public confidence in local electoral processes • Public Service Commission's "Public servants at work – Te Kawa Mataaho Public Service Commission • Taituarā Code of Good Practice for the management of local authority elections and polls • Council's Code of Conduct for Elected Members • Staff Code of Conduct Ngā Kawa Arataki <p>10. Staff are also given guidance in the lead up to elections to ensure that they adopt a neutral position in their role at council.</p>
11. Section 5.1 - Appointment of Electoral Officer	12. Outlines the requirement to appoint an Electoral Officer.	13. The LEA (s.12) already mandates the appointment and defines the role. Including it in a Council policy duplicates legislative requirements.
14. Section 5.4 – 'Meet the Candidates' Meetings	15. Allows Council to fund candidate meetings and describes approval process.	<p>16. These activities fall under the Chief Executive's operational responsibilities in LGA 2002 s. 42 (2) (da):</p> <p style="text-align: center;"><i>"facilitating and fostering representative and substantial elector participation in elections and polls held under the Local Electoral Act 2001"</i></p> <p>In practice this translates into campaigns to increase voter registration and voter participation in local elections. Electoral Officers are aware of the importance and value of providing information to candidates to meet the principles of the LEA.</p> <p>These activities do not require Council-level policy direction and are better handled through operational election protocols.</p>
17. Section 5.5 – Candidate Information Meetings	18. Specifies how information is provided to candidates.	Electoral Officers already deliver this under statutory duties and national electoral guidelines. Including it in a policy is unnecessary and risks locking operational practices into a policy.

19.

12. The signage component of the existing Local Elections Policy (s5.2) still requires a Council policy because it sets the locations where election signs may be placed on council land, and these locations are currently fixed in the policy.
13. The designated sites listed in the current Local Elections Policy differ slightly from those published on council's website. This is because, following the last policy adoption, staff undertook an operational review of the sites and identified several that were no longer

suitable due to changes in road layout, safety considerations, and traffic management requirements. To ensure the public had accurate and safe information for the election period, the online list was updated to reflect the sites that were safe and usable. These changes were operational in nature and intended to ensure compliance with transport safety standards, even though they were not formally reflected in the policy.

14. Council staff propose developing a new policy to set out the rules for all election signs, both local and general elections. This provides an opportunity to align the policy schedule with current site suitability, removing inconsistency between policy wording and operational practice.
15. If the Committee decides to develop a new Election Signs Policy, further direction is sought to enable staff to incorporate this feedback into the draft policy.

STATUTORY CONTEXT

16. Election signage is governed by a combination of local and national legislation. The LGA sets Council’s decision-making and engagement obligations, while the Local Electoral Act 2001 establishes the electoral advertising requirements that Council need not duplicate.
17. National rules under the Electoral Act 1993 and the Electoral (Advertisements of a Specified Kind) Regulations 2005 override local signage rules during the 9-week general-election period, particularly for design and safety standards.
18. Locally, signage on council land must also comply with the Street Use and Public Places Bylaw, the City Plan, and NZTA Waka Kotahi guidance for signs visible from State Highways. The proposed policy must align with these statutory frameworks.

STRATEGIC ALIGNMENT

19. This contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	✓
We value, protect and enhance the environment	✓
We are a well-planned city that is easy to move around	✓
We are a city that supports business and education	<input type="checkbox"/>
We are a vibrant city that embraces events	<input type="checkbox"/>

20. The proposed Election Signs Policy would align with three of the community outcomes. It would support:
 - an inclusive city by ensuring all candidates have equitable access to public spaces for campaigning, providing transparent rules that support equal participation in local democracy, and reducing confusion for communities through clear, consistent guidance.
 - valuing, protecting and enhancing the environment by managing the number, size, duration, and placement of election signs, which helps reduce visual clutter and maintain amenity values.
 - a well-planned city that is easy to move around, as clear rules ensure signs do not obstruct footpaths, compromise accessibility, or block driver sightlines, while designated safe sites—developed with traffic safety advice—help maintain a safe and navigable transport network during election periods.

OPTIONS ANALYSIS

21. Approach for the Election Signs Policy Review

21. Table Two below outlines the different approaches for the review of the Local Elections Policy. The advantages and disadvantages of each option are summarised below.

22.

23. Table Two: Issues and Options for the Review of the Local Elections Policy

24. Option	25. Advantages	26. Disadvantages
<p>27. Option One: Retain the local elections policy and update the signage provisions.</p> <p>28. Note: If this option is selected, further direction from Council is required on the Election Signs Policy (table three below).</p>	<ul style="list-style-type: none"> • Provides a single umbrella policy if elected members prefer to keep elections-related material in one place. • Supports related bylaw provisions on local election signs. • Would enable clear and practical rules to be developed for signage. 	<ul style="list-style-type: none"> • Retains content already governed by national legislation (risk of duplication/confusion). • High risk of confusion between local policy and the Electoral Act requirements. • Inconsistent with sector practice.
<p>29. Option Two: Develop a new standalone Election Signs Policy (for general and local elections), with the Local Elections Policy to be revoked once the new policy is adopted.</p> <p>30. (Recommended)</p> <p>31. Note: If this option is selected, further direction from Council is required on the Election Signs Policy (table three below).</p>	<ul style="list-style-type: none"> • Removes a policy that has mostly redundant content already covered in legislation. • The policy could cover both local and general election signs. • Would enable clear and practical rules to be developed for signage. • Aligns with sector practice. • Aligns with the Street Use and Public Places Bylaw (the bylaw refers to Council’s relevant policy on election signs). 	<ul style="list-style-type: none"> • Some people may perceive the policy as less neutral or less transparent if broader election-related provisions are removed, even though these are governed by legislation. <p>32.</p>
<p>33. Option Three: Revoke the Local Elections Policy and rely solely on bylaw approval, the City Plan, and national electoral legislation to manage election signage.</p> <p>34.</p> <p>35.</p>	<ul style="list-style-type: none"> • No need for a new policy. • Removes a largely redundant policy <p>36.</p>	<ul style="list-style-type: none"> • Makes it harder for people to know what is required. • Increased administrative load as people will need to seek approval (under the bylaw) for signage sites. • Higher risk of misunderstanding, and complaints. • Council staff may face increased demand for individual advice. • Would require a minor bylaw

24. Option	25. Advantages	26. Disadvantages
		amendment.

37.

38. Direction for Proposed Election Signs Policy

22. To inform the development of a new Election Signs Policy, direction is sought from the committee on key election sign provisions (table three).

23. This foundational direction will be incorporated onto a draft policy.

39.

40.

41.

42.

43. Table Three: Direction for the draft Election Signs Policy

44. Issue	45. Advantages	46. Disadvantages
47. Issue One: Elections signs on Council land		
<p>48. Option 1A: Retain the current approach: election signs permitted on Council land at designated sites, with conditions.</p> <p>49.</p>	<ul style="list-style-type: none"> • Supports democratic participation and visibility. • Ensures equitable access for all candidates. • Reduces pressure on private landowners. <p>50.</p>	<ul style="list-style-type: none"> • Visual clutter and amenity impacts. • Poorly installed signs on council land may create safety risks. • Enforcement and monitoring costs. • Potential damage to council assets. • Potential perception of council endorsement
<p>51. Option 1B: Do not allow election signs on Council land.</p> <p>52. Note: If this option is chosen then the other issues below do not require consideration. The new policy would set out this position and the provisions for signs on private property.</p>	<ul style="list-style-type: none"> • Protects visual amenity and reduces clutter. • Reduces safety risks. • Minimises operational and enforcement costs. • Avoids perception of council endorsement. • Reduces potential of damage to council assets. 	<ul style="list-style-type: none"> • Limits candidate visibility. • Candidates without strong networks may be disadvantaged. • Increased pressure on private landowners. • Could be viewed as restricting political expression. • Enforcement may still be required.
53.		
54. Issue Two: Number of election signs permitted at each designated site		

44. Issue	45. Advantages	46. Disadvantages
<p>55. Option 2A: Retain the current rule of one election sign per candidate per designated area.</p> <p>56. Clarify that candidate is for the position. If someone is running for Mayor and Councillor they could then have two signs.</p>	<ul style="list-style-type: none"> • Simple to enforce. • Ensures equal visibility for all candidates. • Reduces amenity impacts and visual clutter. • Reduces space competition and disputes. • Fewer structures reduces the likelihood of safety risks. <p>57.</p>	<ul style="list-style-type: none"> • Less flexibility for candidates • Reduced campaign visibility. • Some sites may be under-utilised.
<p>58. Option 2B: Allow a maximum of two signs per person standing for election may be displayed at each designated site.</p> <p>59. This limit applies per individual even if they are contesting multiple positions (e.g. Mayor and Councillor).</p>	<ul style="list-style-type: none"> • Provides greater flexibility for messaging. • Offers increased visibility for candidates. • Helps main amenity value and reduce visual clutter compared to having no limit. <p>60.</p>	<ul style="list-style-type: none"> • Higher potential for amenity impacts and visual clutter than option 2A. • Space limitations at smaller designated sites. • Greater enforcement and monitoring demands for sign counts. • Greater risk of safety issues. <p>61.</p>
<p>62. Option 2C: Do not limit the number of election signs at each designated site.</p>	<ul style="list-style-type: none"> • Maximum flexibility for candidates. • May reduce monitoring demands as no need to track sign numbers. 	<ul style="list-style-type: none"> • High risk of visual clutter and amenity impacts. • Increased safety concerns. • Could disadvantage less - resourced candidates. • Reputational risks due to potential for overcrowding at sites
<p>63.</p>		
<p>64. Issue Three: CE delegation</p>		
<p>65. Option 3A: Delegate authority to the Chief Executive to make changes to the designated sites. Delegation limited to changes due to:</p> <ul style="list-style-type: none"> • traffic management reasons • roading layout changes or • safety concerns. <p>66.</p> <p>67. A review of the designated signs would be carried out by</p>	<ul style="list-style-type: none"> • Faster response to safety issues. • Enables timely adaption to roading changes. • Reduces governance workload by avoiding the need for Committee decisions on operational matters. • Ensures decisions are informed by technical expertise. • Improves consistency and risk management. 	<ul style="list-style-type: none"> • Less visibility for the Mayor and Councillors over site changes. • Risk of perceived lack of transparency.

44. Issue	45. Advantages	46. Disadvantages
<p>transport engineers prior to any election or when required to allow any changes to be made.</p> <p>68.</p> <p>69. All changes would be reported on Council website.</p> <p>70.</p> <p>71. (Recommended)</p>		
<p>72. Option 3B: Do not delegate authority to the Chief Executive.</p> <p>73. Any changes to the designates sites would require Committee decision.</p>	<ul style="list-style-type: none"> • Greater oversight by the Mayor and Councillors. • Greater public visibility. 	<ul style="list-style-type: none"> • Slow response to safety or traffic issues. • Technical adjustments require formal Committee approval. • Higher administrative workload.
<p>74. Option 3C: Delegate authority to the Chief Executive, during a set period (for example only during the election period) signs.</p> <p>75. Delegation limited to changes due to:</p> <ul style="list-style-type: none"> • traffic management reasons • roading layout changes or • safety concerns <p>76.</p>	<ul style="list-style-type: none"> • Faster response time during the period when issues are most likely. • Supports the safe and efficient traffic management during active campaigning. • Restricting authority set period reduces any perceived loss of transparency. • Supports political neutrality during the election period. <p>77.</p>	<ul style="list-style-type: none"> • Mayor and Councillors still required to address changes outside the set period. • Increased administrative complexity.

FINANCIAL CONSIDERATIONS

24. The financial impact of the proposed approach. Costs are limited to staff time for updating the policy and preparing candidate guidance, and this can be met within existing budgets.
25. Monitoring and enforcement during the election period is already part of business as usual and does not require additional funding.

LEGAL IMPLICATIONS / RISKS

26. Any decision on the future approach to managing election signage must comply with the decision-making obligations set out in the LGA.
27. The key risks relate to policy clarity, enforceability, and compliance with national legislation. If local rules inadvertently conflict with the Electoral Act or Regulations, particularly around sign size or road-safety requirements during the nine-week period, Council may face compliance issues or potential legal challenge. A legal review of the draft policy will be undertaken to mitigate this risk.

TE AO MĀORI APPROACH

28. The proposed Election Signs Policy would align with Council's Te Ao Māori Approach by promoting *manaakitanga* through safe, respectful and well-managed public spaces; supporting rangatiratanga by ensuring fair and equitable access to public areas for all candidates, including Māori; and upholding kaitiakitanga by reducing visual clutter, waste and environmental impacts associated with election signage. It creates a transparent, balanced framework that supports community wellbeing, democratic participation, and responsible stewardship of Tauranga Moana's shared spaces.

CLIMATE IMPACT

29. Decisions on whether to retain a Local Elections Policy and on the approach to election signage do not directly relate to climate change impact.

CONSULTATION / ENGAGEMENT

30. Internal engagement has been undertaken with relevant Council teams, who have provided useful feedback to help shape the policy approach and ensure it aligns with operational practice.

SIGNIFICANCE

31. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
32. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
- 78. (a) the current and future social, economic, environmental, or cultural well-being of the district or region
 - 79. (b) any persons who are likely to be particularly affected by, or interested in, the matter.
 - 80. (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
33. In accordance with the considerations above, criteria and thresholds in the Significant and Engagement policy, the issue of local elections is assessed as being of high significance, and the issue of election signs is assessed as being of medium significance. However, the decisions proposed in this report on the review approach and election sign provisions are of low significance because they relate only to the process for reviewing the policy and to preliminary drafting directions, rather than adopting any final changes.
34. These decisions will not result in any immediate impacts on the community. Any potential changes to election sign provisions would be developed further and considered separately, and the appropriate level of engagement determined at that time.

ENGAGEMENT

35. Taking into consideration the above assessment, that the matter of the policy review approach is of low significance, officers are of the opinion that no further engagement is required prior to the committee making a decision.

NEXT STEPS

36. If the committee supports option two, staff will prepare a draft Election Signs Policy reflecting the committee's foundational direction. This draft policy will be brought back to the Committee for consideration on 19 May 2026, along with seeking direction on any specific elements that may require further guidance.

ATTACHMENTS

1. **Local Elections Policy - A19828793** [↓](#) 

9.12 City Future Committee Work Programme - April 2026 to March 2027

File Number: A19779101

Author: Josh Logan, Team Leader: Policy & Corporate Planning
Carl Lucca, Team Leader: Structure Planning

Authoriser: Christine Jones, General Manager: Strategy, Partnerships & Growth

PURPOSE OF THE REPORT

1. The purpose of this report is to provide an update on and seek endorsement of the City Future Committee Work Programme – April 2026 to March 2027.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "City Future Committee Work Programme - April 2026 to March 2027".
- (b) Endorses the Committee's Proposed Work Programme, and notes that the programme will continue be updated on an ongoing basis and reported to this Committee.

EXECUTIVE SUMMARY

2. The City Future Committee was established by Council on 10 December 2024. The approved Terms of Reference determine the scope and role of the Committee.
3. The proposed work programme for the Committee over the next 12 months is outlined in the attachments.
4. The attached work programme includes reporting relating to the following key areas of Council:
 - (a) City Planning and Growth (**Attachment 1**)
 - (b) Infrastructure, including transport, 3-waters, waste and sustainability (**Attachment 1**)
 - (c) Council's policy programme (noting that some specific policies go to Audit & Risk and the full bylaw programme to Council). (**Attachment 2**)
5. For context, the attachments also include a table outlining reporting to full Council and other committees, that inter-relates to the City Future Committee work programme, e.g., approval of City Plan changes under the Resource Management Act, together with various policy and bylaws not covered by the City Future Committee.
6. The proposed City Future Committee work programme will continually be updated and discussed with the Chair and Deputy Chair of the Committee on an ongoing basis. It is expected that it will be reported on a six-monthly basis to the Committee.

STRATEGIC ALIGNMENT

7. This contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	✓

- We value, protect and enhance the environment ✓
- We are a well-planned city that is easy to move around ✓
- We are a city that supports business and education ✓
- We are a vibrant city that embraces events ✓

8. Collectively, the matters considered by the City Future Committee will contribute to all the Strategic Community Outcomes.

LEGAL IMPLICATIONS / RISKS

9. There are no legal or risk matters associated with this report.

TE AO MĀORI APPROACH

10. Matters of specific relevance to Mana Whenua are included in the work programme, and over time additional matters of relevance will be added. Individual matters on the work programme that have a Te Ao Māori impact will be addressed in those respective reports.
11. Following this meeting Council staff will present the policy and bylaw work programme to Te Rangapu on the 30 April 2026. This will provide Te Rangapu members an opportunity to provide a view on those matters which they have an interest in being involved in.

CLIMATE IMPACT

12. Matters with a climate impact are included in the work programme, and over time additional matters will be added. Individual matters on the work programme that have a climate impact will be addressed in those respective reports.

CONSULTATION / ENGAGEMENT

13. It is not proposed that consultation be undertaken on the work programme itself. Matters will be identified for inclusion in the work programme through a range of sources including connection with the community. Individual matters on the work programme will require consultation / engagement, and that will be addressed in those respective reports.

SIGNIFICANCE

14. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
15. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
- (a) the current and future social, economic, environmental, or cultural well-being of the district or region
 - (b) any persons who are likely to be particularly affected by, or interested in, the matter.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
16. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of low significance because this report simply sets the work programme.



ENGAGEMENT

17. Taking into consideration the above assessment, that the issue is of low significance, officers are of the opinion that no further engagement is required prior to Council making a decision.

NEXT STEPS

18. The Committee's forward work programme will continue to evolve and be updated over time.

ATTACHMENTS

1. **April 2026 to March 2027 City planning and Growth Programme for City Future Committee - A19871762** [↓](#) 
2. **April 2026 to March 2027 - Policy and Bylaw - Work Plan - For City Future Committee - A19889157** [↓](#) 

10 DISCUSSION OF LATE ITEMS**11 PUBLIC EXCLUDED SESSION****Resolution to exclude the public****RECOMMENDATIONS**

That the public be excluded from the following parts of the proceedings of this meeting.

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
Confidential Attachment 1 - 9.1 - Update on Te Tumu Planning Pathways	s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a) the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
Confidential Attachment 2 - 9.6 - Quarterly Update - Growth, Land Use Planning & Transport Strategy Projects - March 2025	s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a) the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7