



AGENDA

City Future Committee meeting Tuesday, 19 May 2026

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

Date: Tuesday, 19 May 2026

Time: 9:30 am

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

**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**
- 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 31 March 2026

File Number: A20170094

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 31 March 2026 be confirmed as a true and correct record.

ATTACHMENTS

1. Minutes of the City Future Committee meeting held on 31 March 2026



DRAFT MINUTES

**City Future Committee meeting
Tuesday, 31 March 2026**

UNCONFIRMED

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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, 31 MARCH 2026 AT 9:30 AM**

MEMBERS PRESENT: Cr Marten Rozeboom (Chair), Cr Rod Taylor, Mayor Mahé Drysdale (via Teams), Deputy Mayor Jen Scoular, Cr Hautapu Baker (via Teams), Cr Glen Crowther, Cr Rick Curach, Cr Steve Morris, Cr Hēmi Rolleston, Cr Kevin Schuler, Tangata Whenua Representative Mr Arthur Flintoff

IN ATTENDANCE: Marty Grenfell (Chief Executive), Christine Jones (General Manager: Strategy, Partnerships & Growth), Sarah Omundsen (General Manager: Regulatory & Community Services), Reneke van Soest (General Manager: Operations & Infrastructure), Gareth Green (Head of Office – Manager of the Mayoral Office), Andrew Mead (Head of City Planning & Growth), Brad Bellamy (Principal Planner (Structure Planning)), Richard Butler (Funding Specialist), Shawn Geard (Manager: Transport System Operations), Mike Seabourne, (Head of Transport), Sarah Searle (Principal Strategic Advisor), Jeremy Boase (Head of Strategy, Governance & Climate Resilience), Sarah Dove (Team Leader: Strategic Transport & Infrastructure), Claudia Hellberg (Team Leader: City Waters Planning), Emily McLean (Manager: Urban Centres Development), Jane Groves (Stormwater Programme Leader), Jane Barnett (Policy Analyst), Clare Sullivan (Senior Governance Advisor), Anahera Dinsdale (Governance Advisor)

EXTERNAL: Marcus Hinzack – Fordlands via Teams
Scott Adams - Carrus
Genevieve Whitson, Brooke Courtney and Liam Jackson – Downtown Tauranga

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 31 March 2026 at Tauranga City Council's [YouTube Channel](#).

1 OPENING KARAKIA

Cr Steve Morris opened the meeting with a karakia.

2 APOLOGIES

The Chair noted that Mayor Mahé Drysdale and Cr Hautapu Baker would be joining the meeting online. Cr Hautapu Baker will be late and joining the meeting at 10:30am.

3 PUBLIC FORUM

Timestamp: 3 minutes and 40 seconds

3.1 Marcus Hinzack - Fordland - speaking to Te Tumu Report – via Teams

Key Points

- Outlined the urgency for a planning pathway to avoid a seven to ten year delay in housing delivery due to the new planning bill's transition provisions.
- Advocated for amendments to allow rezonings in identified growth areas ahead of regional spatial plan completion, referencing alignment with SmartGrowth and Priority One.
- Highlighted enabling infrastructure needs: the Kaituna Link (for early access and resilience), a decentralised modular wastewater solution (to avoid a \$300M pipeline), and the Kaituna stormwater overflow (noting an \$80M project with a funding gap).
- Requested Council support for the planning pathway and infrastructure advocacy.

In response to questions

- Fordland's were not selected by the Select Committee to speak to their submission. It was understood there was an influx of requests to speak and only a select few were chosen to speak to their submission.
- Confirmed Fordland was aligned with other landowners on the planning pathway.

Timestamp: 12 minutes

3.2 Scott Adams - Carrus - speaking to Te Tumu

Key Points

- Supported Mr Hinzack's points and the staff report, urging council to prioritise funding and staff for Te Tumu's structure planning and infrastructure readiness.
- Agreed the new planning legislation offers a more efficient pathway than the RMA, and recommended Council not pursue a plan change but focus on being "shovel ready."
- Described progress on legal access agreements with TK14 for transport corridors and emphasised the need for Council resourcing in negotiations and technical inputs.

In response to questions

- Mr Adams detailed progress on a tripartite agreement for legal access through TK14 land, involving compensation for road corridors but not for physical infrastructure.
- Councillor Taylor asked if Fordland and Carrus were on different legislative pathways; Mr Adams clarified all landowners were now aligned on the new planning bill approach.

Timestamp: 21 minutes and 30 seconds

3.3 Genevieve Whitson - Downtown Tauranga - speaking to Item 9.8 - City Centre Development Incentive Fund 2026/27

Key Points

- Downtown Tauranga expressed uncertainty about the expectations and obligations under Option 4, which would use the fund to finalise and coordinate the city centre revitalisation strategy.
- Highlighted insufficient information, potential misalignment with their constitution, and lack of resources to take on additional obligations without diluting current member services.
- Strongly endorsed Option 3, which would allocate the fund to activation initiatives managed by Vitcc, with Downtown Tauranga providing promotional support. They argued this approach would continue successful events, support businesses during ongoing construction, and provide strategic, long-term benefits rather than short-term 'quick wins.'

In response to questions

- Downtown Tauranga described successful activations such as International Buskers Day, which drew around 6,000 people and significantly boosted hospitality and retail revenue. They emphasised the importance of focusing on a few large, strategic events rather than many small ones, and involving local business expertise in fund allocation.
- Clarified that Downtown Tauranga represents 590 businesses, with about 150 actively engaged, and that their advocacy reflects the views of these members, particularly those most affected by city centre developments.

4 ACCEPTANCE OF LATE ITEMS

Nil

5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

6 CHANGE TO ORDER OF BUSINESS

The Chair advised that item 9.3 Pāpāmoa East Community and Social Needs Assessment would be addressed before item 9.2 Status Updates on actions from prior City Future Committee meetings.

7 CONFIRMATION OF MINUTES

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

COMMITTEE RESOLUTION CFC/26/2/1

Moved: Cr Hēmi Rolleston

Seconded: Cr Kevin Schuler

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

CARRIED

8 DECLARATION OF CONFLICTS OF INTEREST

Tangata Whenua Representative Mr Arthur Flintoff declared a conflict of interest in relation to item 9.1 – Update on Te Tumu Planning Pathways and took no part in the discussion or voting on the matter.

Cr Rod Taylor declared a conflict of interest in relation to item 9.8 – City Centre Development Incentive Fund 2026/27 and took no part in the discussion or voting on the matter.

9 BUSINESS

Timestamp: 33 minutes

9.1 Update on Te Tumu Planning Pathways

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

At 10.23am, Cr Hautapu Baker entered the meeting.

COMMITTEE RESOLUTION CFC/26/2/2

Moved: Cr Rod Taylor
Seconded: Cr Kevin Schuler

That the City Future Committee:

- (a) Receives the report "Update on Te Tumu Planning Pathways".
- (b) Confirms Council's continued commitment to enabling urban development and rezoning of the Te Tumu Urban Growth Area.
- (c) 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.
- (d) 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.
- (e) 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.
- (f) 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, engage with landowners and consider their views, 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.

For: Mayor Mahé Drysdale, Deputy Mayor Jen Scoular, Crs Marten Rozeboom, Rod Taylor, Hautapu Baker, Glen Crowther, Rick Curach, Steve Morris, Hēmi Rolleston and Kevin Schuler

Against: Nil

Abstained: Tangata Whenua Representative Mr Arthur Flintoff

CARRIED

Timestamp: 1 hours and 7 minutes

9.3 Pāpāmoa East Community and Social Needs Assessment

Staff Richard Butler, Funding Specialist

External Liz Davies, SocialLink

Powerpoint Presentation

At 10:45am, Mayor Mahé Drysdale left the meeting.

COMMITTEE RESOLUTION CFC/26/2/3

Moved: Cr Steve Morris

Seconded: Cr Kevin Schuler

That the City Future Committee:

- (a) Receives the Pāpāmoa East Community and Social Needs Assessment Report.
- (b) Requests staff prepare a paper for the draft Long Term Plan on a future Pāpāmoa Community Centre.
- (c) That a working group be set up to help progress the development, feasibility and operation of short-term and longer-term social service and community centre facilities in Pāpāmoa. The group should have inclusive representation from local community, social service, health and kaupapa Maori organisations and iwi and from Tauranga City Council. It should be resourced by TCC.
- (d) Requests that elected members be presented with information on other priority areas in the city with similar needs for community centre facilities, as part of the 2027 LTP process .

CARRIED

Mayor Mahé Drysdale was not present for the vote.

Attachments

- 1 PDF Presentation - Papamoa East CSSNA_report summary for TCC Feb 2026_

Timestamp: 1 hour and 40 minutes

9.2 Status updates on actions from prior City Future Committee meetings

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

COMMITTEE RESOLUTION CFC/26/2/4

Moved: Cr Marten Rozeboom

Seconded: Cr Rod Taylor

That the City Future Committee:

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

CARRIED

At 11.20am the meeting adjourned.

At 11.31am the meeting resumed in open.

Cr Kevin Schuler re-entered the meeting at 11:36am.

Timestamp: 2 hours 2 minutes

9.4 Arterial Route Improvements

Staff Shawn Geard, Manager: Transport System Operations
Mike Seabourne, Head of Transport

Powerpoint Presentation

Action Requested:

- That staff develop a draft strategy around cycling across and around Tauranga and present to Members of the Committee.

COMMITTEE RESOLUTION CFC/26/2/5

Moved: Cr Kevin Schuler

Seconded: Cr Rod Taylor

The resolution was taken in parts

That the City Future Committee:

- (a) Receives the report "Arterial Route Improvements".
- (b) Endorses maintaining priority of the arterial transport network.

CARRIED

Mayor Mahé Drysdale was not present for the vote.

(c) Endorses proceeding with:

- (i) Ohauti Road right turn enabling.
- (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)

CARRIED

Mayor Mahé Drysdale was not present for the vote.

- (ii) Variable Message Signs (VMS)

- For:** Crs Marten Rozeboom, Rod Taylor, Hautapu Baker, Glen Crowther, Rick Curach, Steve Morris, Kevin Schuler and Tangata Whenua Representative Mr Arthur Flintoff
- Against:** Deputy Mayor Jen Scoular and Cr Hēmi Rolleston

CARRIED 8/2

Mayor Mahé Drysdale was not present for the vote.

- (vi) 15th Avenue / Fraser Street intersection optimisation (incl. Left in, left out restrictions on 14th Ave and 16th Ave, and shared path)

- For:** Crs Marten Rozeboom, Rod Taylor, Hautapu Baker, Glen Crowther, Rick Curach, Steve Morris, Hēmi Rolleston and Kevin Schuler
- Against:** Deputy Mayor Jen Scoular and Tangata Whenua Representative Mr Arthur Flintoff

CARRIED 8/2

Mayor Mahé Drysdale was not present for the vote.

- (vii) Carpool initiatives (app + priority parking)

- For:** Crs Marten Rozeboom, Rod Taylor, Hautapu Baker, Glen Crowther, Rick Curach, Hēmi Rolleston, Kevin Schuler and Tangata Whenua Representative Mr Arthur Flintoff
- Against:** Deputy Mayor Jen Scoular and Cr Steve Morris

CARRIED 8/2

Mayor Mahé Drysdale was not present for the vote.

Attachments

- 1 PDF Presentation - Item 9.4 - ARR - 31-3-26 City Futures

Cr Hautapu Baker left the meeting at 1:33pm.

Timestamp: 3 hour and 47 minutes

9.5 Strategy Stocktake - Tauranga Taurikura (Environment Strategy)

- Staff** Sarah Searle, Principal Strategic Advisor
Jeremy Boase, Head of Strategy, Governance & Climate Resilience

COMMITTEE RESOLUTION CFC/26/2/6

Moved: Deputy Mayor Jen Scoular

Seconded: Cr Glen Crowther

That the City Future Committee:

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

CARRIED

Cr Hautapu Baker was not present for the vote.
Mayor Mahé Drysdale was not present for the vote.

At 1.45pm, the meeting adjourned.

At 2.17pm the meeting resumed in open.

Timestamp: 4 hours and 37 minutes

9.6 Quarterly Update - Growth, Land Use Planning & Transport Strategy Projects - March 2026

Staff Andrew Mead, Head of City Planning & Growth
Sarah Dove, Team Leader: Strategic Transport & Infrastructure

COMMITTEE RESOLUTION CFC/26/2/7

Moved: Cr Rod Taylor

Seconded: Cr Marten Rozeboom

That the City Future Committee:

- (a) Receives the report "Quarterly Update - Growth, Land Use Planning & Transport Strategy Projects - March 2026".
- (b) **Attachment 2** remains in public excluded until it is no longer commercially confidential.
- (a) Endorses a sub-regional focused approach to the upcoming Regional Spatial Plan for the Bay of Plenty led through SmartGrowth for the Western Bay of Plenty sub-region.
- (b) Supports staff working with regional and sub-regional partners to prepare a pre-enactment programme and draft process agreement options to support the timely delivery of a Regional Spatial Plan (RSP) once the Planning Bill and Natural Environment Bill are enacted.
- (c) Acknowledges that the level of progress that can be made towards preparing a Regional Spatial Plan will be limited until the Bills are enacted and further national direction is received from Government.
- (d) Notes the Council expectation that Tauranga's Priority Development Areas will continue to be recognised and provided for as urban growth areas through the preparation of the Regional Spatial Plan.

CARRIED

Cr Hautapu Baker was not present for the vote.
Mayor Mahé Drysdale was not present for the vote.

Timestamp: 5 hours and 12 minutes

9.7 Waters Planning Update

Staff Claudia Hellberg, Team Leader: City Waters Planning

COMMITTEE RESOLUTION CFC/26/2/8

Moved: Cr Kevin Schuler

Seconded: Cr Hēmi Rolleston

That the City Future Committee:

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

CARRIED

Cr Hautapu Baker was not present for the vote.
Mayor Mahé Drysdale was not present for the vote.

Timestamp: 5 hours and 22 minutes

9.8 City Centre Development Incentive Fund 2026/27

Staff Emily McLean, Manager: Urban Centres Development

Powerpoint Presentation

COMMITTEE RESOLUTION CFC/26/2/9

Moved: Deputy Mayor Jen Scoular

Seconded: Tangata Whenua Representative Mr Arthur Flintoff

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 3: Apply the Fund only to support activation and vibrancy in the city centre.
- (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.

For: Crs Marten Rozeboom, Jen Scoular, Hēmi Rolleston, Kevin Schuler and Tangata Whenua Representative Mr Arthur Flintoff

Against: Crs Glen Crowther, Rick Curach and Steve Morris

Abstained: Cr Rod Taylor

CARRIED 5/3

Cr Hautapu Baker was not present for the vote.
Mayor Mahé Drysdale was not present for the vote.

Attachments

1 Presentation to CFC 31 March

Timestamp: 6 hours and 3 minutes

9.9 Approach to Flood Hazard Management

Staff Christine Jones, General Manager: Strategy, Partnerships & Growth
Jane Groves, Stormwater Programme Leader

COMMITTEE RESOLUTION CFC/26/2/10

Moved: Tangata Whenua Representative Mr Arthur Flintoff
Seconded: Cr Glen Crowther

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.

CARRIED

Cr Hautapu Baker was not present for the vote.
Mayor Mahé Drysdale was not present for the vote.

Timestamp: 6 hours 26 minutes

9.10 Policies to revoke

Staff Jeremy Boase, Head of Strategy, Governance & Climate Resilience

COMMITTEE RESOLUTION CFC/26/2/11

Moved: Cr Rod Taylor
Seconded: Deputy Mayor Jen Scoular

That the City Future Committee:

- (a) Receives the report "Policies to revoke".
- (b) Approves the revocation of the:
 - (i) Referenda Policy 2005.
 - (ii) Libraries Level of Service Policy 2013.

For: Crs Marten Rozeboom, Rod Taylor, Glen Crowther, Rick Curach, Hēmi Rolleston, Kevin Schuler, Deputy Mayor Jen Scoular, and Tangata Whenua Representative Mr Arthur Flintoff

Against: Cr Steve Morris

CARRIED 8/1

Cr Hautapu Baker was not present for the vote.
Mayor Mahé Drysdale was not present for the vote.

Timestamp: 6 hours and 29 minutes

9.11 Local Elections Policy Review: direction setting

Staff Jane Barnett, Policy Analyst
Jeremy Boase, Head of Strategy, Governance & Climate Resilience

COMMITTEE RESOLUTION CFC/26/2/12

Moved: Cr Rod Taylor
Seconded: Cr Kevin Schuler

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.

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

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.

CARRIED

Cr Hautapu Baker was not present for the vote.
Mayor Mahé Drysdale was not present for the vote.

EXTENSION OF MEETING TIME

COMMITTEE RESOLUTION CFC/26/2/13

Moved: Deputy Mayor Jen Scoular

Seconded: Cr Marten Rozeboom

That the City Future Committee meeting of 31 March 2026 extends past six hours.

CARRIED

Cr Hautapu Baker was not present for the vote.
Mayor Mahé Drysdale was not present for the vote.

Timestamp: 6 hours and 40 minutes

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

Staff Jeremy Boase, Head of Strategy, Governance & Climate Resilience

COMMITTEE RESOLUTION CFC/26/2/14

Moved: Cr Marten Rozeboom

Seconded: Cr Rod Taylor

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.

CARRIED

Cr Hautapu Baker was not present for the vote.
Mayor Mahé Drysdale was not present for the vote.

10 DISCUSSION OF LATE ITEMS

Nil

11 PUBLIC EXCLUDED SESSION

Public Excluded session was not required as the Confidential Attachments did not need further discussion.

12 CLOSING KARAKIA

Cr Hēmi Rolleston closed the meeting with a karakia.

The meeting closed at 4:24pm.

The minutes of this meeting were confirmed as a true and correct record at the City Future Committee meeting held on 19 May 2026.

UNCONFIRMED

8 DECLARATION OF CONFLICTS OF INTEREST

9 DEPUTATIONS, PRESENTATIONS, PETITIONS

- 9.1 Petition - Requesting Safety Improvements on Tabraham Cres, Pyes Pa - Gareth & Catherine Keen**

ATTACHMENTS

- 1. 2026-04-30 TABRAHAM CRESCENT PETITION - A20214699** [↓](#) 

To: Tauranga City Council
Attention: Roading Department / Mayor

Subject: Petition Requesting Safety Improvements on Tabraham Crescent

We, the undersigned residents and regular users of Tabraham Crescent and Lattay Lane, respectfully request that Tauranga City Council urgently review traffic conditions and implement a one-way loop traffic system on Tabraham Crescent to improve safety and traffic flow.

Traffic volumes have increased significantly in recent years, creating serious safety concerns for residents, pedestrians, pets, and particularly school children who regularly use this street. The large number of vehicles parked along the road significantly reduces the available carriageway, making two-way traffic difficult and often unsafe.

Combined with limited visibility and the narrow road width, these conditions increase the risk of congestion, near misses, and potential accidents.

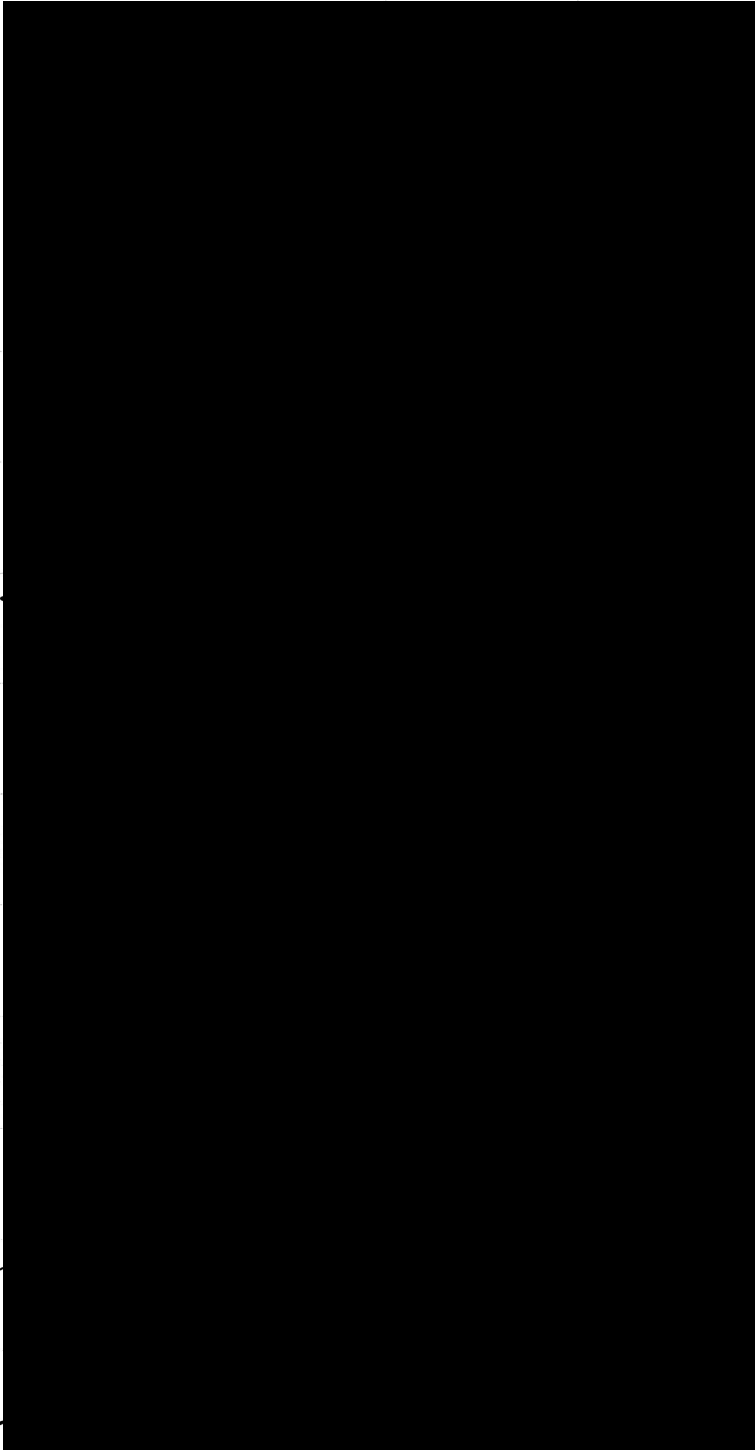
We ask that Council prioritise a safety assessment and implement appropriate traffic management measures, including a one-way system, to reduce risk and provide safer access for residents, pedestrians, and school children.

By signing this petition, we support prompt action to address these safety concerns.

Contact Person:
 Name: Gareth & Catherine Keen
 Address: [Redacted]
 Email: [Redacted]

Name	Address	Signature	Date
Hazel Keen	[Redacted]	[Redacted]	16/3/26
Laura Settle	[Redacted]	[Redacted]	21.3.26
Mike Davis	[Redacted]	[Redacted]	21.3.26
M. Gadsby	[Redacted]	[Redacted]	21/3/26
M. [Redacted]	[Redacted]	[Redacted]	21/3/26
Tasha Mcnicken	[Redacted]	[Redacted]	21/3/26
Josh Gault	[Redacted]	[Redacted]	21/3/26
Nancy Singh	[Redacted]	[Redacted]	21/3/26
Jude Dawson	[Redacted]	[Redacted]	14/4/26

Madens Kessler	21/03/26
Andrea Melville	21/3/26
AMARPAL SINGH KHERRA	21/03/26
Navdeep Kaur Randhawa	21/03/26
Ranya Rajagopal	21/03/2026
Devika Um...	21/03/26
Hanna Einarsdottir GARSTH Keen	21/03/26 21-03-26
Aykei Gonne	21/3/26
Catherine Keen	21/3/26
Sheryl Wenson	22/3/26
JERLYN VERMON	10/4/26
ARDEE VILLAN	11-04-2026
Michael Oke	10-04-2026
Aiteen Sagun	11-04-2026
Lucky Kaur	11. 4. 26.

Ulunlu	
Jason (Gesheng) Wang	
Neel Hassan	
Laura	
Najeema	
Ngatai McLeod	
Gy McLeod	
Leander H	
† Maricon D	
Toni V L	
Tony Critchley.	
Maddison McGill	
Jayden Hawkins	
Nick Daystate	

10 BUSINESS

10.1 Status updates on actions from prior City Future Committee meetings

File Number: A20170088

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 30 June 2026.
3. The attached update includes all open actions and actions completed since the last report on 31 March 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 12 May 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)	8
In progress	4
Pending (waiting on something)	1
To be actioned	0
Total actions included in this report	13

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

ATTACHMENTS

1. **Attachment 1 - Status Action from prior City Future Committee meetings - as at 12 May 2026 - A20261189** [↓](#) 

City Future Committee				Actions status update as at: 12 May 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
31 Mar 2026	9.4	Arterial Route Improvements	A draft strategy around cycling across and around Tauranga is developed and presented to Members of the Committee.	Staff will provide Councillors with background (briefing) information in relation to cycling in Tauranga and work to completed to date to help inform scope and next steps.	In progress		Reneke van Soest
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.	Standard workshop template report updated to include: Purpose of workshop 1.What is the purpose of the workshop? Executive summary 2.The problem/issue/opportunity to be solved and why it is an issue. 3.Summary of what has been done to date and where we are in the process. 4.What direction is needed from the mayor and councillors through this workshop? 5.What are the next steps? Outcomes Sought What are you hoping to achieve from the workshoo? What result do vou want?	Closed	28 Apr 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. Should this legislation be passed at end of 2026, TCC will re-ask this question of NZTA as they are unable to provide any further information on this at present. It should also be noted that tolling fees need to cover base admin and transaction costs (at currently roughly 80 cents per transaction) therefore ongoing tolling fees would to cover beyond this for maintenance costs.	Closed	29 Apr 2026	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 2026	9.5	Pōteriwhi - Use as an Active Reserve	That staff circulate an email to Members outlining the impacts of Pōteriwhi 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 Pōteriwhi 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
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. The work is being progressed through the Transport Minor Safety & Accessibility Programme. Technical design and investigation activity is being supported, and will be brought forward through Annual Plan / LTP processes as funding and prioritisation allows.	Closed		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

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	9.7	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
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

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	8.4	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 21 April (Council report deferred), 12 May Council report on Papakainga housing support. Costs are included in attachment 2 of the report. Proposal includes working with those projects that are successful through the application process to look at opportunities to achieve efficiencies in planning and infrastructure costs.	Closed	21 Apr 2026	Christine Jones
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	Pending		Christine Jones
2024 - Vision, Planning, Growth & Environment Committee							

10.2 Connecting Mount Maunganui - Project Update

File Number: A20171686

Author: Chris Barton, Portfolio Manager: Infrastructure

Authoriser: Jane Small, Director Major Projects

PURPOSE OF THE REPORT

1. To update the Committee on current status and forward plans for development of the Detailed Business Case for the Connecting Mount Maunganui project, and seek endorsement of the DBC macroscope.

RECOMMENDATIONS

That the City Future Committee:

- (a) receives the report "Connecting Mount Maunganui - Project Update".
- (b) endorse adopting the existing approved Connecting Mount Maunganui Indicative Business Case as the baseline for the Detailed Business Case phase;
- (c) endorse the design development macroscope of the current Connecting Mount Maunganui Detailed Business Case to be targeted to local road improvement elements;
- (d) notes that while NZTA has confirmed funding is not available in the current NLTP to progress planning and design of any further state highway improvements, it remains committed to the project and has allocated resources to support progressing the DBC.
- (e) notes that a Detailed Business Case (DBC) is required to inform and support prioritisation of pre-implementation, property and implementation funding for the upcoming 2027-37 LTP and 2027-30 National Land Transport Programme (NLTP).

EXECUTIVE SUMMARY

2. The Connecting Mount Maunganui (CMM) project is a jointly developed transport initiative between Tauranga City Council (TCC) and NZ Transport Agency Waka Kotahi (NZTA) seeking to increase the efficient and reliable movement of people and goods through the Mount Maunganui sub-area of Hewletts Road (SH2), Tōtara Street and Maunganui Road.
3. Addressing transport network issues in this area has been identified as a top priority in the Transport System Plan (TSP), the Urban Form and Transport Initiative (UFTI), the Connected Centres Programme and the 2024-34 Regional Land Transport Plan (RLTP). The CMM project is also a component of the Western Bay of Plenty City & Regional Deal proposal with central government
4. An Indicative Business Case (IBC) for the project identifying a preferred option, has been endorsed by TCC and the NZTA Board in late 2024 and early 2025 respectively. The IBC preferred option recommends a combination of local road improvements and State highway improvements.
5. The endorsed IBC identified a proposed staging plan for CMM interventions – noting that stages 1 to 4 are required to be delivered in advance of the Stage 5 works which are largely State Highway improvements:
 - o Stage 1 – early works incl Te Maire Link and Hewletts Road Managed Lanes (underway)

- Stages 2 to 4 – new local road connections and local network upgrades
 - Stage 5 – Hewletts Road / Tōtara Street flyover and Tōtara Street 4-laning
6. The next stage of project development includes completing a Detailed Business Case (DBC) and Council has approved funding of up to \$3.5m across the 2025/26 and 2026/27 financial years to complete development of the DBC.
 7. NZTA have confirmed there is no funding available in the current NLTP to further progress CMM beyond the Stage 1 interventions. However, to inform project and funding prioritisation for potential future next phases of project delivery (including pre-implementation and property acquisition) in the 2027 LTP, RLTP & NLTP, it is recommended that Council progress development of the DBC focused on design of local roads (but not State Highway elements) NZTA are supportive of this approach and have allocated resources to support with DBC inputs and reviews.
 8. State Highway improvements will remain within the overall scope of the CMM project (and the project total costs/benefits) but no further design development of State highway interventions beyond the IBC design will be progressed as part of the current DBC phase.
 9. The DBC is being developed in accordance with the NZTA decision-led approach.
 10. The DBC is planned to be complete in late 2026 / early 2027.

BACKGROUND

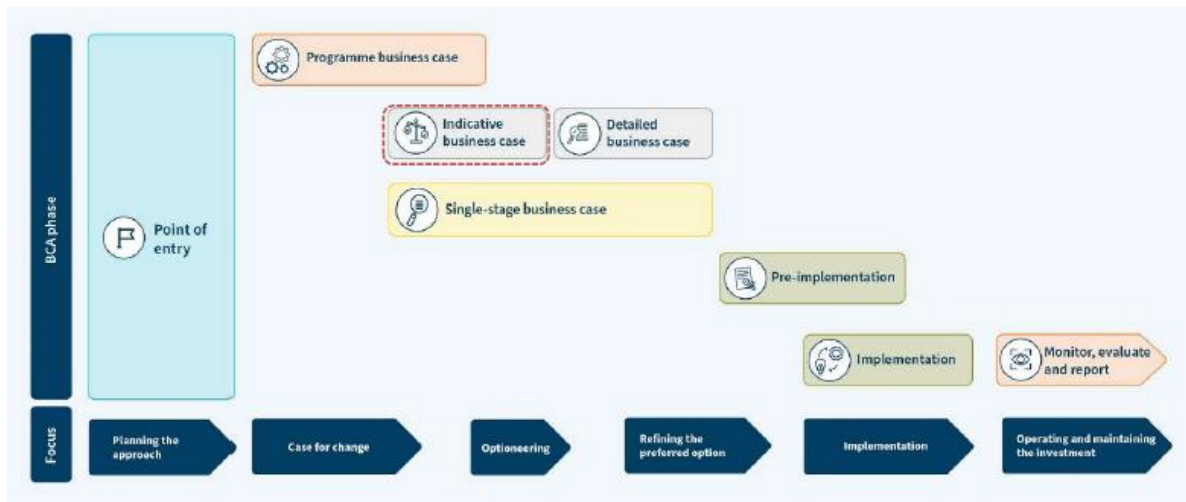
11. This corridor performs a critical function in the local, regional and national transport network. It provides the “last mile” connection between the Upper North Island freight network and the Port of Tauranga, New Zealand’s largest export port, and connects key residential, industrial and commercial areas. The performance of this section of the network is therefore of strategic importance for economic growth and productivity at multiple scales.
12. The case for investment in the CMM project is driven by a combination of current network constraints and significant projected growth:
 - **Severe congestion and unreliable travel times:** High traffic demand results in existing delays and unreliable journey times for freight, general traffic and public transport, with conditions expected to worsen without intervention.
 - **Critical freight route:** Hewletts Road is a key connection to the Port of Tauranga, and efficient operation of this corridor is essential to support national supply chains and export activity.
 - **Forecast freight and population growth:** Freight movements are expected to increase by more than 50% by 2043, while the western Bay of Plenty is one of the fastest growing regions in New Zealand, with substantial increases in daily transport demand anticipated.
 - **Enabling urban growth and development:** The corridor supports planned growth areas across the eastern corridor (including Papamoa, Te Tumu and Te Puke) and Mount Maunganui intensification, expected to collectively deliver over 20,000 new homes over the next 30 years.
 - **Strategic priority:** The project is identified as a top priority in key planning documents including the Transport System Plan (TSP), Urban Form and Transport Initiative (UFTI), Connected Centres programme, and the Regional Land Transport Plan.
13. Without intervention, increasing demand will continue to degrade levels of service across the network, constraining economic productivity, freight efficiency, and planned urban development.
14. An [Indicative Business Case \(IBC\)](#) has been completed and endorsed by Council (Vision, Planning, Growth & Environment Committee – 11 November 2024) and the NZTA Board, confirming the strategic case for investment and identifying a preferred programme of works.

15. The CMM project is a key project within the Western Bay of Plenty City & Regional Deal proposal currently being negotiated with central government.
16. The project has also been submitted to Round 3 of the New Zealand Infrastructure Commission (Te Waihanga) Infrastructure Priorities Programme (IPP). Results of the assessment are expected to be released in early June. If endorsed the project will subsequently be included in the Commission's National Infrastructure Plan.
17. The recommended option includes a package of multi-modal transport interventions designed to improve network performance and support future growth, including:
 - Partial grade separation at the Hewletts Road / Tōtara Street intersection (flyover)
 - Four-laning of Tōtara Street
 - Conversion of Hewletts Road bus lanes to high-occupancy vehicle (HOV/T3) lanes
 - New and enhanced local road connections and cycleway links within the Mount industrial area



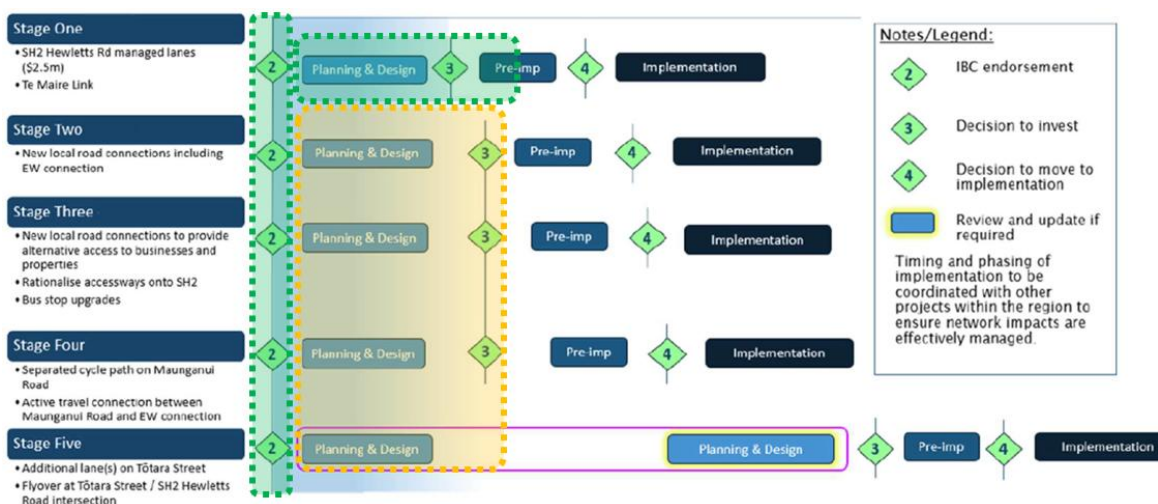
18. The IBC economic assessment indicated a benefit–cost ratio (BCR) of 1.3.
19. The endorsed IBC identified a proposed staging plan for CMM interventions (Attachment 1)
20. Stage One interventions are currently being progressed
 - Te Maire Link – Delivery of this is being led by TCC. Currently in design phase with construction planned between late 2026 and mid 2027. (Co-funded 49% TCC / 51% NZTA)
 - SH2 Hewletts Rd Managed Lanes – Delivery of this is being led by NZTA, with funding for implementation confirmed (fully NZTA funded). NZTA are currently developing programmes to inform timeframes for planned implementation of this change.
21. Stages Two to Four are primarily local road improvements, which to support constructability are required to be completed in advance of Stage 5 which is largely State highway improvements.

22. In accordance with the NZTA Business Case Approach to guide planning and investment decisions (summary below), the next stage of development for this project is a DBC to refine the preferred option.



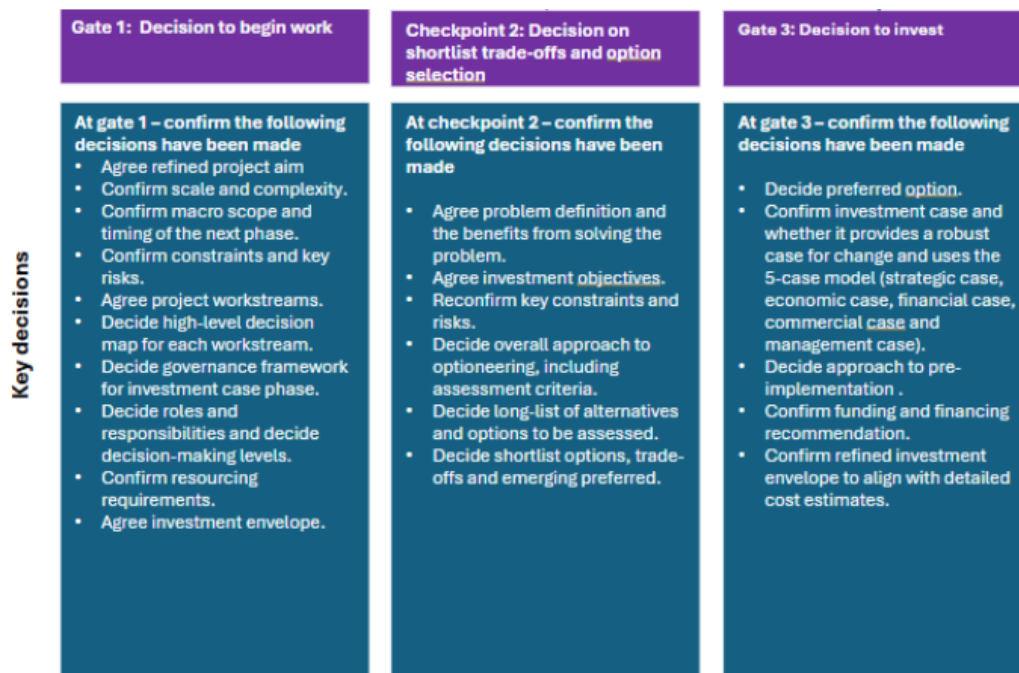
DBC DEVELOPMENT AND NEXT STEPS

23. The endorsed IBC is being used as a baseline which will be developed through the DBC to confirm the preferred option's viability, refine costs/risks, and seek to secure investment approval.
24. Consistent with the proposed staging plan from the IBC, the recommended scope for development of the DBC is shown in orange below – focussing on design development of the proposed local road improvements (incl. Stage 5 Tōtara Street additional lanes).



25. NZTA have confirmed that they do not have funding available in the current NLTP to further progress CMM beyond the Stage 1 interventions, and do not have current funding to progress planning and design of any further CMM state highway improvements. Given national funding constraints to the state highway improvement activity class – NZTA have also indicated funding is unlikely to be available in the 2027-30 NLTP to progress the state highway improvement components of the CMM project. NZTA remain committed to the CMM project as a whole, having endorsed the IBC and with the project being identified as a priority project within the [Arataki 30-year transport plan](#) for the Bay of Plenty.
26. Although State Highway improvements will remain within the overall scope of the CMM project (and the project total costs/benefits etc), it is recommended that no further design development of state highway interventions beyond the IBC design is progressed as part of the current DBC phase.

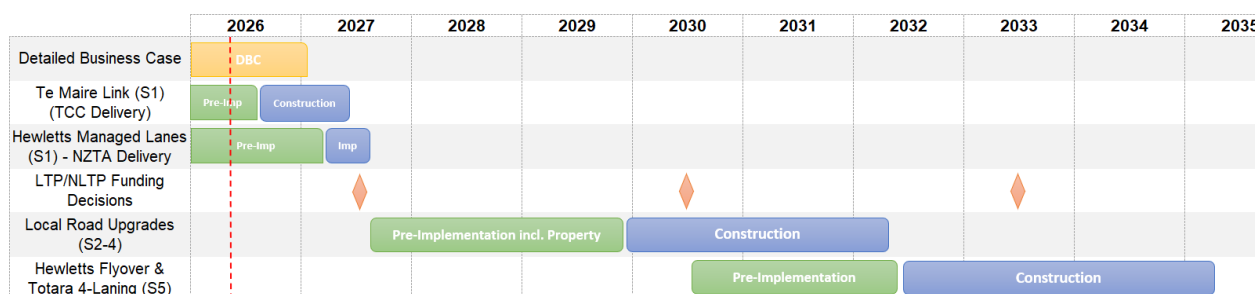
27. Not progressing further design development of State Highway improvements at this stage is a practical and pragmatic approach, as these longer-term interventions are proposed to be delivered as part of Stage 5, with a high likelihood of rework if advanced now. NZTA are supportive of this approach, and have indicated they would not support progressing design of State Highway improvements as part of the current DBC phase.
28. The scope and approach as outlined will best enable and inform a decision to invest for the planned next project stages (stages 2 to 4) – along with supporting associated potential funding prioritisation in the upcoming LTP and NLTP.
29. The DBC will define a set of working assumptions for state highway elements - including intersection optimisation, side-street access controls, and vehicle crossing rationalisation - which support the local road benefits and will inform the local road design. These assumptions will be documented in the DBC and confirmed with NZTA, with any residual uncertainty managed through the DBC risk register. Further stakeholder and community engagement on these State Highway elements will not form part of this DBC - as it is intended NZTA would further progress design and associated engagement for these interventions.
30. A key element which will require further consideration is alignment of TCC and NZTA's respective decisions to invest – noting indicative project staging requires earlier investment in local road improvements.
31. There remain opportunities to further advance State Highway design elements either within or subsequent to the current DBC as required if further clarity and commitment is received on future stage delivery funding and timing.
32. The DBC is being developed in accordance with the NZTA decision-led approach (further information and guidance on this approach [here](#)), and will follow the follows the NZ Treasury's Better Business Case 'five-case model', which includes:
 - The strategic case: what is the compelling case for change?
 - The economic case: which of the options available represents best value for money?
 - The commercial case: is the proposed investment commercially viable?
 - The financial case: is the proposed investment affordable?
 - The management case: how will the project organise for successful delivery?
33. In accordance with the decision-led approach guidance, the project is adopting a three gate/checkpoint approach:



34. The project is nearing the end of the initiation phase (gateway/checkpoint 1). Subject to Committee endorsement of the DBC macroscope and endorsement to use the IBC as the baseline for further workstream optioneering and refinement, we intend to progress into gateway 2 in late May.
35. A project decision map has been developed across the key project workstreams. Key workstream areas include:
 - **Project option development** - refine the project scope including testing and selecting option packages and identifying an emerging preferred option based on performance and deliverability.
 - **Transport modelling and economic evaluation** - Undertake detailed transport modelling to test future scenarios and option performance, alongside confirming the “do minimum” case. This workstream also includes economic evaluation, cost estimation, and benefit–cost analysis to demonstrate value for money and support selection of the preferred option.
 - **Partnerships and engagement** – engage with partners and key stakeholders on plans and options for local road upgrades, manage relationships and incorporate stakeholder feedback.
 - **Funding, staging and delivery approach** - identify funding sources and financing options for future phases of implementation, confirm cost-sharing arrangements, and develop a staging and sequencing plan aligned with affordability and delivery constraints. This workstream also includes confirming a procurement strategy and overall future stage delivery pathway and plans.
 - **Technical investigations, consenting and implementation readiness** - progress engineering and technical investigations (e.g. geotechnical, utility services, safety), environmental assessments, property requirements, and consenting strategy. This workstream ensures risks are understood and managed, and that the project is sufficiently developed to proceed to pre-implementation and delivery.
36. Throughout DBC development updates will be provided to inform development of the 2027-37 LTP, 2027-37 RLTP and 2027-30 NLTP and support prioritisation of CMM project funding.
37. For the DBC development current key milestones are:
 - Checkpoint 1 – late May 2026

- Checkpoint 2 – October 2026
- Checkpoint 3 – late 2026 / early 2027

38. For the overall CMM project a programme will be developed for forward delivery as part of the DBC, below is an indicative potential delivery programme – noting delivery timing will be subject to both DBC development and staged confirmation of funding:



39. Delivery timeframes for all elements beyond the DBC and Stage 1 are currently uncertain and will be subject to funding availability and prioritisation. Particularly for progressing State Highway improvements, indications are that funding is likely to be highly constrained through upcoming NLTP cycles, which could result in delays to the above indicative programme.

STRATEGIC ALIGNMENT

40. This contributes to the promotion or achievement of the following strategic community outcomes:

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

41. The CMM project has been identified through the Transport System Plan as a top priority project to address transport congestion in the city and enable ongoing growth and development.

FINANCIAL CONSIDERATIONS

42. The DBC phase of the CMM project is funded in the 2025/26 and 2026/27 Annual Plan as below. Current cost estimates for the DBC phase are within these budgets.

Project	2025/26 FY	2026/27 FY	Total
Connecting Mount Maunganui DBC	\$400,000	\$2,584,875	\$2,984,875

43. Funding for DBC development is via the Infrastructure Funding and Financing Levy (IFF).

44. Beyond the DBC, the current indicative cost estimate range (2026 base costs) for the total Connecting Mount Maunganui project (pre-implementation, property and implementation) are shown below. These estimates will be refined further as the DBC develops.

Component Estimate	Local Road Cost *	State Highway Cost	Total Construction Cost
50th Percentile Project Estimate (P50)	\$151.80m	\$165.60m	\$317.40m
95th Percentile Project Estimate (P95)	\$205.85m	\$223.10m	\$428.95m

* Note – Local Road Improvements anticipated to be co-funded 51% by NZTA

45. Local Road Improvements are currently budgeted assuming a standard co-funding approach (NZTA 51% FAR) meaning TCC's net contribution would be approximately \$74m - \$101m. Alternative project funding and financing options will be further assessed as part of the DBC.
46. Current funding (inflated) for delivery of local road improvements beyond the DBC in the draft 2026/27 Annual Plan is as below:

2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	Total*
8,177,786	13,107,500	28,197,330	33,372,000	43,194,600	43,878,600	37,397,806	207,325,622

* Note – Local Road Improvements anticipated to be co-funded 51% by NZTA

LEGAL IMPLICATIONS / RISKS

47. There are no identified legal implications associated with this matter.
48. Project risks will be defined and refined through the DBC development. Key current issues include:
- delays to development of the DBC could result in lost opportunities to inform potential funding prioritisation to progress next phases of the project in the upcoming 2027 LTP and NLTP;
 - construction of particularly the SH interventions will result in disruption to an already highly congested and constrained section of the network. A key mitigation for this is to develop the local road upgrades in advance to provide additional capacity and alternative routes in advance of State Highway and Tōtara Street construction;
 - realisation of full project benefits is reliant on the full suite of proposed local road and state highway interventions being implemented, which will require staged, aligned and confirmed funding commitments from multiple sources;
 - current cost estimates from the IBC are based on indicative and conceptual design.
 - delays to full implementation of these high priority upgrades will likely constrain growth, development, liveability and economic productivity of the city and region.

TE AO MĀORI APPROACH

49. Throughout the IBC phase Council and NZTA partnered with Ngāti Kuku and Ngāi Tukairangi.
50. Ngāi Tukairangi are supportive of the project. Ngāti Kuku have been involved in the development of the IBC and the options identification and assessment process. The hapū have chosen to withdraw as a project partner due to concerns about the visual impact of the SH2/Tōtara St grade-separated intersection. The hapū hold an ambition that the Mount Maunganui industrial area will no longer be used for industrial use and be changed to mixed commercial/residential use. If this change occurred the intersection structure would then have a significant visual impact to the view of Mauao.
51. Significant investigations into viable alternatives for this intersection were undertaken as part of the IBC development, however it was concluded that grade separation was necessary to achieve benefits.
52. The recommended scope of this DBC phase of the project is proposed to be focussed particularly on development of the local road network, and does not propose to further progress the grade separated element. Accordingly, Council intend to seek to re-establish project mana-whenua partnership with Ngāti Kuku and Ngāi Tukairangi to support the development of the local road improvements.
53. Through the Detailed Business Case phase opportunities will be explored to ensure tangata whenua history and cultural narratives are embedded across the CMM area. This can be incorporated through the design and construction of roading infrastructure, landscaping, water sensitive design (wetlands/waterways restoration and enhancement), public spaces

and areas developed as part of the DBC. Opportunities for employment and long-term training/skills programs for rangatahi are also recommended for future project phases.

CLIMATE IMPACT

54. Reducing and addressing congestion through this part of the transport network would result in reduced transport emissions through reduced travel time and queuing – though it is noted that modelling as part of the IBC has indicated emission reductions will be minimal.
55. The project is also supporting transport choice and mode shift, with the recommended programme including improved customer facilities for public transport users and improvements for active modes including new and improved cycle facilities.
56. Further assessment of enhanced infrastructure sustainability opportunities would be undertaken through the next phase of project development including low embodied carbon construction options.

CONSULTATION / ENGAGEMENT

57. Community engagement has shaped the Connecting Mount Maunganui project to date. Throughout the IBC phase views of project stakeholders including businesses and organisations and the general public have been considered. This process has included leveraging from TCC's engagement process on the Mount to Arataki Spatial Plan and undertaking community surveys.
58. Overall, feedback has been positive and people agree there is need to improve transport outcomes in the area. There is broad support for improving road safety and reliability, as well as improving public transport and facilities for people walking and cycling.
59. Further extensive engagement will take place through future project phases including as part of the detailed business case.

SIGNIFICANCE

60. 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.
61. 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.
62. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of high significance, however the decisions in this report are of medium significance

ENGAGEMENT

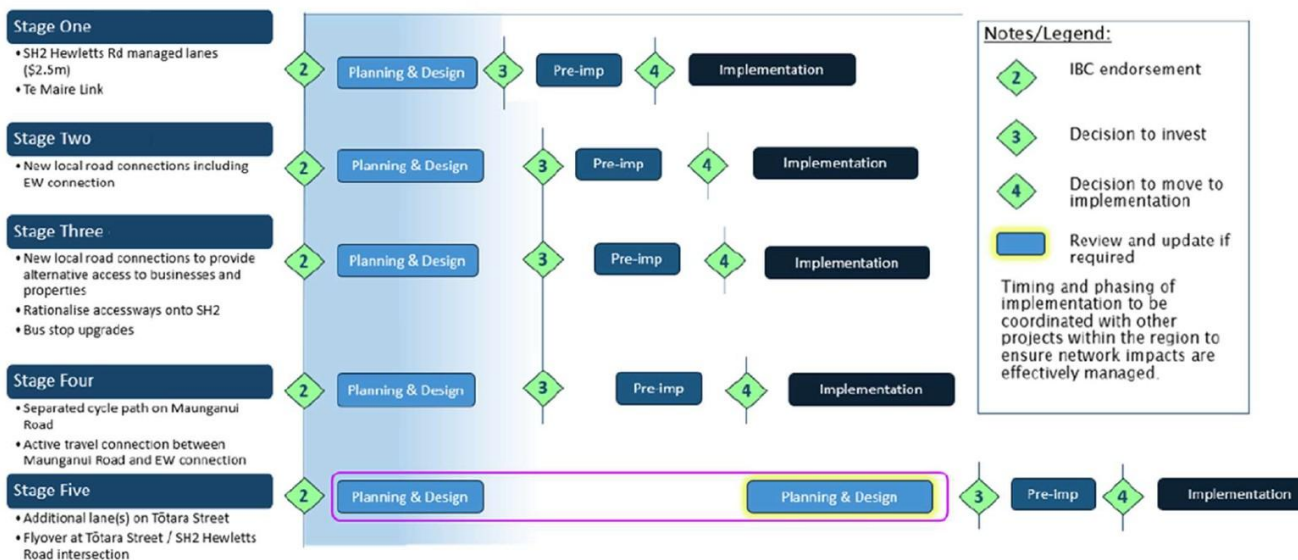
63. Given the engagement already undertaken and the significance of this decision Council Officers consider that no further engagement is required prior to Council making this decision to endorse the DBC approach.

NEXT STEPS

64. Project reports will be provided to future City Future Committee meetings as the DBC develops.

ATTACHMENTS

1. **Connecting Mount Maunganui - IBC Staging Plan - A20222545** [↓](#) 



10.3 Greywater Reuse Study

File Number: A19749675

Author: Claudia Hellberg, Team Leader: City Waters Planning

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

PURPOSE OF THE REPORT

1. Inform Council about a greywater reuse study undertaken by TCC with support from summer student.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Greywater Reuse Study".

EXECUTIVE SUMMARY

2. This report provides Council with the findings of a Tauranga City Council desktop study into property-scale greywater reuse, where each dwelling has its own system, and its potential role in managing future water demand and wastewater flows, particularly in new greenfield growth areas.
3. The study indicates that engineered greywater recycling could reduce average dry weather residential wastewater flows by around 24% (from approximately 160 to 121 litres per person per day) and reduce potable water by 50l/p/d from an average of 185l/p/d. Low-flow fixtures could provide additional reductions.
4. However, network capacity and investment needs are largely driven by wet weather inflow and infiltration, meaning greywater reuse is likely to deliver limited wastewater infrastructure deferral benefits on its own. Uptake is constrained by high upfront costs (approximately \$7,600–\$10,000 plus installation per dwelling), ongoing maintenance and user behaviour requirements, and the complexity of retrofitting existing homes.
5. The current regulatory framework is underdeveloped, and any broader implementation would require new local policy and rules, alongside engagement with communities and tangata whenua to address cultural and public acceptability.
6. Based on the findings to date, the report recommends that greywater reuse not be made mandatory, and that any future consideration focus on new builds and be supported by a detailed cost-benefit assessment.

BACKGROUND

7. Greywater reuse refers to the collection, treatment, and reuse of lightly contaminated wastewater from household sources such as showers, baths, washing machines, and dishwashers. It excludes kitchen and bathroom sinks due to higher levels of grease and particulate contaminants.
8. In Tauranga's context, greywater reuse is primarily considered for non-potable applications like toilet flushing and garden irrigation. The overarching goal is to reduce water demand and residential wastewater volumes, thereby potentially extending the capacity of existing infrastructure and deferring costly upgrades.

9. Systems for greywater reuse range from basic irrigation setups to engineered treatment units like the Hydraloop, which require plumbing, maintenance, and active user engagement to function effectively. These systems treat greywater to a standard suitable for reuse in specific household applications, but not for drinking or personal hygiene. The Hydraloop system, for example, uses a combination of sedimentation, flotation, foam fractionation, aerobic bioreactor, and UV disinfection to produce reusable water. This treated water can be used for toilet flushing, washing machines, and garden irrigation, contributing to household water savings and reduced wastewater discharge.

REPORT FINDINGS

10. The report evaluates the potential benefits of such systems in terms of reducing residential watersupply and wastewater volumes and delaying infrastructure upgrades. It excludes broader applications such as communal greywater systems or industrial wastewater recycling, which may have different regulatory, technical, and economic considerations. By concentrating on property-based solutions, the report aims to identify practical interventions that can be implemented in new residential developments, especially in greenfield areas like the Keenan Road Urban Growth Area. The findings are intended to inform Tauranga City Council's strategic planning and policy development, with a focus on assessing the viability of integrating greywater reuse into future infrastructure and urban design frameworks.
11. Greywater reuse presents a strategic opportunity for Tauranga City Council to reduce residential watersupply and wastewater flows, which could help delay or reduce the scale of future capital investment in infrastructure. The report estimates that greywater recycling systems could reduce average dry weather residential wastewater flows by approximately 24%, lowering the flow from 160 litres per person per day (l/p/d) to 121 l/p/d. Drinking water is estimated to be potentially reduced by 50l/p/d from an average of 185l/p/d.
12. Additionally, the use of low-flow devices such as efficient shower heads and toilets could offer a further 14% reduction. When combined, these interventions could potentially significantly decrease the volume of drinking water needed and wastewater entering the network.
13. However, it is important to note that these reductions apply only to dry weather residential wastewater flows. Wet weather inflow and infiltration (I&I) remain the primary drivers of infrastructure sizing and performance for wastewater networks. Therefore, while greywater reuse can contribute to demand management, it may not translate into substantial capital savings in the wastewater network. The report highlights that infrastructure planning must consider both dry and wet weather conditions to accurately assess the impact of greywater reuse on long-term investment needs.
14. Implementing greywater reuse systems at scale presents several challenges. One of the primary barriers is the high upfront cost of engineered systems like Hydraloop, which range from \$7,600 to \$10,000, excluding plumbing and installation expenses. These systems also require ongoing maintenance and user engagement, including app-based operation and the ability to bypass the system when using certain household chemicals.
15. Retrofitting existing homes is particularly complex and costly due to the need for dual plumbing networks and indoor installation space. As a result, the report recommends focusing on new builds where system integration can be planned from the outset.
16. Additionally, there is a risk that users may not manage the systems appropriately, such as forgetting to activate bypass mode when using bleach or hair dye, which can damage the system and compromise water quality. If systems are left in bypass mode permanently, the intended water savings are lost. These operational complexities highlight the need for robust user education, support services, and potentially automated safeguards to ensure effective and sustained use of greywater reuse systems.
17. The report cites the Kapiti Coast District Council as a precedent, where mandatory installation of rainwater and greywater systems in new builds has been implemented. However, uptake of greywater systems remains low due to maintenance demands and

seasonal limitations. Cultural considerations are also significant, particularly the perspectives of tangata whenua. Protecting and restoring the mauri of water is a central tenet of Te Ao Māori, and there has been limited discourse on the acceptability of greywater reuse. Public perception poses additional barriers, with concerns about water quality, health risks, and the 'yuck' factor influencing acceptance. Addressing these issues requires informed debate, community engagement, and educational initiatives to build trust and understanding around greywater reuse practices.

- 18. To support the adoption of greywater reuse, Tauranga City Council would have to develop a comprehensive policy and rule framework targeting new residential developments. This framework could include financial incentives such as subsidies for installation and maintenance, as well as enforcement mechanisms to ensure compliance. A detailed cost-benefit analysis is recommended to assess the long-term viability and potential impact on infrastructure investment.
- 19. It is also essential to ensure that future Three Waters entities have the mandate and capacity to support greywater initiatives. For areas like the Western Corridor and Keenan Road Urban Growth Area, while greywater reuse may offer some savings, significant infrastructure upgrades will still be required to service these growth areas. Mandatory implementation of greywater reuse systems carries substantial risks, particularly if users are unable or unwilling to manage the systems properly. Failure to activate bypass mode during chemical use can damage the system, and prolonged use of bypass mode negates water savings. These risks underscore the importance of user education, system monitoring, and support services to ensure effective implementation and sustained benefits.
- 20. Based on the findings to date, the report recommends that greywater reuse not be made mandatory, and that any future consideration focus on new builds and be supported by a detailed cost-benefit assessment.

STATUTORY CONTEXT

- 21. The regulatory landscape for greywater reuse in New Zealand is currently underdeveloped. There are no national standards governing greywater reuse, and existing regulations are limited to Building Code plumbing requirements. Local authorities, such as Tauranga City Council, would need to introduce specific rules through mechanisms like City Plan changes to enable and encourage uptake.

STRATEGIC ALIGNMENT

- 22. 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"/>

Greywater systems can reduce water demand and the production of wastewater. On a large or cumulative scale, it has the potential to reduce the pressure on streams especially in low flow situations and a potential reduction in wastewater flows. However, the study shows that there is likely minimal reduction in infrastructure needs.

FINANCIAL CONSIDERATIONS

- 23. Study was carried out in house, and no further investment is proposed at this stage. However, findings can inform any future investment studies.

LEGAL IMPLICATIONS / RISKS

24. There are significant risks associated with the implementation of a greywater reuse system, and it is recommended not to make it mandatory based on the findings to date.

TE AO MĀORI APPROACH

25. As part of this desktop study there has been no discourse about greywater reuse with tangata whenua. If council were to introduce this approach it is highly recommended to seek tangata whenua perspective at an early stage.

CLIMATE IMPACT

26. While greywater reuse has the potential for a reduction in water demand and wastewater production, which has a positive environmental impact, the reduction of infrastructure needs to provide watersupply and wastewater services to the community is estimated to be minimal and would not result in large carbon emission reductions.

CONSULTATION / ENGAGEMENT

27. There has been no consultation undertaken as part of this desktop study.

SIGNIFICANCE

28. 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.
29. 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.
30. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of low significance.

ENGAGEMENT

31. Taking into consideration the above assessment, that the matter is of low significance, officers are of the opinion that no further engagement is required.

NEXT STEPS

32. No further steps are proposed at this stage.

ATTACHMENTS

Nil

10.4 City Centre Streets Project - Movement Pilot Decision

File Number: A20135880

Author: Emily McLean, Manager: Urban Centres Development
Shawn Geard, Manager: Transport System Operations

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

PURPOSE OF THE REPORT

1. This report seeks a decision on whether to keep, change or remove the City Centre Movement Pilot. It also outlines the next steps for the Movement and Access Framework and the City Centre Streetscape Investment Case.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "City Centre Streets Project - Movement Pilot Decision".

Movement Pilot

- (b) Approves Option C: Make the one-way pilot system permanent with modifications.
This includes making parts of Hamilton, Wharf, Willow, and Spring Streets permanently one-way.
- (c) Notes that:
 - (i) Staff will implement operational improvements, where possible, such as loading bays, and parking on Wharf, Willow (South) and Spring Streets in response to community feedback.
 - (ii) Changes to parking facilities on Willow Street (South) including replacing the cycle lane with angled parking to increase spaces.
 - (iii) These improvements will be delivered using existing budgets.

Hamilton Street

- (d) Notes that a separate report will be presented on Hamilton Street design and investment at a later Council meeting for decision.

Movement and Access Framework / Investment Case

- (e) In response to feedback on the Pilot and proposed improvements, directs staff to include the following in the Movement and Access Framework:
 - (i) That the future function of Willow Street (central) is to be a pedestrian-focused core within an interim shared-space operation
 - (ii) That Grey Street should remain two-way.
 - (iii) That The Strand should remain two-way
 - (iv) That the layout changes made via resolution (c) should be made permanent.
- (f) Notes that staff will return to Council before any permanent streetscape investments are confirmed.
- (g) Notes that staff will present the City Centre Streetscape Investment Case as part of the preparation of the 2027-2037 long-term plan, and that Council will undertake capital budget allocations and prioritisations through that process.

EXECUTIVE SUMMARY

2. Te Manawataki o Te Papa (TMoTP), alongside other private investment, is a generational project that will change how people move to and experience the city centre. This investment comes at a critical time for revitalising central city activity.
3. The TMoTP business case modelling shows pedestrian visits are expected to increase from about 1,600 per day to around 5,500 by 2035—equivalent to roughly 2 million visits a year.
4. Planning for this growth now helps ensure increased pedestrian movement translates into longer visits, stronger local spending, and sustained activity for city-centre businesses and surrounding development.
5. Our community has told us they want a vibrant, well-planned city centre that is inclusive, accessible and diverse, with more activities and events for all to enjoy. The City Centre Movement Pilot (the Pilot) tested one-way streets to improve safety and make the city centre easier to move around.
6. The pilot reduced traffic and lowered vehicle speeds in the city centre. Monitoring found no significant ongoing safety issues. However, some people reported feeling unsafe, especially at key intersections where the temporary changes were limited. Over 1,300 people provided feedback, raising concerns about confusing layouts, access, and parking.
7. Some concerns identified through feedback relate to the temporary nature of the Pilot layout and will be improved by making changes permanent. Other concerns relate to the scale and pace of change across the city centre. Staff plan to make improvements to the pilot through the changes outlined in this paper. Alignment of street system improvements is vital to ensure the full benefit of city-centre investments are realised over the long term.
8. Staff recommend making the one-way pilot system permanent with modifications (Option C), including some low-cost improvements using existing budgets. A one-way street system around the core of the city will improve accessibility and safety, promote walking, cycling and public transport use, and provide additional parking including for mobility users.
9. This paper focuses on changes to Harington Street, Hamilton Street, Willow Street, Wharf Street and Spring Street. Feedback on making Grey Street and The Strand one-way was largely negative, and these two are not in scope of the recommended changes.
10. There is funding in the current 2024–34 Long-Term Plan and Annual Plan for city centre street changes. This will be clarified with Council over the next 15 months. The timing and sequencing of street investment will be coordinated with other infrastructure planning, such as water assets. The decision in this report focuses on street function and movement (the Movement Framework) and does not pre-empt future decisions on project scope, timing, or capital budgets for permanent works.
11. This paper focuses on the decision to make the city street pilot changes permanent with small adjustments to improve the safety and clarity for users. The decision needs to be made now as two years have elapsed since the start of the pilot, which is the maximum time allowed under the Land Transport Rule: Streets Layout 2023.

BACKGROUND

12. Tauranga's city centre is changing. Projects like TMoTP and realisation of the Priority One Blueprint are increasing activity and travel demand. The street network needs to be safe, easy to use, and accessible. It also needs to support businesses and make the city centre an attractive place to visit.

City Centre Movement and Access Framework

13. The City Centre Movement and Access Framework (the Movement Framework) is part of the City Centre Action and Investment Plan (City Centre AIP). It supports the shift to a people-focused city centre that is easier to access and move around. It aims to make travel simpler

for people of all ages and abilities, whether they drive, walk, cycle, use micro-mobility, or take public transport.

14. The Movement Framework focuses on:
 - (a) accessible networks with a pedestrian-focused, low-speed central core.
 - (b) a prioritised public transport route, including a rapid bus spine (Hamilton St).
 - (c) a city centre that is a destination to travel to, with through-traffic routed around people focused spaces; and
 - (d) efficient use of the limited street space, including edge-of-centre parking and good access to our new venues like TMoTP.
15. The city centre street network has limited space. To meet the Movement Framework goals, some streets need to be made one-way to direct traffic around the core area. One-way streets can free-up more space for safer and more pleasant movement around the area for all modes of transport. While growing pressures are ongoing these can transitionally help provide for additional carparking on street.

City Centre Movement Pilot

16. To test street changes that support the Movement Framework, the Commissioners approved the City Centre Movement Pilot on 12 February 2024 (Council Resolution CO1/24/12). The Pilot began in March 2024 under the Land Transport Rule: Streets Layout 2023 (Section 3). This Rule allows temporary, low-cost trials. It also supports data collection, and iterative changes to street layouts in response to feedback, before a permanent decision is made.
17. Under the Land Transport Rule, Council must, within two years, assess trials and decide whether to make changes permanent or return to the pre-trial layouts. The assessment must consider:
 - (a) *any information or data it has collected while monitoring the operation of the trial, and*
 - (b) *must receive and consider feedback from the public on the changes, based on their experience of using the street.*

These inputs inform which parts of the Pilot should be adopted into the permanent Movement Framework.

18. The Pilot introduced one-way traffic on five streets - Harington Street, Hamilton Street, Willow Street, Wharf Street and Spring Street.
 - (a) Harington Street east of Willow St was returned to two-way in February 2025, west of Willow St is planned to return to two-way when adjacent construction allows.

Progress and Evaluation

19. Monitoring shows the Pilot helped reduced traffic delay in the city centre and lower vehicle speeds. This supports a safer, low-speed environment. We acknowledge the consistent feedback we heard in relation to safety especially at key intersections (the Strand and Hamilton Streets, and Hamilton and Willow Streets). Since the Pilot began, staff have made changes to fix day-to-day issues raised by users. This includes returning Harington Street (east) to two-way in early 2025 and improving loading bays and accessible parking.
20. Council ran workshops, events, and a survey across the city in September 2025 with over 1,300 responses. The engagement report was shared with Councillors at a briefing in February 2026.
21. Key themes from community feedback included:
 - (a) Around 60% of comments have concerns or negative views about the one-way system, sometimes in relation to the amount of broader change and construction happening around the city.
 - (b) Many people found the one-way layout confusing, especially infrequent visitors.

- (c) Concerns were raised around safety at key intersections. This points to the challenges/limitations of using tactical approaches.
 - (d) Some drivers had trouble finding a carpark and reported driving around the area to look for a spot.
 - (e) Some retailers were concerned about customer access.
 - (f) There were mixed views about specific streets and limited support for one-way operation on Grey Street and The Strand. There is broader acceptance of two-way operation on Harington Street and pedestrianising Willow Street (central), and interest in a staged or time-based approach for making permanent changes.
22. While negative views of one-way systems are common, staff note that many of the issues raised can be addressed through the design of permanent changes. These include clearer legibility and navigation, more consistent road markings and signage, and adequate provision for mobility parking and loading bays, with some additional parking also proposed.
23. Community discussions indicate that while one-way streets are unpopular with some users, they are generally accepted when the long-term goals for revitalising the city centre are understood.
24. There were stronger feelings about some of the proposed one-way changes, with opposition to Grey Street at 73%, and for The Strand at 67%. These changes have been taken out of scope in the short-term with priority given to more time-sensitive and impactful changes for Hamilton, Spring, Wharf, and Willow streets.

Summary of timeline

25. Below is a high-level summary of relevant historical and future dates of relevance to the Pilot and the wider Movement Framework.

Governing body	Milestone	Date
Commission	Adopted City Centre AIP (and City Centre Movement Framework)	August 2022
Commission	Adopted revised City Centre Movement Framework	Feb 2024
Commission	Approved Movement Pilot for Hamilton, Wharf, Willow, Harington and Spring Streets	Feb 2024 (implemented in March 2024)
Commission	Adopted 2024-2034 Long-term Plan with \$80m bulk fund envelope for city centre streets over 10 years	April 2024
Commission then Council	Targeted community feedback on Movement Pilot	March 2024 onwards
Council	Amended Movement Pilot to return Lower Harington Street to two-way	Dec 2024
Council	Council and stakeholder public workshop on Movement Framework and investment	April 2025
Council	Approved community engagement on Movement Framework and implementation plan	August 2025
Council	Engagement undertaken with stakeholders and community	September 2025
Council	Elected member briefing	February 2026

Council	Decision on the Movement Pilot	Today
Council	Decision on design and implementation of Hamilton Street upgrade	June/July 2026
Council	Consider and approve Investment Case and updated Movement Framework	August 2026
Council	Approve draft long-term plan budgets (including outcomes of Investment Case subject to prioritisation processes)	Feb 2027
Council	Adopt long-term plan	June 2027
Council	Implement physical projects, including implementation/ upgrades for Wharf, Willow and Spring	Dependent on LTP budgets

STATUTORY CONTEXT

26. The Pilot was delivered as a temporary trial under the Land Transport Rule: Streets Layout 2023. Council must decide within two years whether to make the changes permanent or return streets to the pre-trial layouts. Any permanent changes will also need to follow Council decision-making requirements and budget processes.
27. Section 3 of the Streets Layout 2023 rule requires decisions on adoption of pilots to be made with consideration of the data and monitoring activities collected throughout the pilot, and stakeholder feedback.

STRATEGIC ALIGNMENT

28. 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	✓

29. Inclusivity is central to the AIP with priority given to people-focused system design that serves users of all ages, stages and abilities.
30. The Movement Framework is a central part of the City Centre AIP and helps to fulfil the Plan's vision of "Te Rapunga Ora ki Te Papa - a great place to live, work, learn and play." The Movement Pilot was a critical step in trialling changes to how people move into and through the city centre.
31. A well-working movement network is key to a lively city centre that can host regular, high-quality public events. Moving toward one-way streets and a more pedestrian-focused core makes it easier, safer, and less costly to close streets for events such as Children's Day, the Tauranga Jazz Festival, and community events, which currently rely on complex and expensive temporary traffic management.
32. A simplified movement network will also improve access to premier event locations, strengthening the connection between key civic destinations and ensuring the city centre is welcoming and easy to navigate during both everyday activity and major events

OPTIONS ANALYSIS

33. The decisions invited by this report cover four key issues:
- (a) Benefits of the one-way streets
 - (b) Decision on the City Centre Movement Pilot
 - (c) Implementation of decision on City Centre Movement Pilot – recommended option
 - (d) Further direction on the wider Movement Framework.

Issue 1: Benefits of the one-way streets

Hamilton Street between The Strand and Durham Street

34. Hamilton Street has been affected by construction and layout changes since 2017 and will become the main street frontage for three major venues by the end of 2028. These changes bring higher levels of activity, while space to manage levels of service is limited. The main impacts are outlined below.
- (a) Supporting passenger transport
 - (i) Hamilton Street will become the rapid bus spine, providing frequent and reliable services through the city centre. A Bay of Plenty Regional Council bus stop will serve the Civic Precinct, and a tour coach stop will provide safe access for schools and tour groups visiting the TMoTP and other venues in the city centre.
 - (ii) Under the previous road layout, there is not enough footpath space to provide shelters and waiting areas for bus users while maintaining safe pedestrian movement. There is also insufficient road width to allow for coach drop-off and waiting bays alongside two-way traffic.
 - (b) TMoTP building access
 - (i) The steep gradient of Hamilton Street presents challenges to street frontage and building access for pedestrians and service vehicles. Maximising internal building space is complicated by the slope, and a wider footpath would allow for differences in levels and more user-friendly access by constructing features such as planting or seating at intervals.
 - (ii) This would be more difficult with a two-way traffic layout which reduces the available space for footpaths and landscaping.

Wharf Street / Willow Street

35. Wharf Street is expected to have significantly higher demand from both pedestrians and motorists when the Library and Community Hub building is completed, alongside a need for increased mobility carparks nearby. This is likely to put strain on the on street carparking.
36. Retaining two-way travel on these roads is likely to reduce general vehicle carparks within this area. Provision for one-way on Wharf Street (even if only east of 50 Wharf Street) could provide for an additional 11 carparks, including mobility and short-term spaces adjacent to the library.
37. A one-way on Willow Street between Wharf Street and Spring Street supports the function of both Wharf Street (one-way) and Willow Street (between Hamilton Street and Wharf Street), This one-way function can be used to either retain two-way cyclist movement or to add an additional 3 (+motorcycle) carparks.
38. The 'U shaped' one-way layout from Wharf St – Willow St - Spring St provides a logical flow for traffic that needs to enter the area, while discouraging through-traffic which would be more efficient to follow the main traffic network as outlined in Figure 1 below.



Figure 1: Outline of one-way streets (Option C)

39. The proposed one-way streets support access to the Library, Art Gallery, and other nearby venues, and enables Willow Street to be used for accessibility services such as taxis and ride-share for pick-up and set-down.

Issue 2: Decision on the City Centre Movement Pilot

40. Council has three options to consider for progressing the Movement Framework in response to the Pilot:

Option A – Make the one-way system permanent as piloted (not recommended)

41. This option confirms the Pilot in its current form, providing immediate certainty and alignment with the City Centre AIP and Movement Framework objectives. However, it does not fully reflect lessons learned during the pilot and carries low community support for the layout as implemented, meaning legibility and access concerns raised through engagement may persist until permanent works are delivered.

Option A	Advantages	Disadvantages/Risks
<p>Permanent one-way (as piloted)</p> <p>Retain the current pilot layout</p> <p>Cost</p> <p>No additional cost.</p>	<ul style="list-style-type: none"> Provides certainty. Aligns well with the City Centre AIP Supports the bus spine on Hamilton Street Enables public realm improvements 	<ul style="list-style-type: none"> Not the preferred option through community engagement. Does not consider lessons learned from the Pilot and tactical issues remain

42. The current pilot road layout is depicted in Figure 2 below.



Figure 2: Current movement pilot layout

Option B – Revert to Two-Way (not recommended)

- 43. Return all affected streets to their pre-pilot two-way layouts (noting reversion would need to follow major construction works around the city centre).
- 44. This would align with a higher portion of community sentiment. However, this is not feasible in key locations, particularly Hamilton Street, where corridor width is insufficient to provide the rapid bus spine. Reverting would undermine the Movement Framework and strategic objectives of the City Centre AIP. It could not be delivered until major construction projects in the city centre are complete.

Option B	Advantages	Disadvantages/Risks
<p>Revert to Two-Way Streets</p> <p>Return all streets to pre-pilot layout</p> <p>Cost</p> <p>~\$150k to revert to previous trial state from existing budgets.</p> <p>~\$516K write off needed as unbudgeted operational expenditure. Could be repaid over 10 years.</p>	<ul style="list-style-type: none"> • Community feedback was most supportive of this option. • Provides certainty 	<ul style="list-style-type: none"> • Not feasible for Hamilton Street (bus spine) • Undermines the City Centre AIP • Reduces footpath/pedestrian space and provides few other opportunities for public realm amenity improvements incl. carparking. • Creates unbudgeted costs to remove the Pilot. • Does not support expected pedestrian demand in support of the TMoTP business case. • Cannot occur until construction ends

Option C – Make the one-way system permanent with modifications (Recommended):

- 45. This option keeps the one-way elements needed to deliver the Movement Framework. This includes Hamilton Street, Willow Street, Wharf Street and Spring Street, while modifying street layouts and space allocation to respond to pilot data, community feedback and real-world performance.
- 46. The current layout preserves lower volumes in the core, slow-speed conditions, and does not cause safety issues, creating room to fine-tune rather than overhaul the approach. This also provides the ability to stage or defer elements of the Movement Framework based on evidence and demand triggers. The proposed layout is reflected in Figure 1 above.

Option C	Advantages	Disadvantages/Risks
<p>Make the one-way pilot system permanent with modifications (recommended)</p> <p>Retain essential one-way elements but refine layouts, space allocation and staging</p> <p>Cost ~\$20K to be funded from existing budgets</p>	<ul style="list-style-type: none"> • Balances evidence and feedback • Aligns well with the City Centre AIP • Supports bus spine. • Improves legibility. • Allows flexible staging. • Enables public realm upgrades. • Estimated increase of 11 parking spaces including mobility spaces. 	<ul style="list-style-type: none"> • Requires incremental decisions. • Some community concerns remain but can be largely addressed through design

- 47. Option C best balances community feedback with technical requirements, keeps the rapid bus spine and pedestrian-focused core deliverable within constrained corridors, improves legibility through permanent works, and enables flexible, staged implementation aligned with the opening and activation of TMoTP.
- 48. A Multi-Criteria Assessment (MCA) at Attachment 1 was undertaken to compare the three options against strategic alignment with the City Centre AIP, community feedback, safety and accessibility outcomes, deliverability, cost and value for money.
- 49. Option C (permanent one-way with modifications) achieved the highest overall MCA score (29/40) and ranked first, indicating the strongest balance of evidence, feedback and strategic fit.
- 50. Option A (retain the Pilot as-is) scored 27/40 and ranked second, reflecting alignment with strategic objectives but lower community support and unresolved tactical issues. Option B (revert to two-way streets) scored 18/40 and ranked third, due to feasibility constraints, weaker strategic alignment, and poorer long-term outcomes.
- 51. Option C is recommended and is reflected in recommended resolution (b).

Issue 3: Implementation of Decision on City Centre Movement Pilot - recommended Option C

- 52. Option C above enables a staged approach. Initially, the changes described in the following paragraphs can be implemented as part of making the Pilot permanent (with modifications). These can then be built into the Movement Framework and subsequent Investment Case work and implemented in full as funding allows.
- 53. The short-term implementation covers two separate matters:
 - (a) U-shaped one-way

(b) Parking variation – Willow Street

Wharf, Willow (South) and Spring Streets (“U-shaped” one-way)

54. Maintain one-way operation to support the Library and Community Hub, Art Gallery and other destinations, improve intersection safety, and provide loading bays, crossings and additional car parking as needed. Constraints around Baycourt loading are being investigated and the one-way may help.
55. These short-term improvements can be implemented using existing budgets and are recommended – see recommended resolutions (c) and (d).

Parking variation – Willow Street

56. Remove the cycle lane on Willow Street (between Wharf and Spring Streets) and convert to angled car parking (with an estimated increase of 8 to 11 spaces) with additional motorcycle parking. The Movement Framework largely relies on the slow-speed core to improve safety and accessibility for cyclists within the inner-city centre. A City Centre Cycling Route map is provided as Attachment 2.
57. These short-term improvements can be implemented using existing budgets and are recommended – see recommended resolutions (c) and (d).

Hamilton Street

58. Note that there are also short-term implementation opportunities relating to Hamilton Street. These include providing space for bus stops, coach parking, wider footpaths and greenery, better access to new venues, addressing current asset condition concerns in relation to the road pavement deterioration, and reducing impact on adjacent developments once open.
59. The design and investment of Hamilton Street will be covered in a subsequent Council paper – see recommended resolution (e).

Issue 4: Further direction on the wider Movement Framework

60. It is anticipated that the decisions made under Issue 3 above regarding short-term implementation will be included in the Movement Framework.
61. Based on evidence and feedback, the following direction is recommended for updating the Movement Framework:
- (a) Willow Street (central): Confirm a pedestrian-focused core between Hamilton and Wharf Streets, consistent with the TMoTP Masterplan. An interim shared-space approach can be used prior to full pedestrianisation, with emergency/service access retained.
 - (b) Grey Street: Retain two-way operation and monitor pedestrian demand along Te Manawa Huanui (central walking spine). Any future changes to be set out in the investment case.
 - (c) The Strand: Retain two-way and consider a slow-speed/shared-space treatment; a future one-way decision can be made independently to support use of road corridor for events and/or additional space for angled car parking.
62. These recommendations are addressed in recommended resolution (f).

FINANCIAL CONSIDERATIONS

Financial Background – current Long-term Plan and emerging Investment Case

63. The 2024–34 Long Term Plan (“LTP”) includes a bulk funding envelope of \$80 million for city centre streets over ten years. Most of this funding is from 2027/28 onwards and will be reviewed over the next 15 months prior to adoption of the 2027-37 LTP. Staff think that this value can be substantially decreased during the upcoming LTP process.

- 64. The LTP programme is intended to align necessary transport and waters asset renewals (pavements, kerbs, lighting and three waters networks) with the sequencing and timing of upgrades in the city centre. This integration allows Council to coordinate renewals with movement outcomes and development interfaces, reducing re-work and improving value for money.
- 65. The cost and timing of permanent streetscape works will be considered and rationalised through the Investment Case and Implementation Plan which will inform the 2027-37 LTP, prior to Council confirming any capital commitment.
- 66. The decision in this report is limited to street function and flow (the Movement Framework) and does not pre-empt future decisions on scope, timing, or capital budgets for permanent works. However, if Council proceeds with making one-way elements permanent (Options A or C), confirming the sequencing and timing of funding for elements of the streetscape and roading changes will be needed through the LTP.
- 67. Recent city centre projects that integrated with street upgrades, including the University of Waikato and Durham Street and Elizabeth Towers, show that design and procurement need to start early to maximise opportunities for co-development and to reduce disruptions.
- 68. The forthcoming Investment Case and Implementation Plan will set out a sequencing and staging methodology that prioritises: (a) critical path corridors, (b) frontage / development interfaces, and (c) road renewals to limit disturbance, applying a “right spend, right time, right place” approach to maximise value and minimise disruption.

Financial considerations on the decision about the Movement Pilot.

- 69. Option A does not necessitate any additional short-term investment, as the movement pilot will continue in its current form.
- 70. If Council chooses to return to two-way traffic (Option B), the estimated cost is ~\$150k of OPEX. This can be funded from the current Transport budget. The \$516k cost of the trial would need to be written off as unbudgeted operating expenditure. This amount could be repaid over 10 years.
- 71. Option C has an anticipated capital cost of \$20k to support some additional parking changes and minor amendments. This will be funded from existing budgets.

LEGAL IMPLICATIONS / RISKS

72. The following table outlines the key risks and mitigation measures:

Risk	Mitigation
<p>Reputational and community confidence risk.</p> <ul style="list-style-type: none"> • Community feedback shows low support for some one-way streets. • Making elements permanent may increase concern if people feel feedback has not been addressed. 	<ul style="list-style-type: none"> • Stage changes and allow time for adjustment. • Clearly explain how feedback has shaped the final design. • Improve signage, access, and layout clarity before permanent works
<p>Operational and Safety risks.</p> <ul style="list-style-type: none"> • Although the crash data does not show significant trends, user feedback indicates ongoing safety and legibility concerns at key intersections and along the one-way loop, particularly where temporary arrangements are used (e.g., faded markings, planter placements, temporary geometry). 	<ul style="list-style-type: none"> • Moving from temporary to permanent layouts (funding dependent) enabling clearer design. • Data-informed refinements to intersections, crossings and loading zones. • Short-term safety improvements ahead of permanent upgrades.

<p>Strategic and financial risk.</p> <ul style="list-style-type: none"> Choosing a layout that does not align with the City Centre AIP or does not provide the required space for key functions, particularly the Hamilton Street rapid bus spine, could compromise the long-term viability of the Movement Framework and outcomes for the city-centre 	<ul style="list-style-type: none"> The recommended modified option balances community views, City Centre AIP alignment, public transport needs and financial responsibility. Staged refinements based on demand triggers and data.
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TE AO MĀORI APPROACH

73. The recommended approach supports manaakitanga and whanaungatanga by creating safer, more welcoming streets and better access to Te Manawataki o Te Papa. It supports kotahitanga by responding to community feedback and adapting the Pilot with partners. It supports kaihiakitanga by prioritising walking and public transport, which helps reduce emissions and supports a healthier urban environment.
74. During the Movement Pilot and the wider City Centre Streets engagement (September 2025), Council met with hapū representatives and held a workshop with Tangata Whenua. Feedback from Ngāi Tukairangi, Ngāi Tamarāwaho and Ngāti Tapu emphasised a whole-of-street view (each street has its own wairua). It also highlighted opportunities for street naming and for stronger cultural identity through wayfinding, storytelling/toi, and protecting viewshafts. This work will continue through the updated Movement and Access Framework and later streetscape design, so Māori design values are built into permanent upgrades.

CLIMATE IMPACT

75. The Movement Framework and the modified Pilot can reduce transport emissions in the city centre by supporting a shift to lower-carbon ways of travelling. A simpler and more predictable street network makes it easier and safer for people to get around, no matter how they travel. This can reduce emissions by:
- supporting reliable bus services.
 - making walking safer and more attractive.
 - reducing unnecessary vehicle circulation; and
 - supporting long-term low-carbon travel choices.

CONSULTATION / ENGAGEMENT

76. We received feedback throughout the Pilot using workshops, events, and a city-wide survey. More than 1,300 responses were received, and key themes have informed the recommended option.

SIGNIFICANCE

77. 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.
78. 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.
79. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of medium significance.
80. The movement framework affects a significant subgroup of people, being those who access this part of the city centre on a regular or occasional basis. Substantial change is ongoing in our city centre, and it is accepted that this change heightens the impact on people, but once the changes have been made permanent most users adapt quickly and provides for other changes ongoing.
81. While decisions made through this report are intended to be permanent, details of this are intended to be tested and developed alongside future investment decisions before any significant capital expenditure is incurred.

ENGAGEMENT

82. Taking into consideration the above assessment, that the decision is of medium significance, and that significant engagement has been undertaken through the Pilot period, it is the opinion of officers that no further engagement is required prior to Council making a decision.

NEXT STEPS

83. Following a decision on the Movement Pilot:
- (a) Begin work to implement the decision and comply with timing requirements in the Land Transport Rule, and to provide feedback to participants of community engagement activities.
 - (b) The City Centre Movement and Access Framework will be updated in line with the Council decision and presented for consideration and approval (August 2026)
 - (c) In parallel with approval of the Movement Framework, staff will present the Investment Case and Implementation Plan for approval which will provide a ten-year plan for streetscape upgrades in the city centre, including clear decision points for Council on scope, timing and funding before any capital commitment is confirmed (August 2026).
 - (d) Feedback on safety concerns will be addressed in the coming weeks. This includes improving give-way and stop line markings and trimming trees to improve visibility at Hamilton Street/The Strand and Harington Street/Willow Street intersections.
 - (e) Road layout changes will be made to maintain the safety of all road users as development activities progress. For example, Willow St between Harington and Hamilton may shortly be one-way due to a hoarding associated with Northern Quarter.

ATTACHMENTS

1. **Attachment 1 City Centre Option Analysis (MCA) - A20167707**  
2. **Attachment 2 City Centre Cycling Access Map - A20167709**  

10.5 Strategy Stocktake - Tauranga Matauraunui (Inclusive City Strategy)

File Number: A20101778

Author: Sarah Searle, Principal Strategic Advisor

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

PURPOSE OF THE REPORT

1. This is the second in a series of reports to the City Future Committee that gives 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 Matauraunui (Inclusive City Strategy)".

EXECUTIVE SUMMARY

3. As set out in the first Strategy Stocktake report to the [City Future Committee on 31 March](#), 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 second outcome and strategy to be presented is [Tauranga Matauraunui – Inclusive City 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. Findings set out below include –
 - (a) some strategies and plans that are strategically sound but need more clarity around Council's desired direction and level of investment (for example accessibility, safety, homelessness, welcoming communities);
 - (b) some plans where a refresh is already underway (for example Arts, Culture and Heritage, and Historic Village); and
 - (c) some plans which are impacted by the new events-focussed community outcome (e.g. Events AIP).

BACKGROUND

Strategy development

6. Tauranga Matauraunui was developed as part of Council's [Our Direction strategic framework](#) which was adopted in 2022. Development of Our Direction was an iterative process with involvement from key stakeholders, community and mana whenua (see also section below re Te Ao Māori approach).

7. The structure of the Our Direction framework changed slightly with the introduction in November 2025 of one new community outcome (***A vibrant city that embraces events***) and merging of two existing outcomes (to become “A well planned city that is easy to move around”).
8. These outcomes and associated strategies will be covered in upcoming reports to the City Future Committee, however the new (Events-focussed) outcome will have a direct impact on this Community Outcome and some associated plans, as outlined below.

Strategy overview

9. The Inclusive City Strategy delivers on the community outcome Tauranga Matarauui. The overall aspiration is that *“We lift each other up. We are an inclusive city that celebrates our past, is connected in our present and invested in our future, where people of all ages, beliefs, abilities and backgrounds are included, feel safe, connected and healthy”*.
10. The five goals of the strategy are -
 - 1. Wellbeing
 - 2. Access
 - 3. Inclusion and diversity
 - 4. Safe communities
 - 5. Strong neighbourhoods and liveable communities

Associated strategies and plans

11. 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 Western Bay of Plenty District Council) and may be place-based (e.g. Historic Village) or topic-based.
12. Currently under Tauranga Matarauui in Our Direction is -
 - Accessible Tauranga Action & Investment Plan 2023-2033
 - Welcoming Communities WBOP Plan (new plan 2025 – 2028)
 - Safer Communities Action & Investment Plan 2023-2033
 - SmartGrowth Housing Action Plan 2021
 - Kainga Tupu – WBOP Homelessness Strategy 2023-2028
 - Arts, Culture & Heritage AIP 2023-2033
 - Tauranga Events Action & Investment Plan 2023-2033
 - The Historic Village Strategic Plan 2020
13. The details of these AIPs / strategies are set out in **Attachment 1**.
14. Progress against actions is reported annually to the City Delivery Committee with the [last report in June 2025](#) and also covered in Council’s [LTP Performance Measures](#).

Summary stocktake findings

15. 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.
16. The stocktake did not recommend any major changes to the Inclusive City Strategy.
17. Overall feedback from many AIP owners was that the plans were still strategically sound. However, in many instances funding and prioritisation of actions is an ongoing challenge.

18. Detail around the associated plans is included at Attachment 1, however in summary -
- Accessible, Safer Communities AIPs – strategically sound, minor tidy-up of actions, greater clarity needed re level of investment
 - Arts, Culture and Heritage AIP – major refresh needed and underway
 - Events AIP – move to new community outcome, to be refreshed as needed following completion of Events Strategy, which will be reported to an upcoming City Future Committee meeting
 - Historic Village Strategic Plan – minor refresh is underway with community workshops held in April
 - Welcoming Communities WBOP Plan – draft of new plan for 2025-2028 has been produced and resourcing decisions need to be made through the LTP process.
 - Kainga Tupu WBOP Homelessness Strategy – strategically sound, input is needed from Councillors around appetite and expectations for Council’s role in the homelessness space
 - SmartGrowth Housing Action Plan – joint multi-party strategy that remains in place with a refresh underway
19. Any changes to strategies and plans beyond minor changes (for example tidy-up of or rephrasing of actions) will need to be in conjunction with stakeholders and mana whenua who were extensively involved in their development.
20. Our strategic framework and LTP decision making will also be influenced by changes at a national level such as Local Government Review and ‘Back to basics’ reform direction. 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.

STATUTORY CONTEXT

21. 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.
22. Tauranga Matarauui and associated plans are also impacted by legislation and regulation including Te Tiriti o Waitangi, Human Rights Act 1993, NZ Bill of Rights Act 1990, Building Act 2004 (accessibility provisions), the Resource Management Act and the Civil Defence Emergency Management Act 2002.

STRATEGIC ALIGNMENT

23. 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	✓

24. While this strategy is primarily focussed on an inclusive city it links to all outcomes, by ensuring environmental initiatives, transport planning, economic growth, and events are designed so everyone can participate and benefit. This includes, for example, equitable access to parks and green spaces, accessible public transport and streets, inclusive

pathways into jobs and education, and events that are welcoming and usable for people of different cultures, ages, and abilities.

OPTIONS ANALYSIS

25. Options are not presented as this paper is primarily an update on strategic work programme.

FINANCIAL CONSIDERATIONS

26. 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

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

TE AO MĀORI APPROACH

28. A Te Ao Māori approach is woven through all the primary strategies in Our Direction.

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).

29. 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.

30. The Arts, Culture & Heritage AIP which is being reviewed also focusses on Māori cultural identity.

CLIMATE IMPACT

31. The Inclusive City Strategy contributes to climate outcomes by building equitable adaptation capacity, enabling inclusive participation in emissions reduction, and strengthening community relationships with nature and biodiversity.

32. Strategies such as the SmartGrowth Housing Action Plan have a direct impact on city planning and therefore emissions and adaptation.

CONSULTATION / ENGAGEMENT

33. Consultation and engagement was undertaken around development of Our Direction from 2020-2022.

34. As this report is primarily for information only no further engagement is recommended at this stage. Plans to re-engage with mana whenua, relevant stakeholders and community will be developed for any AIPs flagged for more substantive changes.

SIGNIFICANCE

35. 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.

36. 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.
37. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of low significance. While inclusivity can be of high significance, this report is of low significance as it is primarily an update on a workstream.

ENGAGEMENT

38. 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

39. The issues identified in the stocktake will be added to the LTP Issues List, and presented to Council for direction as part of the LTP process.
40. Staff will continue to bring updates to City Future Committee on the three other primary strategy areas and on the updates to the Events Strategy and AIP.
41. Staff will continue to work with AIP Owners and Leads to progress any amendments required in advance of the LTP.
42. Prioritisation between AIPs and relevant work programmes will be undertaken through the LTP planning process.

ATTACHMENTS

1. **Appendix A - AIPs under Tauranga Matarauui (City Future 19 May) - A20170648** [↓](#) 

10.6 Coastal Structures Policy Review

File Number: A19555019

Author: Scott McCauley, Facilities Specialist
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Carmen Norris, Corporate Planner

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

PURPOSE OF THE REPORT

1. To obtain direction on issues and options to prepare a draft updated coastal structures policy for consultation.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Coastal Structures Policy Review".
- (b) Agrees to the following recommended options being included in a draft policy:
 - (i) updating the policy to clearly outline Tauranga City Council's obligations under global resource consents (a single resource consent that applies to multiple structures across more than one site) , specifically the requirement to maintain all structures listed in the consent, unless responsibility is formally transferred or the structure is removed from the consent (Issue 1: Options B and C)
 - (ii) retaining the existing approach to coastal structures with a community benefit (Issue 2: Option B)
 - (iii) continuing to prioritise soft measures wherever these can provide effective and sustainable resilience, while updating the policy to acknowledge that where soft protection alone cannot adequately safeguard critical assets or high-risk areas, hybrid solutions should be considered. (Issue 3: Option B)
- (c) Agrees to the following policy clarifications (Issue 4):
 - (i) expanding the scope of the policy to include council land affected by coastal processes such as erosion and inundation, not just coastal structures
 - (ii) amending the policy to clarify that to meet health and safety requirements, in addition to the option to repair of the coastal structure the council may also consider removing the structure or restricting public access to the structure as appropriate
 - (iii) requiring decision making to consider relevant long term council strategies
 - (iv) providing guidance (outside the policy) for property owners on how to identify ownership and maintenance responsibilities for coastal structures.

EXECUTIVE SUMMARY

2. The Coastal Structures Policy guides how Tauranga City Council manages coastal structures on council owned or administered land, including decisions on installation, repair, and renewal. The policy prioritises structures that provide a community benefit or protect strategic assets and confirms that the council will not install or maintain structures intended primarily to protect private property.

3. This review, undertaken as part of the three-year policy cycle, is timely given upcoming Long Term Plan preparation and the recent release of updated harbour and the coastal inundation data by Bay of Plenty Regional Council (BOPRC) in 2026.
4. Feedback from council teams has highlighted the need for clearer guidance on how to apply the policy, particularly when responding to property owners concerned about coastal structures that primarily protect private property but are included within the council's global resource consents. Under the current consent conditions, all listed structures must be maintained unless they are formally removed or their management responsibility is transferred. This requirement is not clearly reflected in the policy, creating confusion about the council's obligations.
5. Further updates are proposed to:
 - consider whether to allow coastal structures on council land if they provide a community benefit even if it is not a council delivered activity (for example surf clubs and marae)
 - include hybrid designs in the types of coastal protection structures to be considered (hard protections like seawalls alongside soft protections like dunes)
 - provide a selection of other policy improvements to enhance understanding and clarity.
6. Te Rangapū Mana Whenua o Tauranga Moana policy sub-committee emphasised the importance of restoring and enhancing the coastal environment, reducing hard protection structures where practical, and supported protection for community assets. A summary of their feedback is provided in Attachment 1.
7. The current Long Term Plan (LTP) does not include sufficient budget to maintain all coastal structures in the global council resource consent, noting that some structures may no longer justify investment based on asset value or risk. Work is underway to review coastal structures in the resource consent prior to the LTP including updating budget requirements. Clarifying policy positions through the review will support this work.
8. Following the committee's direction on the issues and options in this report, staff will prepare a draft updated Coastal Structures Policy for consideration and community consultation.

BACKGROUND

9. The Coastal Structures Policy outlines how the council manages structures on council owned or administered land. Originally adopted in 2006, the policy responded to a BOPRC requirement that all structures in the coastal marine area have a resource consent. As such, the coastal structures policy was developed to help determine which existing structures on council land the council would continue to maintain, and these structures were included in council resource consents². Under the policy, council accepted ownership and future management of structures that provide a community benefit. The policy states that in general, the council will not maintain coastal structures where the primary benefit is the protection of private or commercial interests. A 2019 review reaffirmed these principles and updated guidance to prioritise maintaining structures that protect essential public assets, while continuing to prohibit new private protection structures on public land.
10. Climate related pressures such as more frequent extreme rainfall, coastal erosion, and sea level rise are raising community concerns about property risk. This may drive greater community interest in new or expanded coastal protection works to safeguard property. The Government's Resource Management Reforms are also expected to reshape land use planning and environmental and natural hazard management. Current signals indicate that property owners will be required to avoid or mitigate all natural hazard risks over a minimum 100-year timeframe, incorporating the effects of climate change and considering a range of

² TCC holds resource consents for a range of coastal structures including sea walls, groynes, ramps, and revetments. Of these, 267 are managed by Spaces and Places, and 39 are managed by Transport. Of the 267 structures managed by Spaces and Places 41% are graded as in poor or very poor condition (as at 2024). These consents require that the structures are properly maintained to ensure ongoing compliance and to reduce environmental and structural risks. Additionally, there may be other structures located on coastal land that do not have a formal legal agreement in place that are regarded as encroachments.

likelihoods. This will include avoiding or mitigating risk from erosion and inundation. This change, alongside greater community awareness may lead to greater pressure on council to fund or permit coastal protection works in future. No changes to these provisions have been proposed at present however this approach may need review once these reforms take effect.

11. The current Coastal Structures Policy places greater emphasis on protecting water infrastructure than transport or open space assets. This blanket approach can lead to investment in coastal structures that is disproportionate to the value of the assets they protect, particularly where alternatives to hard protection exist. Given the current water reform underway no changes to these provisions have been proposed at present however this approach may need review once the new Water Services CCO is formed.

STATUTORY CONTEXT

12. Coastal structures within the coastal marine area are regulated by the BOPRC Coastal Environment Plan. The plan prioritises natural coastal and harbour margins and seeks to avoid the use of hard protection structures except where required to protect regionally significant infrastructure. Discretion remains for BOPRC to consider consenting other coastal structures provided they align with relevant planning legislation. A coastal permit (or 'consent') is required from the BOPRC for the erection, placement, and occupation of space by structures within the coastal marine area to ensure compliance with relevant planning legislation. Once consented, the consent owner has an obligation to maintain these assets in accordance with consent conditions and relevant planning legislation. This creates a statutory responsibility to ensure structures remain fit for purpose and compliant over the duration of the consent.
13. The Local Government Act 2002 requires councils to undertake financial and strategic planning through their Long-Term Plans and Asset Management Plans. Under section 101B of the Local Government Act 2002, Infrastructure Strategies must consider natural hazards and ensure appropriate risk management and financial planning.
14. Unconsented coastal structures located on council land are considered encroachments³. Their continued presence would need to be assessed on a case-by-case basis, considering individual property circumstances. The council has no general obligation to maintain or renew such structures; however, health and safety obligations may apply if a structure poses a hazard on public land. Removal may require resource consent and may create legal liability if it results in the removal of support for neighbouring properties. In some cases, the structure may be impacting the amenity value and or public access to these esplanade reserves.

STRATEGIC ALIGNMENT

15. 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"/>

³ determining the area of council responsibility versus Bay of Plenty Regional Council responsibility can be difficult. Generally, structures in the marine area will be Bay of Plenty Regional Council remit however in some cases where erosion has occurred, or the structure supports council land these may be a council responsibility.

16. The Coastal Structures Policy protects and enhances the environment through prioritising the natural action of coastal environments, and the use of soft protection structures, limiting hard protection structures to where this is most essential.
17. The policy also ensures a well-planned city by allowing for coastal structures where this is necessary for strategic assets or those with a community benefit. This also supports the goal under our environment strategy to be a climate resilient city.

OPTIONS ANALYSIS

Issue 1: The council's responsibilities for structures in council's global resource consents

18. The current policy does not clearly outline the council's responsibilities for coastal structures included in council's global resource consents. Under global resource consent conditions, any listed structure remains the council's responsibility, including maintenance and associated costs, unless they are removed from the relevant global resource consent or responsibility is formally transferred (for example, to an adjacent landowner who benefits from the structure).
19. While the policy states that the council will not take responsibility for structures that primarily serve private or commercial interests, some such structures are currently included in the council's global resource consents⁴. In these cases, the global resource consent conditions take precedence. The council may apply to the BOPRC to vary or remove structures from a global resource consent on a case by case basis and individual property factors would need to be considered (for example, a formal past agreement to maintain).
20. To address this, changes to the policy are recommended to give staff clearer guidance, including restructuring the policy and clarifying the process to review structures within the global resource consent ahead of the Long-Term Plan. This will support the work underway to review coastal structures within the council global resource consents and removing those structures from the global resource consent that primarily serve private/commercial interests or transferring maintenance responsibilities to adjacent property owners.
21. Feedback from Te Rangapū Policy subcommittee advised that they would expect that structures were maintained or removed, not left in situ. They noted that all land around the harbour and coastal margins is valuable to iwi and hapu and should be restored and enhanced. Updating the policy will support a clearer process to manage unnecessary coastal structures.

⁴ This may be where land was originally protected for projects that have not eventuated or are no longer a priority.

Table One: Options for improving the clarity on the council's responsibilities for structures in global resource consents

	Options	Advantages	Disadvantages
A	Do not update the policy.	<ul style="list-style-type: none"> No review resources required. 	<ul style="list-style-type: none"> Staff may continue to have difficulty giving effect to the policy direction. Risk of breaches of the council's global resource consent conditions.
B	Update the policy to clearly outline the council's obligations under global resource consents, specifically the requirement to maintain all structures listed in the consent, unless responsibility is formally transferred or the structure is removed from the consent. Recommended	<ul style="list-style-type: none"> Provides clarity and transparency for staff and stakeholders. Reduces compliance risk by aligning policy with legal requirements. Supports consistent decision-making. 	<ul style="list-style-type: none"> Whilst the council's obligations to meet global resource consent standards already exist, clarifying the policy may result in heightened expectations from residents that maintenance occur.
C	Create a procedure in addition to the policy outlining how to manage structures under the global resource consent and steps for transferring responsibility or removing structures from the consent. Recommended	<ul style="list-style-type: none"> Provides practical instructions for staff. Supports consistent implementation. 	<ul style="list-style-type: none"> Additional document to maintain.

Issue 2: Structures with a non-council community benefit

22. The current policy prohibits the construction and maintenance of hard protection structures where the primary benefit is private or commercial rather than public. The definition of private or commercial benefit is a benefit which relates to non-council activities, assets or land. This definition excludes structures to protect non-council owned community assets, for example community buildings (marae, non profit groups) or non-council infrastructure (for example State Highways). However as with any council policy the Council may choose to make decisions that are inconsistent with the policy provided they acknowledge this as per section 80 of the Local Government Act 2002.
23. There are three surf clubs, two marae, and Māori owned land used for recreation purposes, in coastal areas that may be subject to coastal effects. These sites may require coastal protection structures in the future to support the continuation of their activities. There is also already an existing seawall that is owned by NTZA to protect State Highway 2 located on council land. At present the policy would not allow new coastal structures on council land to protect these activities. Indicative costs for harbour based coastal protection structures are outlined in Attachment 2, however the ownership and associated costs could sit with the activity to be protected as is the case with the existing NZTA sea wall.

24. The Te Rangapū policy subcommittee highlighted that there is still the desire to reduce hard protection coastal structures and where practical, the use of hard protection should be avoided. However, where hard protection is necessary for the ongoing community activity or asset, that should be able to be considered.

Table Two: Options for including coastal structures with a non-council community benefit into the policy

	Options	Advantages	Disadvantages
A	Amend the policy so that structures protecting non-council community assets (e.g., marae, non-profit facilities, essential infrastructure like highways) are considered under community benefit rather than private/commercial benefit with ownership and cost determined on a case-by case basis subject to Annual Plan/Long Term Plan funding.	<ul style="list-style-type: none"> Recognises the importance of community and critical infrastructure. Provides flexibility for essential services and cultural sites. Reflect tangata whenua views. 	<ul style="list-style-type: none"> May increase applications for hard protection structures. Could dilute the policy's intent to minimise hard structures. Requires clear criteria to avoid misuse. Could involve costs to the council if the council agrees to accept maintenance or liability for the structure.
B	Keep current policy provisions Recommended	<ul style="list-style-type: none"> Flexibility already exists, Council retains discretion for exceptional cases through section 80 powers. Strong stance against hard structures remains intact. Not a high number of activities likely to be eligible and so using section 80 of the Local Government Act 2002. may be appropriate. 	<ul style="list-style-type: none"> Stakeholders may perceive decisions outside policy as inconsistent or opaque. Community groups might struggle to understand how to seek consideration. May not reflect tangata whenua views if section 80 powers not used.

Issue 3: Types of protection structures to consider

25. The current policy prioritises soft protection measures (e.g., dunes, vegetation) rather than hard protection measures (e.g., seawalls). However, soft measures can be harder to maintain and may be less effective in some environments especially as climate change accelerates coastal erosion and storm impacts. The existing presence of hard protection structures can also impact the viability of soft protection. Hybrid approaches combining natural features with engineered elements can reduce coastal hazards more effectively than hard structures alone and have improved ecological and amenity outcomes.
26. This direction is consistent with Te Rangapū' policy subcommittee's view that the use of hard protection should be reduced and avoided where practical. Given this emerging evidence, hybrid options should be considered where soft protection is insufficient, and whole of life costs should be assessed for all options before moving to fully engineered hard protection structures.

Table Three: Options for changing the prioritisation of soft protection structures

	Options	Advantages	Disadvantages
A	Maintain the current approach (soft protection priority with no reference to hybrid solutions)	<ul style="list-style-type: none"> • Preserves natural coastal processes and habitats. • Soft measures often have lower upfront construction costs. • Seen as sustainable and climate responsive. • Aligns with the view of the Te Rangapū policy subcommittee. 	<ul style="list-style-type: none"> • May fail under severe storm or erosion conditions. • Requires ongoing monitoring and replenishment. • May not provide for most cost-effective solution.
B	Continue prioritising soft measures where effective but update the policy to support the use of hybrid solutions when soft protection alone is insufficient and it is cost-effective to do so Recommended	<ul style="list-style-type: none"> • Provides a pragmatic middle ground in long-developed harbour environments, acknowledging the legacy of existing hard structures • Allows for consideration of alternative solutions that may offer better whole of life cost outcomes than hard structures. • Enables the integration of nature-based elements to enhance environmental outcomes without compromising resilience or protection standards. 	<ul style="list-style-type: none"> • Requires clear criteria for when hard or hybrid solutions are permitted. • Hybrid approaches may be more expensive to design and implement however may have lower lifetime costs.

Issue 4: Policy Drafting Improvements

27. In reviewing this policy several improvements to the policy have been identified as set out in Table Four. These changes help clarify policy positions and remove ambiguity.

Table Four: Recommended policy drafting improvements.

	Clarification	Advantages	Disadvantages	Recommended
A	Expand the scope to include council land affected by coastal processes such as erosion and inundation, not just coastal structures to clarify that council will not defend council land from coastal effects for the primary purpose of protecting adjacent private property	This clarifies intent, reduces ambiguity, and supports staff responding to enquiries. This position reflects current council practice.	May require extra resources to implement effectively.	Yes
B	Amend the policy to clarify that, in order to meet health and safety requirements, the council may consider not only repairing a structure but also removing it or restricting public access to it where appropriate.	Clarifies that the council may address health and safety risks through a range of approaches, helping manage neighbouring landowners' expectations.	May not meet the expectations of neighbouring property owners.	Yes
C	Require decision making to consider relevant long term council strategies	Ensures decisions support long-term resilience and sustainability.	Requires additional analysis and coordination. Longer decision-making process due to extra considerations.	Yes

FINANCIAL CONSIDERATIONS

28. Re-evaluating the continued existence and maintenance of structures is a financially prudent approach that considers the changing value or purpose of what these structures protect, as well as the potential impacts of climate change. Reviewing the policy will support staff to prepare asset management plans and budgets ahead of the 2027 Long Term Plan.
29. There is currently insufficient budget in the Long-term Plan 2024-2034 for management of existing coastal structures within the council's global resource consents. Noting that some structures may no longer be necessary to protect council assets, the proposed policy changes will support staff to review existing coastal structures in the global resource consents ahead of the Long Term Plan and prioritise budgets.
30. Issue 2 – Structures with a community benefit (option A, not recommended) and issue 3 – types of protection structures to consider (option B, recommended) could have cost implications. The exact cost of any coastal structure would need to be assessed in any

circumstance but a summary of indicative costs for some coastal structure types is provided in Attachment 2.

LEGAL IMPLICATIONS / RISKS

31. Updating the policy to clarify the interaction between the policy and global resource consent conditions (Issue 2) will support the council with meeting its legal obligations under the global resources consents. Understanding the process required to remove coastal structures from the global resource consents will help staff give effect to the policy direction⁵ whilst working within resource consent requirements. There is a risk that some residents and property owners may not be aware that the council may not maintain coastal structures in perpetuity. Raising awareness of the policy positions through the review offers the opportunity for the community to share their views, ahead of work to remove or transfer ownership of coastal structures. Community engagement is discussed further in paragraph 42.
32. Continuing to require a Council decision outside of the policy under section 80 of the LGA for structures that may have a community benefit (Issue 2) but are not council delivered would ensure Council level oversight to any agreement. Clarification of the health and safety responsibilities that the council has as a landowner (Issue 4, B) supports staff to consider alternatives to maintaining a coastal structure in perpetuity when making sites safe for the public.

TE AO MĀORI APPROACH

33. Council staff meet with the Te Rangapū policy subcommittee on 13 November 2025 and a summary of their feedback is attached in Attachment 1. The policy subcommittee noted the importance of reducing coastal structures in the harbour, and prioritising natural solutions where possible. However, the subcommittee were supportive of coastal structures that protected community assets even if the community asset is not council owned. Te Rangapū will be informed of the public consultation.

CLIMATE IMPACT

34. The recommendation to ensure alignment of the policy with council strategies, including the Climate Action and Investment Plan, ensures that consideration will be given to whether existing coastal structures remain viable and worth protecting under projected sea level rise and increased storm events. This is particularly relevant when maintenance or repair is needed, and when considering whether alternative options, such as nature-based solutions, adaptive design, or managed retreat, may provide more effective and sustainable outcomes.
35. Considering hybrid coastal structures where soft protection alone is not sufficient offers the opportunity to create a more natural harbour or coastal environment supporting wildlife and biodiversity.
36. Increasing understanding and awareness of the policy through community engagement (discussed further in paragraph 42) will support the community to understand their risks and adapt to our changing climate.

SIGNIFICANCE

37. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against the 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.
38. In making this assessment, consideration has been given to the likely impact, and likely consequences for:

⁵ To not maintain or renew coastal structures with a primarily private or commercial benefit but allowing maintenance responsibilities to be transferred to neighbouring property owners if agreed.

- (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 issue.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
39. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the issue is of medium significance.

ENGAGEMENT

40. Feedback from recent community interactions with Spaces and Places staff indicates that resident understanding of the Coastal Structures Policy is inconsistent. Whilst previous policy reviews have involved consulting property owners adjacent to public land, where properties have change ownership, new owners may be unaware of the policy position. Council staff have also found that decisions on individual coastal structures are not easily accessible making it difficult to respond to resident enquiries in a prompt manner.
41. A key difficulty for council staff is where structures that council have agreed to maintain appear similar to those structures where council have not agreed to maintain (in some cases being directly next to another structure), or where ownership or maintenance responsibilities are unclear. Work underway to update the council global resource consent ahead of the LTP will provide an opportunity to ensure there is a more accessible rationale available to respond to community enquires. The council website will also be updated to provide information for property owners protected by a coastal structure on how to approach council and or BOPRC for information on coastal structures.
42. Given the medium significance of this issue, the issues noted above and heightened public sensitivity around coastal and harbour erosion and inundation, officers recommend community consultation. Council staff recommend communicating directly to those residents whose properties are adjacent to harbour or coastal council land and well as wider public consultation through the Let's Talk Tauranga website and Korero Mai. In accordance with Te Rangapū policy subcommittee feedback council staff will consider opportunities to highlight the review in community spaces, such as community centres and QR codes and educational messages at spaces affected by coastal erosion.

NEXT STEPS

43. Following the committee's direction on the issues and options in this report, council staff will prepare a draft policy for the committee's consideration in mid-2026.

ATTACHMENTS

1. **Te Rangapu policy subcommittee feedback - A20136799** [↓](#) 
2. **Indicative coastal structure costs - A20153812** [↓](#) 

10.7 Draft Election Signs Policy

File Number: A20099502

Author: Jane Barnett, Policy Analyst
Warren Budd, Principal Transport Engineer

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

PURPOSE OF THE REPORT

1. To seek adoption of the draft Election Signs Policy 2026.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Draft Election Signs Policy".
- (b) Adopts the draft Local Election Signs Policy 2026 (**Attachment One**) to take effect from 20 May 2026.
- (c) Revokes the Local Elections Policy, with effect from 20 May 2026.

EXECUTIVE SUMMARY

2. On 31 March 2026, the City Future Committee considered a review of Tauranga City Council's Local Elections Policy. The review found that most elements of the policy are now addressed through national legislation, statutory guidance and established operational practice, and are therefore not required.
3. At that meeting, the committee agreed that election signage was the only remaining issue that required committee level policy direction, due to its implications for the use of public land, transport safety, equity between candidates, and visual and environmental amenity.
4. The committee approved development of a standalone Election Signs Policy with the following provisions:
 - election signs are permitted on public places⁶ at approved designated sites subject to conditions set out in the Street Use and Public Places Bylaw;
 - one election sign per candidate at each designated site; and
 - delegated authority to the Chief Executive to make changes to the designated sites for traffic management reasons, roading layout changes or safety concerns
5. The committee also requested a review of current designated sites and identification of any additional suitable locations for the placement of election signs. This review has been completed, and an additional 9 additional sites have been added to Schedule One of the policy, which sets out the approved locations.
6. This report presents the resulting draft Election Signs Policy for adoption. The policy sets out Council's approach to election signs. It focuses on ensuring access to public spaces, managing safety risks and amenity impacts.

⁶ In accordance with the Street Use and Public Places Bylaw means an area that is open to or used by the public, and which is owned, managed, maintained or controlled by Tauranga City Council. Public places include, but are not limited to roads, streets, footpaths, alleys, cycle tracks, lanes, accessways, carparks, reserves, parks, domains, beaches, foreshore, berms, verges and recreational grounds.

7. The draft Election Signs Policy reflects the committee's earlier direction, aligns with relevant statutory and bylaw requirements and supports community safety. Adoption of the draft Election Signs Policy will allow the Local Elections Policy to be revoked, improving clarity, efficiency and transparency for candidates, election officials, and the wider community.
8. Staff recommend adoption of the draft Elections Signs Policy to implement the Committee's direction and provide a clear, consolidated policy for election signage in Tauranga.
9. While elections are highly significant, this decision relates to the adoption of the policy that implements direction already provided by the committee and does not result in any immediate or material change to the existing rules. Although the new policy includes additional approved sites, these are not located near residential homes and, given the short duration for which election signs may be displayed, targeted consultation is not considered necessary.

BACKGROUND

10. Tauranga City Council's Local Election Policy was first adopted in 2008 and has been amended over time. The committee's consideration of the review on 31 March 2026 concluded that:
 - matters such as Council and staff neutrality, the appointment and role of the Electoral Officer, and candidate information activities are appropriately governed through operational practice and
 - election signage remains the only relevant matter requiring Committee-level policy, due to its implications for the use of public land, safety, and environmental and visual amenity.
11. The committee agreed that a standalone Election Signs Policy should be prepared and provided direction that one sign per candidate be permitted per designated site, and that the Chief Executive be delegated authority to amend the designated sites for safety and roading reasons.
12. Nine additional designated sites have been incorporated into Schedule One of the policy. These sites are in the following locations:
 - Kaweroa Drive, Tauriko (Maps 29 and 30)
 - Taurikura Drive, Tauriko (Map 31)
 - Te Okuroa Drive, Papamoa (Maps 32, 33 and 34)
 - Papamoa Beach Road, Papamoa (Map 35)
 - Maranui Street, Mount Maunganui (Map 36)
 - Papamoa Beach Road, Papamoa (Map 37)
13. This report now seeks adoption of the resulting draft policy. The draft Election Signs Policy 2026 establishes Council's approach to managing election signage within Tauranga. The policy applies to election signs associated with local elections, general elections, referenda and related electoral processes.
14. The policy is intended to operate as part of a wider regulatory framework, alongside relevant legislation, the Street Use and Public Places bylaw, the City Plan and New Zealand Transport Authority Waka Kotahi requirements. Detailed technical rules remain in those instruments, with the policy providing Council's overarching position.
15. The draft Election Signs Policy:
 - permits election signs on public places at designated, pre-approved sites listed in schedule one of the policy;
 - sets limits on the number of signs that may be displayed by candidates, parties and referendum promoters at each designated site;

- refers to the clauses in the Street Use and Public Places Bylaw that sets out sign requirements to manage safety, accessibility and amenity impacts;
- distinguishes between general election and local elections signage, consistent with national legislative provisions; and
- delegates authority to the Chief Executive to make changes to designated signage sites where necessary for traffic management, roading layout, or safety reasons.

STATUTORY CONTEXT

16. Election signage is governed by a combination of national legislation and other regulations. The draft Election Signs policy has been developed to align with the Local Government Act 2002, the Electoral Act 1993 and associated regulations, Tauranga City Council’s Street Use and Public Places Bylaw, the City Plan, and applicable New Zealand Transport Agency Waka Kotahi Guidance.
17. The policy avoids duplication of statutory requirements and explicitly defers to national legislation where it applies, particularly during regulated election periods.

STRATEGIC ALIGNMENT

18. 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	☐

19. The adoption of the draft Election Signs policy contributes to the achievement of Tauranga City Council’s strategic community outcomes by:
 - supporting an inclusive city, through transparent and equitable rules that enable participation in local democracy
 - valuing, protecting and enhancing the environment, by managing the scale, placement, and duration of election signage; and
 - supporting a well-planned city that is easy to move around, by ensuring signage does not compromise safety, accessibility, or the transport network.

OPTIONS ANALYSIS

20. Option one – adopt the draft Election Signs policy is recommended, as it gives effect to the committee’s prior direction and improves clarity and efficiency.

Option	Advantages	Disadvantages
<p>Option one: Adopt the draft Elections Signs Policy and revoke the Local Elections policy. Recommended</p>	<ul style="list-style-type: none"> • Implements the City Future Committee’s previously agreed direction on election signage. • Provides a clear, standalone policy framework aligned with legislation. • Improves transparency and certainty for candidates, election 	<ul style="list-style-type: none"> • May create public perception risks regarding Council’s role in regulating election signage on public land.

Option	Advantages	Disadvantages
	<p>officials and the community.</p> <ul style="list-style-type: none"> • Enables efficient operational management through delegated authority for safety related site changes. • Removes duplication by revoking a Local Elections Policy that is now largely redundant. 	
<p>Option two: Defer adoption of the draft Election Signs Policy</p>	<ul style="list-style-type: none"> • Allows additional refinement if further issues are identified. 	<ul style="list-style-type: none"> • Delays implementation of clear consolidated rules for election signage. • Does not align the Committee's earlier direction.
<p>Option three: Retain the Local Elections Policy and not adopt the draft Election Signs Policy</p>	<ul style="list-style-type: none"> • May reduce perceptions of increased Council involvement in election signs. 	<ul style="list-style-type: none"> • Retains a policy that largely duplicates national legislation and operational processes. • Does not align with the Committee's earlier direction.

FINANCIAL CONSIDERATIONS

21. The adoption and implementation of the draft Election Signs Policy will have minimal financial impact. Costs are limited to staff time for policy maintenance, administration, and candidate guidance and can be met within existing budgets. Monitoring and enforcement during election periods is already undertaken as part of business-as-usual activities.

LEGAL IMPLICATIONS / RISKS

22. Key legal risks relate to policy clarity and the potential conflict with national electoral legislation. These risks have been mitigated through policy development and legal review, ensuring that local rules align with statutory requirements. Adoption of the policy improves legal certainty by consolidating Council's approach to election signage into a single, clear framework.

TE AO MĀORI APPROACH

23. The draft Election Signs policy aligns with Council's Te Ao Māori approach by promoting
- manaakitanga, through the provision of safe, accessible, and respectful public spaces;
 - rangatiratanga, by supporting fair and equitable access to public spaces for all candidates, including Māori; and
 - kaitiakitanga, by managing visual impacts, waste and environmental effects associated with election signage.

CLIMATE IMPACT

24. The adoption of the draft Election Signs policy does not have a direct climate change impact. Indirectly, clearer rules may support reduced material use and waste associated with election signage.

CONSULTATION / ENGAGEMENT

25. Internal engagement has been undertaken with relevant Tauranga City Council teams including governance, transport, legal and regulatory staff to ensure the policy aligns with operational practice and statutory requirements. No additional external consultation is proposed due the policy's scope and significance.

SIGNIFICANCE

26. 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.
27. 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.
28. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of low significance. While elections are highly significant, this decision relates to the adoption of a policy implementing direction already provided by the Committee, with no immediate or material change to existing rules and community outcomes.

ENGAGEMENT

29. 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

30. If the City Future Committee decides to adopt the draft Election Signs Policy, the policy will come into effect from 20 May 2026, with the Local Elections Policy formally revoked, candidate and public guidance materials updated and published on Council's website.

ATTACHMENTS

1. **Draft Election Signs Policy - A20221580**  

10.8 Climate and Resilience - Strategic Direction for the 2027-37 Long-Term Plan

File Number: A20191358

Author: Anna Rengstedt, Team Leader: Climate & Resilience

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

PURPOSE OF THE REPORT

1. This report seeks City Future Committee direction on the strategic approach to climate change and natural hazards to inform development of the 2027-37 Long-Term Plan (LTP), including priorities for updating the Climate Action and Investment Plan (AIP).
2. This report builds on the resolutions from the City Future Committee meeting on 31 March 2026.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Climate and Resilience - Strategic Direction for the 2027-37 Long-Term Plan".
- (b) Agree to the recommended strategic directions for managing climate change and natural hazards across the following five areas:
 - (i) Governance and decision-making: Strengthen council's climate and resilience response through staged actions that embed climate change considerations into governance and decision-making.
 - (ii) Infrastructure resilience: Transition the Infrastructure Resilience Programme into a process that embeds risk assessments, level-of-service trade-offs, and adaptation decision-making into core infrastructure planning, investment, and delivery processes.
 - (iii) Community awareness and preparedness: Ensure communities clearly understand the climate and natural hazard risks they face, what options exist, and what support they can expect, so they can make informed decisions
 - (iv) Funding and support: Use council funding and support to enable shared responsibility for climate action, with a focus on early intervention to manage future costs and impacts.
 - (v) Low-emissions transport: Strive towards making active and low-emissions modes the easiest and safest choice for local trips, supported by targeted investment, network integration, and demand management.
- (c) Approves progression of these directions through the development of the 2027-37 LTP, including LTP business case development, asset planning, and prioritisation.
- (d) Approves updating of the Climate Action and Investment Plan to align with the agreed strategic directions, improved information, and national policy and legislative changes.
- (e) Note that the long-term directions and actions set out in this report do not commit council to specific projects or funding levels at this stage, and that further decisions will be sought through the LTP process and future reports as required.

EXECUTIVE SUMMARY

3. Tauranga is already experiencing the impacts of climate change and natural hazards, including more frequent extreme weather events, increasing risks to people and infrastructure, and rising costs to the council and the community. These impacts are expected to intensify over time, increasing long-term financial and service delivery pressures.
4. The 2027-37 Long-Term Plan (LTP) is a key opportunity for council to set a clear, long-term direction for how climate change and natural hazards are managed across planning, infrastructure, investment, and service delivery.
5. This report builds on previous City Future Committee resolution (31 March 2026) and seeks guidance on the strategic approach to climate and resilience issues, including priorities for updating the Climate Action and Investment Plan (Climate AIP). It does not seek approval for specific projects or funding at this stage.
6. Five priority areas are presented where strategic direction is needed:
 - Governance and decision-making
 - Infrastructure resilience
 - Community awareness and preparedness
 - Funding and support
 - Low-emissions transport and mode shift
7. For each area, recommended directions are proposed to shift council effort from a partially reactive approach toward a more consistent, enabling approach over time. Early and targeted action is expected to reduce long-term financial risk, avoid poor investments, improve service resilience, and enable better intergenerational decision-making.
8. The City Future Committee is asked to endorse the recommended strategic directions and approve progression of this work through the development of the 2027–37 LTP and an updated Climate AIP. Further decisions on funding, levels of service, and trade-offs will be brought back through the LTP and future committee reports.

BACKGROUND

9. Tauranga is a coastal harbour city shaped fundamentally by land, water and geology. Before large-scale settlement and drainage, much of the Tauranga basin was made up of wetlands, swamps, coastal scrub, dunes, estuaries and low-lying forested land (Figure 1). These natural systems absorbed water, slowed runoff and shifted with coastal processes. The landscape was dynamic by nature – designed to flood, drain and recover.

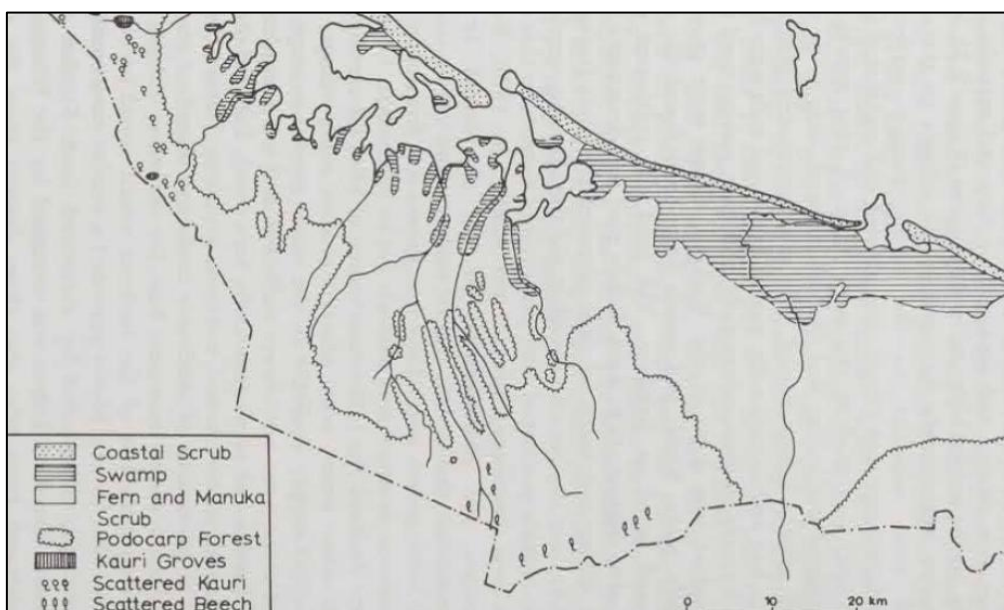


Figure 1. Western Bay of Plenty's vegetation pattern in the early 19th century (Stokes, E., "The History of Tauranga", p.39, Dunmore Press Ltd, 1980).

10. Over the past 60 to 70 years, Tauranga has grown rapidly from a small coastal town into one of New Zealand's fastest-growing cities. Many of the areas that now support urban neighbourhoods were historically wetlands or flood-prone land, closely connected to the harbour and groundwater system. Population growth has been strong and sustained, bringing homes, roads and infrastructure into areas with dense development (Figure 2).

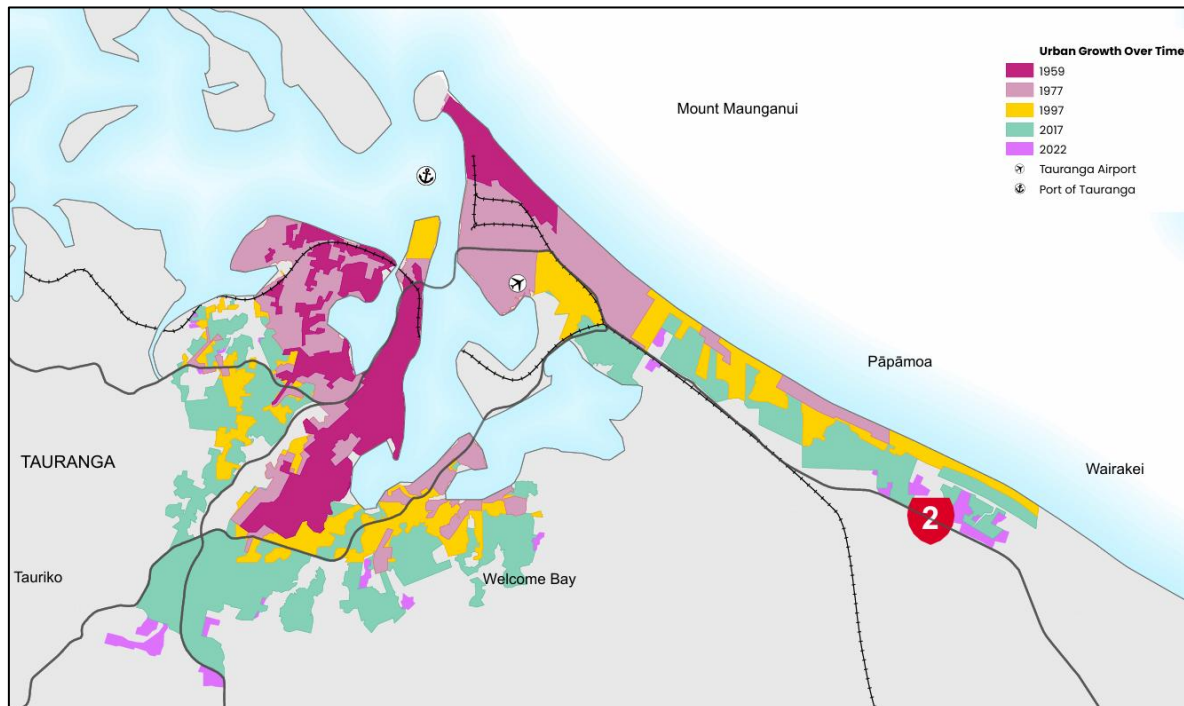


Figure 2. Urban growth 1959-2022 – Tauranga City (SmartGrowth Strategy 2024-2074).

11. That growth has reduced space for natural water to move and be stored, increasing pressure on stormwater, wastewater and land stability systems, while also driving higher transport and emissions through more dispersed, car-dependent development. As a result, Tauranga is now experiencing more frequent flooding, surface water issues, landslips and infrastructure vulnerability – risks that are being amplified as climate change brings more intense rainfall, rising groundwater levels, and ongoing contributions to greenhouse gas emissions.
12. The weather events in early 2026 have resulted in eight deaths and significant damage, with full financial costs to council, businesses and property owners still adding up. As a comparison, a single storm on 18th May 2005 alone triggered over 150 landslides, flooded 789 properties, destroyed 39 homes, displaced 400 people, and generated \$45 million in insurance claims. Climate change is expected to increase the frequency and intensity of many natural hazards, causing larger impacts and giving communities less time to recover between events.
13. Over the years, council's response to climate change has been embedded within a wide range of activities, from consenting and land use planning to infrastructure investment and community initiatives. Much of it is influenced by regulation and Government direction. Figure 3 illustrates how the Government's response to climate change has accelerated over the last decade, alongside experiencing significant disasters.

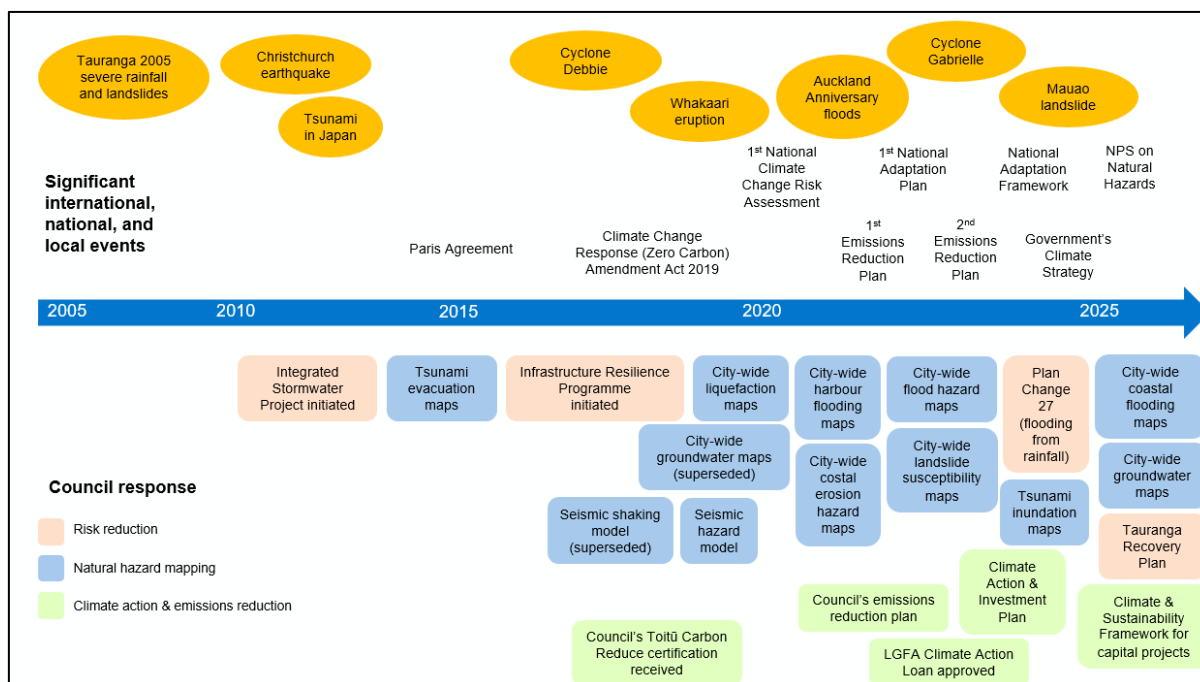


Figure 3. Summary of key events related to council's climate response.

14. Some of council's key initiatives are summarised below.
15. The **Integrated Stormwater Program**, comprising of five phases (safety focused level of service, stormwater reactive reserve fund, education and information, emergency management, and policy amendments) was adopted in the 2015-25 LTP and has led to investments over \$140 million. This program was presented at the City Future Committee meeting on 31 March 2026. Since the planning begun in 2011, the program has involved multiple workstreams, city-wide community engagement, procurement of external support services, and significant staff resources – some of which are still ongoing.
16. The **Infrastructure Resilience Programme** began in 2017 with the United Nations' five priorities for reducing disaster losses as the underpinning approach. The programme identified 324 mitigation projects to retrofit resilience into Tauranga City Council's existing three-waters and transport assets over a 30-year timeframe and was adopted in the 2018-28 LTP with an estimated cost of \$693 million. To date, four projects have been completed and 44 are in the planning or construction phase. Almost half of projects have been removed or deferred due to cost escalations, shift in council priorities, or lack of resources to deliver.
17. Council's **natural hazards data mapping** has evolved over time, supporting council and the public to identify risks and plan for natural hazards and a changing climate. Maps are used for different purposes such as land use planning, infrastructure planning, consenting, and emergency planning. The decisions we make about how to keep our community safe from natural hazards and climate change are only as good as the data we have, which is why we are ongoingly improving our data to ensure they meet emerging regulatory and planning requirements and incorporate the latest information.
18. The 'Better understanding and managing our landslide risks workstream' in the **Tauranga Recovery Plan**, developed following the severe weather event on 21st and 22nd Jan 2026, seeks to increase understanding of slip hazard and management approaches. This will include a review of our existing understanding of landslide hazard across the city along with development of consistent communications and management approaches.
19. Tauranga's first **Climate Action and Investment Plan (AIP)** was adopted in 2023 and provides a roadmap for our city's response to the national Emission Reduction Plan and the National Adaptation Plan. It takes an integrated approach to climate change which combines mitigation (reducing emissions) and adaptation (building resilience), as illustrated in Figure 4. The Climate AIP includes 72 actions across six focus areas to be delivered over ten years by

council, businesses, community groups and individuals. A budget of \$4 million (opex) was assigned through the 2024-34 LTP to deliver the actions.



Figure 4. Council's integrated climate response based on the six focus areas in the Climate AIP with corresponding categories of actions.

20. To date, about half of the actions are either completed, transitioned into business-as-usual, or on track. While some actions are delivered together with external stakeholders, such as businesses or community groups, most actions are led by council and aim to improve how we make decisions, plan, and deliver. This includes the development of a **Climate & Sustainability Framework**, completed in 2025, requiring capital projects to consider climate, resilience, natural environment and circular economy throughout their lifecycle. See Attachment 1 for a full review of the Climate AIP.
21. Aligned with the Climate AIP, council's **emissions reduction plan** was adopted by the Executive Leadership Team in 2023. While council emissions are small in relation to city-wide emissions (about 1%), council control is high, as well as the opportunity to lead by example. The plan encourages electrification, efficiencies and long-term cost savings by targeting high energy users and phasing out fossil intense sources. So far, it has achieved a reduction in Council emissions by 43% since FY19, targeting net zero by 2050, which has qualified council for LGFA's Climate Action Loans. Further investment in energy and carbon efficiency will be required to meet upcoming targets, however, as part of the 2026/27 Annual Plan process, the capex budget (\$380k) for the emissions reduction programme was removed.
22. Other recent decisions on output and resourcing related to council's climate response include:
 - Decision not to renew the contract for council's Eco Design Service which previously supported Tauranga homes to be warmer, drier, healthier, and more energy efficient.
 - Organisational restructuring which disestablished council's sustainability team and reduced the total number of climate advisors from 3 to 1 FTE, affecting capacity to deliver the Climate AIP and to support wider council activities to identify and manage climate risks.
 - Decisions through 2026/27 Annual Plan process, including removing the internal fund for staff-led sustainability innovation projects (\$150k), reducing community funds for climate change planning and action reduced (from \$270k to \$135k), and reducing the

budget for community engagement, education and public awareness (from \$200k to \$100k).

STATUTORY CONTEXT

- 23. In New Zealand, Central Government has set clear climate change direction through the Climate Change Response Act 2002 and associated emissions reduction and adaptation plans. These establish a national commitment to net zero emissions by 2050 and require climate risks to be identified, planned for, and managed over the long term. Local authorities are expected to ensure that their decisions, investments, and policies do not undermine these national pathways or transfer unreasonable costs and risks to future generations.
- 24. Under the Local Government Act 2002, councils must demonstrate prudent, long-term decision-making that considers environmental, social, economic, and cultural wellbeing. Climate change is now recognised as a material strategic and financial risk, and expectations are increasing on councils to explicitly integrate climate considerations into the LTP, infrastructure and asset management planning, financial strategies, and levels of service decisions. Early, coordinated action will help reduce long-term costs, service disruption, and community harm, rather than reactive responses over time.
- 25. Emerging and existing national planning direction, including the Resource Management reform and the National Adaptation Framework, is clarifying requirements on how councils manage climate and natural hazard risk. Subject to the passage of the Planning Bill this year and the amendments to the Climate Change Response Act 2002, councils will be required to identify priority locations for adaptation planning and develop adaptation plans, showing how communities in our highest-risk locations will prepare for and respond to the impacts from climate related natural hazards.
- 26. Council has begun early work on identifying areas in the city that are exposed to multiple hazards based on existing information. Further work is underway to assess how risks change over time and what they mean for communities and infrastructure, which can inform future adaptation planning. Attachment 2 includes additional details about this work programme and the map below shows the currently identified natural hazard complex areas (purple shading).



STRATEGIC ALIGNMENT

27. 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"/>

28. How the council plans for long-term environmental, social, economic, and cultural wellbeing in the face of climate change and natural hazards supports delivery of Our Direction. It directly advances the goals under Tauranga Taurikura (Environment Strategy) by supporting emissions reduction and improving the resilience of natural and built systems. The approach also contributes to outcomes for Tauranga – Tātai Whenua (a well-planned city), enabling growth to occur in appropriate locations and improving infrastructure resilience.

OPTIONS ANALYSIS

29. While existing programmes in council deliver some improved mitigation (reducing emissions) and adaptation (building resilience), Tauranga remains on a trajectory where we increasingly produce emissions and experience worse impacts of natural hazards and climate change. The City Future Committee is now invited to provide direction on what, where, and how council should prioritise climate and resilience issues in the LTP.
30. In the current fiscal environment, we acknowledge that council will not be able to proactively invest in all areas of the integrated climate response (Figure 4). We have selected the five most relevant topics where we seek the City Future Committee's direction covering both mitigation and adaptation over the course of the 2027-37 LTP.
31. For each topic, in Table 1, we have indicated council's role based on the below categorisation. This represents a high-level scale in relation to the outcomes stated in the Climate AIP, but it should be noted that council's role differs across different activities.

Option A – React (higher long-term costs, higher disruption)

- Focus on statutory compliance and managing immediate risks as they arise.
- Maintain existing programmes where funded, with limited new investment or change.
- Accept that risks, costs, and service impacts are likely to increase over time.

Option B – Enable (managed cost growth, reduced risk)

- Prioritise action where risks, costs, and co-benefits are highest.
- Stage investment over the LTP to balance affordability and risk reduction.
- Strengthen decision-making, information, and community preparedness.

Option C – Lead (lower long-term cost, greater certainty)

- Embed climate considerations into all major funding, asset, and policy decisions.
- Invest early to reduce escalating long-term costs, risks, and service disruption.
- Make clear, transparent choices about future levels of service and priorities.

Table 1. Five topics where we seek direction, and an indication of council's current role.

Topic	Type	Explanation	Current role
Governance and decision making	Adaptation and mitigation	How climate change is embedded into council decision-making and policies, including management of risk and opportunities for	Enable

		resilience and emissions reductions.	
Infrastructure resilience	Adaptation	How much council invests in adapting infrastructure and assets to climate and natural hazard risks, including decisions to lower levels of service where risks or costs become too high.	Enable
Community awareness and preparedness	Adaptation	The extent to which council supports communities to understand climate and natural hazard risks and improve their preparedness and resilience.	React
Funding and support	Adaptation and mitigation	Whether, how, and to what extent council provides financial or practical support to communities to respond to climate change, including principles for affordability and shared responsibility.	React
Low-emissions transport and mode shift	Mitigation	Council's role in reducing transport emissions by enabling a shift away from car dependence, investment in walking and cycling, and demand management on the local network.	React

32. As a practical example, Attachment 3 includes a case study about how Auckland Transport shifted from a reactive to a leading role after the Auckland Anniversary and Cyclone Gabrielle events in 2023.
33. In Table 2, we have recommended a direction and example actions for the short and long term for each topic. Together, the directions aim to shift council toward consistent, informed decisions that reduce long-term costs, improve resilience, and maintain trust with the community.
34. The long-term recommendations will not lock council into a specific delivery – it will inform the consideration of topics to progress through the LTP process for later decision. Where requested, staff can follow-up with more information, and/or come back to an upcoming Committee meeting to seek a decision.
35. In Table 2, indicative costs represent:
- \$ less than \$0.5m
 - \$\$ \$0.5m-\$2m
 - \$\$\$ \$2m-\$5m
 - \$\$\$\$ more than \$5m

Table 2. Topics with recommendations for direction and actions.

Topic	Recommendation	Cost	Impact
Governance and decision-making	<p>Direction: Strengthen council’s climate and resilience response through staged actions that embed climate change considerations into governance and decision-making.</p> <p>Short-term actions (FY27):</p> <ul style="list-style-type: none"> • Implement a council-wide natural hazards data programme to help council improve our understanding of risks. • Proceed with minor revision of Climate AIP aspirations, outcomes and actions (see Attachment 1) and integrate those in upcoming plans and programmes. <p>Long-term actions (FY28-31):</p> <ul style="list-style-type: none"> • Establish a decision-making framework for consistent assessment and management of climate risks across council. • Develop a second version of the Climate AIP based on improved understanding of risks, adaptation programmes, emissions impact, community engagement, and LTP priorities. • Align council operations with a net-zero emissions pathway, such as by transitioning away from fossil fuels. 	<p>Short term (FY27): \$ (opex) – budgeted</p> <p>Long term (FY28-31): \$ (opex) \$\$\$ (capex)</p> <p>Avoided costs: Inconsistent investment decisions Energy and fuel costs</p>	<p>This direction will improve current role (enable) by ensuring Tauranga’s climate response remains credible, coordinated, and adaptable as risks, legislation, funding settings, and community expectations change over time.</p> <p><i>Expected impacts:</i> Climate and natural hazard risks are consistently assessed and reflected in council decisions. Better alignment with national direction and forthcoming statutory requirements. Reduced risk of fossil energy lock-in and stranded assets through a clear net-zero pathway for council operations and assets.</p>
Infrastructure resilience	<p>Direction: Transition the Infrastructure Resilience Programme into a process that embeds risk assessments, level-of-service trade-offs, and adaptation decision-making into core infrastructure planning, investment, and delivery processes.</p> <p>Short term actions (FY27):</p> <ul style="list-style-type: none"> • Proceed with targeted climate risk assessments for asset networks to inform Asset Management Plans and LTP planning, such as priority, timing, and location of renewals. • Require all capital projects to apply the Climate & Sustainability 	<p>Short term (FY27): Staff time only</p> <p>Long term (FY28-31): \$\$\$\$* (capex) <i>*In some locations or asset groups, managing risks may require</i></p>	<p>This direction will maintain current role (enable) but improve how infrastructure investment is prioritised based on risk, consequence, and long-term value for money.</p> <p><i>Expected impacts:</i> Improved timing and targeting of renewals Improves network-wide resilience,</p>

	<p>framework throughout their lifecycle.</p> <p>Long term actions (FY28-31):</p> <ul style="list-style-type: none"> • Build systems-level resilience analysis for asset networks. • Develop adaptation pathways, triggers, and thresholds for integration into adaptation plans and asset planning. • Develop a process to make resilience assessment mandatory in all LTP infrastructure business cases and project gateways. • Establish resilience outcome tracking for public reporting. 	<p><i>deliberate reductions or changes in levels of service, rather than continued investment to maintain existing standards.</i></p> <p>Avoided costs:</p> <p>Emergency repairs and maintenance costs</p> <p>Stranded assets</p>	<p>reducing the likelihood of cascading failures and prolonged service disruption</p> <p>Supports staged, affordable decisions on future levels of service, rather than concentrating costs after major events.</p> <p>Lower risk of investment in assets that cannot be sustained under future climate conditions.</p> <p>Improved readiness for statutory adaptation and spatial planning requirements.</p>
<p>Community awareness and preparedness</p>	<p>Direction:</p> <p>Ensure communities clearly understand the climate and natural hazard risks they face, what options exist, and what support they can expect, so they can make informed decisions.</p> <p>Short-term actions (FY27):</p> <ul style="list-style-type: none"> • Develop a programme to support communities to better access and understand natural hazard information and practical preparedness, informed by research into current perceptions and barriers. • Complete high-level screening of city-wide natural hazard and climate risks and identify priority areas for adaptation planning (subject to passing of national legislation). <p>Long-term actions (FY28-31):</p> <ul style="list-style-type: none"> • Design and implement a programme for the development of adaptation plans over the next five years, including sustained community engagement in priority locations. • Prioritise funding for enhanced community awareness, risk information, and preparedness initiatives in high-risk locations. 	<p>Short term (FY27):</p> <p>\$ (opex) – budgeted</p> <p>Long term (FY28-31):</p> <p>\$\$\$ (opex)</p> <p>Significant staff time</p> <p>Avoided costs:</p> <p>Crisis-driven engagement processes</p>	<p>This direction will move council’s role from react to enable.</p> <p><i>Expected impacts:</i></p> <p>Communities have clearer, more consistent understanding of climate and natural hazard risks.</p> <p>Improved household preparedness, reducing reliance on emergency response.</p> <p>Stronger social licence for council to lead challenging adaptation decisions with communities over time.</p> <p>Reduced reputational and recovery risk for council following hazard events.</p> <p>Better alignment with national expectations for community-informed adaptation planning.</p>

<p>Funding and support</p>	<p>Direction: Use council funding and support to enable shared responsibility for climate action, with a focus on early intervention to manage future costs and impacts.</p> <p>Short-term actions (FY27):</p> <ul style="list-style-type: none"> Continue to provide funding and support for community-led adaptation planning in priority and at-risk locations. Maintain the Climate Action Fund to build local capability and accelerate community-led low-carbon and resilience initiatives. <p>Long-term actions (FY28-31):</p> <ul style="list-style-type: none"> Develop funding and cost-sharing frameworks that clarify roles and responsibilities between council, communities, property owners, and partners (e.g. targeted rates, levies, community funds). Establish a partnership-based approach to enable and support sustained iwi/hapū-led climate responses, focused on practical delivery and long-term outcomes. 	<p>Short term: \$ (opex) – budgeted</p> <p>Long term: \$\$\$\$ (opex and capex)</p> <p>Avoided costs: Escalating emergency and recovery costs Last-minute financial relief Disputes</p>	<p>This direction will move council’s role from react to enable.</p> <p><i>Expected impacts:</i> Clearer expectations around affordability, cost-sharing, and responsibilities. Increased community ownership of adaptation and low-carbon solutions, reducing future demands on council. Council funding acts as enabling capital, leveraging volunteer effort, co-funding, and community leadership. Emissions reduction and resilience outcomes delivered without locking council into long-term liabilities.</p>
<p>Transport mode-shift</p>	<p>Direction: Strive towards making active and low-emissions modes the easiest and safest choice for local trips, supported by targeted investment, network integration, and demand management.</p> <p>Short term actions (FY27):</p> <ul style="list-style-type: none"> Embed active mode connections into road renewals, safety projects, and local street upgrades where feasible. Advocate through the Regional Land Transport Committee to influence public transport provision, network electrification, and investment priorities. Progress planned low-cost, low-risk transport programmes, including: <ul style="list-style-type: none"> Cycling Programme: A series of small projects to improve connectivity of the existing network, support commuter trips, and reduce congestion. 	<p>Short term (FY27): To be confirmed through existing transport programmes</p> <p>Long term (FY28-31): \$\$\$\$* (capex) <i>*Level of investment will be subject to central</i></p>	<p>This direction will move council’s role from react to enable.</p> <p>Reduced congestion, improving the efficiency of the existing road network and delaying the need for costly road widening or new capacity investments. Ongoing transport emissions reductions through council-controlled levers, regardless of changes in central government funding or policy. Reduced car dependence for short trips, improving community resilience to fuel price shocks. Co-benefits for safety, public health,</p>

	<ul style="list-style-type: none"> ○ Public Transport Programme: A series of smaller initiatives to increase public transport uptake. ● Progress Cameron Road Stage 2, including public transport priority and cycling improvements. <p>Long term actions (FY28-31):</p> <ul style="list-style-type: none"> ● Plan, fund, and deliver local walking and cycling networks and crossings. ● Use road corridor design, parking management, and speed environments to prioritise people over vehicles where appropriate. ● Support transport demand management and behaviour-change initiatives to reduce unnecessary vehicle travel and peak-hour congestion. ● Position council to respond to future public transport and funding opportunities as central government settings evolve. 	<p><i>government funding.</i></p> <p>Avoided costs:</p> <p>Lower demand on road infrastructure</p>	<p>accessibility, and place quality.</p> <p>Improved readiness to scale or adapt transport programmes as government priorities and funding settings change over time.</p>
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FINANCIAL CONSIDERATIONS

36. The financial implications of the proposed direction will be developed through the 2027-37 LTP business case and prioritisation processes.
37. Early, targeted investment in climate risk and resilience can reduce long-term operational, maintenance, and emergency response costs and improve financial sustainability over time.

LEGAL IMPLICATIONS / RISKS

38. Without a coordinated and proactive approach to climate change and natural hazards, there is a possible risk of legal, financial, and reputational consequences to council over time. Failure to adequately consider climate risks and national direction in planning and investment decisions may expose the council to regulatory challenges, legal action, and audit scrutiny, particularly where decisions are inconsistent across functions or result in development or infrastructure investment that increases future risk.
39. A reactive approach can lock in higher long-term operational, maintenance, and emergency response costs, increase exposure to insurance withdrawal or affordability issues, and reduce the council's ability to demonstrate prudent, intergenerational decision-making. Service disruption, cascading infrastructure failures, and avoidable harm to people and property may further erode public trust in council decision-making.
40. Opportunities to reduce costs and liabilities can be achieved through early investment in resilience, emissions reduction, and energy efficiency, particularly as external pressures increase from changing central government settings, global economic transitions, and rising fossil fuel costs.

TE AO MĀORI APPROACH

41. The integrated climate response outlined in the Climate AIP was co-developed together with representatives from the Te Rangapū Mana Whenua o Tauranga Moana Partnership. It is aligned with the principles in the Te Ao Māori approach and supports manaakitanga and kaitiakitanga, enhancing te taiao and driving more resilient outcomes for present and future generations. See the full framework in Attachment 1.
42. Going forward, the continued alignment of council's climate response with the principles in our Te Ao Māori approach will depend on the level of ambition directed by the City Future Committee. Rangatiratanga can be recognised through a commitment to working in partnership with mana whenua as climate and adaptation planning progresses. A long-term, integrated view of climate change supports tūmanako by helping to avoid disproportionate future costs and impacts, and by enabling sustainable, well-planned development that reflects cultural, environmental, social, and economic values.

CLIMATE IMPACT

43. The level of ambition directed by the City Future Committee will have a significant impact on council's ability to adapt to a changing climate, reduce emissions, and enhance nature and biodiversity over the course of the LTP and beyond.

CONSULTATION / ENGAGEMENT

44. Council undertook community engagement during the development of the Climate AIP, including public consultation, targeted engagement with key stakeholders, and partnership with mana whenua. This engagement helped identify priority issues, community values, and practical actions, and has informed the integrated approach to climate mitigation and adaptation reflected in the Climate AIP.
45. Council continues to inform the community as new natural hazard and climate risk information becomes available, including through online mapping tools, public communications, and direct engagement in affected areas.

SIGNIFICANCE

46. 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.
47. 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 issue.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
48. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the issue is of high significance.
49. This issue informs the development of the 2027-37 LTP and will influence council's long-term priorities, investment decisions, levels of service, and risk management approach for climate change and natural hazards.
50. The direction set through the LTP process has the potential to involve large and enduring budget implications, including both capital and operational expenditure, and will shape council's financial sustainability and ability to demonstrate intergenerational decision-making over multiple LTP cycles.

ENGAGEMENT

51. Taking into consideration the above assessment, that the issue is of high significance, officers are of the opinion that consultation shall occur through the 2027–37 Long Term Plan process, providing opportunities for the community, iwi/hapū, and stakeholders to engage on proposed priorities, investment levels, service impacts, and trade-offs related to climate change and natural hazards.

NEXT STEPS

52. Subject to City Future Committee direction, the next steps are to:
 - 1) Progress short-term actions and targeted updates to the Climate AIP to reflect the agreed strategic direction.
 - 2) Incorporate direction and long-term actions into the development of 2027-37 LTP business cases, asset management planning, and investment prioritisation.
 - 3) Bring further reports back to the City Future Committee as required to support LTP decisions, including options, costs, and impacts.

ATTACHMENTS

1. **Climate Action and Investment Plan Review - April 2026 - A20221344** [↓](#) 
2. **Identifying areas of complex natural hazard risk - A20221345** [↓](#) 
3. **Case study - Auckland Transport - A20221346** [↓](#) 

10.9 Open Space Provision Policy, Update on engagement and option development

File Number: A20087128

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PURPOSE OF THE REPORT

1. This report provides findings from targeted engagement on open space provision policy (previously referred to as open space level of service policy) and an overview of options being developed for inclusion in a draft policy for consultation.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Open Space Provision Policy, Update on engagement and option development".
- (b) Notes the themes from community focus groups and targeted stakeholder engagement undertaken to inform the Open Space Provision Policy.
- (c) Notes the draft options under development which will be presented to the Committee for direction, alongside other recommended policy updates, prior to public consultation.

EXECUTIVE SUMMARY

2. This report presents findings from targeted engagement undertaken to inform the development of the updated Open Space Provision Policy, and outlines the emerging direction and options currently being developed for Committee consideration.
3. Following a report to this Committee on 25 November 2025, targeted engagement was undertaken to better understand community and stakeholder preferences, trade-offs and willingness to pay for different open space experiences.
4. Overall, the feedback was largely consistent with the Council's strategic direction and recent open space projects, with a desire for inclusive, high-quality spaces that offer a wide range of activities and functions. The engagement allowed deeper insight into the community and stakeholders views on how close to home these activities and functions need to be provided, and which aspects would be prioritised where resources are constrained.
5. This feedback is informing the development of draft options for open space provision. The draft options under development range from focusing primarily on meeting current community needs, through to incorporating additional components to better respond to future growth and climate pressures. Once further refined, the options will be reported back to the City Future Committee for direction. The Committee's preferred option will be included in a draft Open Space Provision Policy for formal public consultation through a Special Consultative Procedure.
6. There are no legal or financial risks associated with receiving this report.

BACKGROUND

7. Council staff are reviewing and consolidating four existing policies that guide the provision of open space into one overarching open space provision policy⁷. This policy review supports work to give effect to the Council's strategic direction and inform open space provision requirements for the upcoming Long-Term Plan.
8. In November 2025 the City Future Committee received a report [CFC/25/7/4] outlining the issues identified in the policy review process and agreed for council staff to undertake targeted engagement to fill information gaps related to open space provision. This included focus groups with a cross section of the community, and targeted stakeholder engagement. The engagement was intended to explore trade-offs between different open space activities and functions, willingness to pay and travel, and the extent to which some functions are considered interchangeable to help staff develop a recommended option.

STATUTORY CONTEXT

9. The Local Government Act 2002 (the Act) requires local authorities to include within the Long-term Plan levels of service and associated performance measures to enable the public to assess the level of service for major aspects of groups of activities. The associated performance measures may be legislatively required or set by Council as is the case for levels of service related to open space provision.
10. Open space provision policies also support the collection of development contributions (DCs) under 106 (4) of the Act. DCs may be charged where Council can demonstrate that investments are partially driven by or for the benefit of the future growth community. Clearly defined and measurable levels of service enable Council to identify the proportion of growth-related demand and associated costs. The level of service is also used to inform development agreements, including circumstances where developers may be required to provide assets or land in lieu of paying development contributions.

STRATEGIC ALIGNMENT

11. 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	✓

12. Good quality open space provision contributes to all of the strategic community outcomes. Notable contributions from quality open space provision include:
 - creating an inclusive city through providing spaces that cater to a wide range of users, interests and needs
 - delivering environmental services including water attenuation and treatment, reduction in heat island effect, reducing stormwater runoff, increasing air quality
 1. supporting a well-planned city that is easy to move around by providing open space standards for greenfield and infill areas to support planning and providing off-road transport connections
 - attracting visitors and guests to visit and stay in Tauranga.

⁷ Open Space Level of Service Policy, Active Reserves Level of Service Policy, Public Toilet Location Level of Service Policy, Vegetation and Tree Management Policy (in part)

DISCUSSION

Results from targeted engagement

13. Four community focus groups were held with a cross section of the community with group sizes ranging from 6-12. Two sessions were held in Tauranga Library and two in the Papamoa Community Centre with a mix of afternoon and evening sessions to support attendance from a range of people. A summary of the feedback received in the focus groups is provided in attachment 1 alongside demographic information for the attendees and full transcripts have been made available to committee members.
14. The feedback received was consistent with previous engagement feedback and the strategic direction for open space but has provided a greater level of detail and insight that has been useful to inform option development. Key themes are provided in the table below.

Table 1: Key Themes

Theme	Commentary
Providing a range of open space experiences	<p>Close to home, participants expected parks for daily use, dog exercise, casual games, walking, and play, with core amenities such as shade, seating, accessible paths, and a basic level of safety and maintenance.</p> <p>There was a willingness to travel for larger scale, higher quality, or unique experiences, such as larger playgrounds, sports courts, skate parks, dog parks, large natural areas, water-based activities, and event spaces supported by amenities like toilets, BBQs, seats, and transport links and parking.</p>
Providing for a range of community members	<p>Participants emphasised that open spaces should cater to people of different ages, abilities, household types, and cultural needs. While not every park was expected to provide everything, there was a clear expectation that the overall network should be inclusive and responsive, ensuring fair access and a consistent baseline experience for all community members.</p>
Accessibility	<p>There was a strong focus on accessibility, equity, and everyday usability. Participants highlighted the importance of shade, seating, toilets, accessible pathways, public transport links and parking. Participants referenced the need to provide this for all community members but also sometimes mentioned specific people in their lives that needed this, such as needing seats for their parents (older people) to be able to participate in picnics.</p>
Changing urban form and climate	<p>Smaller or non-existent private yards were seen as increasing the importance of neighbourhood parks. Participants expected green space to compensate for reduced private outdoor space, providing room for play, informal recreation, and contact with nature close to home.</p> <p>Views on climate were mixed but there was broad support for tree planting and greenspace as practical responses that improve comfort, environmental quality, and wellbeing.</p>

15. Stakeholder engagement was also undertaken with:
 - community groups – for example Sport Bay of Plenty, SocialLink, Envirohub, Creative NZ, Whaioranga Trust and Priority One
 - property developer groups – Urban Task Force, and the Property Council NZ⁸
 - advisory groups – such as ethnic and migrant, rangatahi, disability interest groups.
16. Council staff provided a detailed survey for stakeholders to share their views, attachment 2 provides a summary of this feedback. Council staff also attended stakeholder forums where possible to raise awareness of the engagement.
17. Stakeholder feedback was generally consistent with the strategic direction, however some stakeholders expressed a stronger preference for certain open space experiences to be provided closer to home than what was reflected in the focus groups. The Urban Task Force response differed from other respondents in favouring a more case-by-case approach to larger scale experiences. In particular, stakeholder feedback highlighted:
 - A desire for larger play and active recreation options to be within walking distance from groups including Sport Bop, Youth stakeholder groups, Whaioranga Trust and Sociallink
 - A desire for very close access to nature by Sport Bop, Whaioranga Trust, Envirohub, Sociallink and some migrant and ethnic advisory group members
 - A desire to have some social spaces close to home, but a willingness to travel for better quality facilities, cultural and storytelling elements were supported with several requests for cultural gardens.

Option development process

18. The open space provision policy acts as a level of service for open space provision. In considering a change to a level of service, the Standards for Developing Levels of Service Policy directs the Council to have regard to:
 - strategic context (particularly Our Direction and Smartgrowth)
 - what the current level of service is, and the proposed approach to transition to a different level of service
 - technical issues (including engineering or physical constraints)
 - user/community issues
 - various level of service options including advantages and disadvantages
 - costs of current level of service and future options (lifecycle and annual costs)
 - available funding sources with reference to Tauranga City Council's revenue and financing policy.
19. Options are being developed to support these considerations and the Committee's preferred option will be included in the policy for consultation.

Setting the right level of service in the policy

20. Setting an accurate level of service in the policy, relative to the ongoing willingness and capacity of the council to fund and deliver the open space provision, is important for several reasons, including:
 - Long Term Plan - provision standards reflect what residents will see delivered in their community over time.
 - Development agreements – developers can see that the provision standard expected of their developments aligns with the standard that the council also delivers on.
 - Development contribution funding – accurate and measurable provision standards reduce the risk of DCs need to be refunded where projects (that DCs are collected for) do not go ahead as planned.

⁸ We did not receive a survey response from the Property Council NZ.

21. Setting a higher or lower level of service in the policy relative to what Council is willing to fund for the activity can cause challenges. In particular:
- If the level of service is set too high most new investment will be attributed to lifting current provision to the new level of service, this can make it more difficult to attribute new expenditure to growth and complicate the justification for DCs.
 - If the level of service is set too low, council staff may have to rely on case-by-case decisions to deliver additional investment beyond the set standard creating uncertainties around what portion should be attributed to growth versus existing communities.

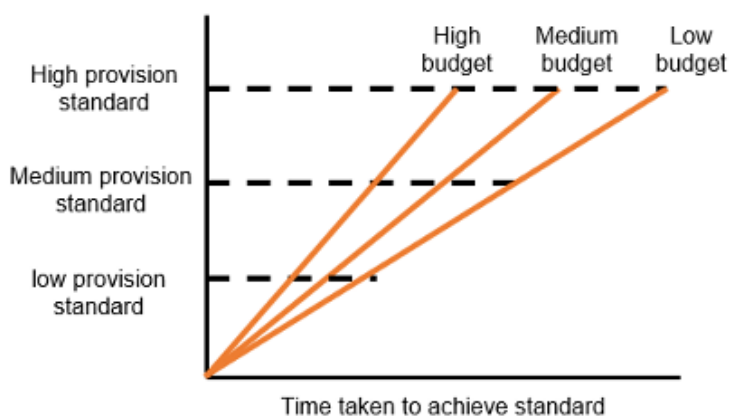
Options in development

22. Attachment 3 provides an outline of the draft options in development. These are still in the process of being developed and may still change prior to providing them to the Committee for consideration.
23. Reflecting the feedback received, both draft options focus on meeting the needs of all community members and providing a range of activities, experiences and functions within the open space network. What differs between options is the approaches, and phasing to achieving this direction.
24. Options in development:
- An option focussed on meeting immediate community needs and preferences reflecting a snapshot of what would meet community needs now. Under this option responses to increased density and climate change would be largely addressed through case-by-case investment decisions. In this option people may need to travel further to open space opportunities, which may impact those less able to travel such as those on a low income, those with children or those with mobility issues.
 - An option including some additional components to deliver on strategic priorities and respond to increased density and climate change while still retaining some components to be addressed through case-by-case investment decisions. In this option open space opportunities are provided closer to home providing greater equity, and access.
25. Council staff are costing up these approaches relative to existing budgets and the options will provide commentary on the whole of life costs of different approaches.

FINANCIAL CONSIDERATIONS

26. In developing the draft policy council staff will develop options in line with existing budget assumptions for open space provision. Should these budgets change the timing/phasing required to achieve the desired level of service may need to be adjusted. Figure 1 below outlines a simplified relationship between open space provision targets, budget, and delivery implications.

Figure 1: Relationship between level of service, budget and delivery timeframe



LEGAL IMPLICATIONS / RISKS

27. There are no legal implications associated with receiving an update on targeted engagement and options in development ahead of preparing a draft policy.

TE AO MĀORI APPROACH

28. Council staff have met with Te Rangapū on the open space functions and activities identified to explore further. Te Rangapū reaffirmed feedback previously given as part of the strategic direction work including:
- the priority of caring for the environment, connection with nature and preparing for a changing climate
 - the importance of accessibility and providing for range of household types, ages and abilities
 - the recognition of historical setting and context, especially in parks and open spaces and supporting people understand the cultural history of the place they are visiting
 - recognising marae as the centre point of Māori public life.
29. Te Rangapū also provided additional feedback points including:
- interest in considering the role of Māori land in open space provision and how functions and activities provided on Māori land might be supported through the policy
 - support for looking at open spaces that can accommodate large groups on a more informal basis than traditional events, ensuring appropriate facilities, considerations included good supporting infrastructure for example, vehicle access, accessibility with the open space, toilets, adequate seating for large groups and catering options. It was noted that there would be a willingness to travel within the city for this.
 - considering the role of urupā and cemeteries.
30. Both Te Rangapū and the Te Rangapū policy subcommittee recommended that staff engage with Whaioranga Trust a Māori wellbeing organisation within Tauranga as part of the stakeholder engagement. The Trust was approached to provide feedback, and their response has been incorporated into this report and provided in Attachment 2.

CLIMATE IMPACT

31. Open space provision benefits the resilience of the city through providing water, heat and erosion management. The open space network can also support active transport options within communities Views from the community on the need to provide climate resilience features as part of open space provision standards differed and are outlined in page 8-9 of Attachment 1.
32. The options in development consider open space investments that will help the city adapt to a changing climate. However, receiving this report does not have climate implications.

SIGNIFICANCE

33. 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.
34. 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.

35. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the issue is of high significance however the update within this report is of low significance as it does not require a decision and further consultation is proposed on the draft policy as outlined in paragraph 35.

ENGAGEMENT

36. Taking into consideration the above assessment, that the issue is of high significance, officers are of the opinion that the Special Consultative Procedure is required on a draft open space provision policy under the Local Government Act 2002. This formal consultation approach also helps ensure this policy can be relied on to guide future planning related decisions. If the open space provision option approved for consultation varies markedly from the open space provision signalled in the previous Long-Term Plan, then consultation through the upcoming Long Term Plan will be required. An updated assessment of the consultation requirements will be provided alongside the draft open space provision policy in the next report.

NEXT STEPS

- 37. Council staff are working to finalise the advice on draft options assessed against the criteria set out in paragraph 18. Once this work is complete staff will report back to the City Future Committee with that advice, including a recommended option for inclusion in a draft policy for consultation.
- 38. This advice will also cover other recommended changes including refreshing the policy principles, including land acquisition standards, and other updates to refresh and consolidate the policy.

ATTACHMENTS

- 1. **Themes from community focus groups - A20157362** [↓](#) 
- 2. **Stakeholder survey results - A20156882** [↓](#) 
- 3. **Draft options in development - A20162258** [↓](#) 

11 DISCUSSION OF LATE ITEMS

12 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
12.1 - Waikite Road residential development - revenue sharing considerations	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
12.2 - Wairakei South Fast-track Application - Update and Next Steps	s7(2)(g) - The withholding of the information is necessary to maintain legal professional privilege 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
12.3 - Improving Transport Access to Ohauiti - Project 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)	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

13 CLOSING KARAKIA