



AGENDA

City Future Committee meeting Monday, 5 May 2025

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

Date: Monday, 5 May 2025

Time: 9.30am

**Location: Bay of Plenty Regional Council Chambers
1 Elizabeth Street,
Tauranga**

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

**Marty Grenfell
Chief Executive**

Terms of reference – City Future Committee

Common responsibility and delegations

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

Responsibilities of standing committees

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

Delegations to standing committees

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

Terms of reference – City Future Committee

Membership

Chairperson	Cr Marten Rozeboom
Deputy chairperson	Cr Rod Taylor
Members	Deputy Mayor Jen Scoular Cr Hautapu Baker Cr Glen Crowther Cr Rick Curach Cr Steve Morris Cr Kevin Schuler 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 strategic growth-related projects and strategic transport projects.
- 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 wellbeing's 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.

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.

Chairperson and Deputy Chairperson acting as Co-Chairs

- While the Chairperson and Deputy Chairperson 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 chairperson 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 Chairperson and Deputy Chairperson and subject to their availability, however it is expected that they will alternate chairing meetings when possible.
 - When the Deputy Chairperson is chairing the meeting, the Chairperson will vacate the chair and enable the Deputy Chairperson to chair the meeting. The Chairperson 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 Chairperson and Deputy Chairperson will attend pre-agenda briefings and split any other duties outside of meetings, e.g. spokesperson for the Committee.
- The Chairperson and Deputy Chairperson 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 Chairperson and Deputy Chairperson 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 2025

File Number: A17955309

Author: Anahera Dinsdale, Governance Advisor

Authoriser: Anahera Dinsdale, Governance Advisor

RECOMMENDATIONS

That the Minutes of the City Future Committee meeting held on 31 March 2025 be confirmed as a true and correct record.

ATTACHMENTS

1. Minutes of the City Future Committee meeting held on 31 March 2025



MINUTES

**City Future Committee meeting
Monday, 31 March 2025**

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**MINUTES OF TAURANGA CITY COUNCIL
CITY FUTURE COMMITTEE MEETING
HELD AT THE BAY OF PLENTY REGIONAL COUNCIL CHAMBERS, 1 ELIZABETH STREET,,
TAURANGA
ON MONDAY, 31 MARCH 2025 AT 9.30AM**

MEMBERS PRESENT: Cr Marten Rozeboom, Cr Rod Taylor, Cr Hautapu Baker, Cr Glen Crowther, Cr Rick Curach, Cr Steve Morris, Cr Kevin Schuler, Deputy Mayor Jen Scoular, Mayor Mahé Drysdale, Tangata Whenua representative Arthur Flintoff.

IN ATTENDANCE: Marty Grenfell (Chief Executive), Nic Johansson (General Manager: Infrastructure), Christine Jones (General Manager: Strategy, Growth & Governance), Sarah Omundsen (General Manager: Regulatory & Compliance), Wally Potts (Director: City Waters), Claudia Hellberg (Team Leader: City Waters Planning), Chris Barton (Programme Director: Major Projects), Sandy Lee (Policy Analyst), Dylan Makgill (Team Leader: Environmental Planning), Jeremy Boase (Manager: Strategy & Corporate Planning), Carl Lucca (Team Leader: Structure Planning), Stacey Mareroa-Roberts (Manager: Strategic Māori Engagement), Keren Paekau (Team Leader: Te Poutakawaega), Jennifer Ross (Policy Analyst), Sam Fellows (Manager: City Partnerships), Clare Sullivan (Governance Advisor), Anahera Dinsdale (Governance Advisor).

EXTERNAL: Matire Duncan (Te Rangapu Mana Whenua o Tauranga Moana)

NZTA

Andrew Corkill (Director Regional Relationships – Waikato/BOP), Susan Collins (Regional Manager System Design), Andrew Wharekawa-Smith (Project Director)

Timestamps are included beside each of the items and relate to the recording of the meeting held on 17 February 2025 at [City Future Committee - 31 March 2025](#)

1 OPENING KARAKIA

Cr Baker opened the meeting with a karakia and welcomed Tangata Whenua representative Arthur Flintoff as a member to the City Future Committee.

The Chair also welcomed Mr Flintoff.

Mr Flintoff introduced himself and felt privileged to be the tangata whenua representative on the City Future Committee.

DEPUTY CHAIR CHAIRING THIS MEETING

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

2 APOLOGIES

Councillor Schuler noted an apology for early exit from the meeting at 12:30pm.

3 PUBLIC FORUM

3.1 Vicky Williamson - Urban Task Force

Unable to attend.

3.2 Te Waipuia Darlene Dinsdale - Te Runanga o Ngāti Whakaue ki Maketu

Unable to attend.

3.3 Matire Duncan - Chair - Te Rangapū Mana Whenua o Tauranga Moana

Key Points

- On behalf of Te Rangapu, thanked the Council staff for their support and commitment in reviewing the *Engaging with Tangata Whenua on Resource Consent Applications Policy*.
- This policy was an important step towards a more effective and meaningful engagement process, and the willingness to support its refinement reflects a shared commitment to a better future for Tauranga.
- The draft policy sets a solid foundation by outlining key principles, roles, and responsibilities and some reflections covers all essential bases:
- The policy clarifies roles and responsibilities, aligns with RMA obligations, and applies to developments that may impact tangata whenua.
- Concepts like early, genuine, respectful, and ongoing engagement, as well as active protection and good faith, reinforce a best-practice approach.
- It clearly outlines what is expected of the Council, applicants, and tangata whenua, ensuring accountability.
- Acknowledges capacity constraints and the need for training and support.

4 ACCEPTANCE OF LATE ITEMS

Nil

5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

6 CHANGE TO ORDER OF BUSINESS

Nil

7 CONFIRMATION OF MINUTES

7.1 Minutes of the City Future Committee meeting held on 17 February 2025

COMMITTEE RESOLUTION CFC/25/2/1

Moved: Cr Marten Rozeboom

Seconded: Cr Kevin Schuler

That the Minutes of the City Future Committee meeting held on 17 February 2025 be confirmed as a true and correct record.

CARRIED

8 DECLARATION OF CONFLICTS OF INTEREST

Nil

9 BUSINESS

9.1 Engaging with Tangata Whenua on Resource Consent Applications Policy Review: Hearings and Deliberations

Staff Sandy Lee, Policy Analyst
Dylan Makgill, Team Leader: Environmental Planning
Sarah Omundsen, General Manager: Regulatory and Compliance

Timestamp: 14:58

COMMITTEE RESOLUTION CFC/25/2/2

Moved: Cr Steve Morris

Seconded: Mayor Mahé Drysdale

That the City Future Committee:

- (a) Receives the report "Engaging with Tangata Whenua on Resource Consent Applications Policy Review: Hearings and Deliberations".
- (b) Receives the submissions to the draft revised Engaging with Tangata Whenua on Resource Consent Applications Policy (**Attachment 1**).
- (c) Agrees to:
 - (i) Include an amendment to the purpose section of the policy, to clarify that the policy is intended as guidance on best practice engagement. See the edited clause 1.1 of the draft revised policy.
 - (ii) Remove "adversely" from clause 2.1 of the draft revised policy, to enable any potential effect to be considered appropriate for engagement.
 - (iii) Exclude unit title subdivisions from the suggested engagement on subdivisions of any application site greater than 2000sqm, but do not specify only rural or undeveloped sites. See the amendment to clause 2.3 of the draft revised policy.
 - (iv) Keep the timeframes undefined as per the draft revised policy. See clauses 6.1.3, 6.2.3.1 and 6.2.4.2.
 - (v) Keep the fees for tangata whenua engagement undefined as per the draft revised policy. See clauses 6.2.3.1 and 6.2.4.2.
 - (vi) Continue to reference current Settlement Acts only and keep them under the References and Relevant Legislation (section 8) as per the draft revised policy.
 - (vii) Keep the information regarding council's responsibilities as a consent authority in a separate operational procedure for staff as per the draft revised policy.
- (d) Adopts the updated Engaging with Tangata Whenua on Resource Consent Applications Policy (**Attachment 2**).
- (e) Delegates to the General Manager Regulatory Services the authority to make minor editorial or presentation changes to the updated policy for correction or clarity prior to the policy going onto the council website.

In Favour: Crs Marten Rozeboom, Rod Taylor, Hautapu Baker, Glen Crowther, Rick Curach, Steve Morris, Kevin Schuler and Mahé Drysdale

Against: Cr Jen Scoular and noted that she was against the motion as she believed it would be beneficial to wait to adopt the policy when the Te Awanui Ward Councillor was elected.

CARRIED 8/1

9.3 Connecting Mount Maunganui - Project Update and Next Steps

Staff Chris Barton, Programme Director: Major Projects
Nic Johansson, General Manager: Infrastructure

Timestamp: 42:28

Reason for decisions

- Resolution (c) was updated to reflect the discussion had about external project funding.

Actions for staff

- Report back on why the difference in budget for 23/24 and 33/34

COMMITTEE RESOLUTION CFC/25/2/3

Moved: Mayor Mahé Drysdale

Seconded: Cr Marten Rozeboom

That the City Future Committee:

- (a) Receives the report "Connecting Mount Maunganui - Project Update and Next Steps".
- (b) Confirms the Connecting Mount Maunganui project is to be placed 'on hold' subject to subsequent prioritisation and funding considerations in future Annual Plan, Long Term Plan and National Land Transport Programme processes;
- (c) Endorse further exploration of external project funding to advance the next phases of project delivery, with a goal of ensuring the Detailed Business Case is completed by early 2027 in time for the 2027 NLTP, and to provide an updated report by July 2025; and
- (d) Notes that the Connecting Mount Maunganui project is included as a priority project in the City/Regional deal proposal to Central Government.

CARRIED

At 11.03am the meeting adjourned.

At 11.15am the meeting reconvened.

9.4 Major Transport Projects Update

Staff Chris Barton, Programme Director: Major Projects
Nic Johansson, General Manager: Infrastructure

Timestamp: 1:45:27

COMMITTEE RESOLUTION CFC/25/2/4

Moved: Cr Marten Rozeboom

Seconded: Cr Hautapu Baker

That the City Future Committee:

- (a) Receives the report "Major Transport Projects Update".

CARRIED

9.5 Waters Planning Update

Staff Claudia Hellberg, Team Leader: City Waters Planning
Wally Potts, Director: City Waters
Nic Johansson, General Manager: Infrastructure

Timestamp: 1:53:12

COMMITTEE RESOLUTION CFC/25/2/5

Moved: Cr Rick Curach

Seconded: Cr Steve Morris

That the City Future Committee:

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

CARRIED

9.6 Water Takes Reconsenting Project Update

Staff Claudia Hellberg, Team Leader: City Waters Planning
Wally Potts, Director: City Waters
Nic Johansson, General Manager: Infrastructure

Timestamp: 2:11:30

COMMITTEE RESOLUTION CFC/25/2/6

Moved: Deputy Mayor Jen Scoular

Seconded: Cr Glen Crowther

That the City Future Committee:

- (a) Receives the report "Water Takes Reconsenting Project Update".

CARRIED

9.7 Deliberations Report - Support and Sponsorship of Tauranga Community Facilities and Activities Policy

Staff Jennifer Ross, Policy Analyst
Sam Fellows, Manager: City Partnerships

Timestamp: 2:16:20

COMMITTEE RESOLUTION CFC/25/2/7

Moved: Cr Steve Morris

Seconded: Cr Hautapu Baker

That the City Future Committee:

- (a) Receives the report "Deliberations Report - Support and Sponsorship of Tauranga Community Facilities and Activities Policy".
- (b) Receives the written submissions on the draft Support and Sponsorship of Tauranga Community Facilities and Activities Policy (**Attachment One**).
- (c) Agrees to the following amendments to the draft Support and Sponsorship of Tauranga Community Facilities and Activities Policy to:
 - (i) Insert a definition of the term 'mana whenua' – section 3 definitions table.
 - (ii) Insert requirement to use council name, logo, images and website link accurately and appropriately – section 5.4.2.
 - (iii) Preserve council's right to cover any kind of sponsorship sign if required by removing the word 'internal' from section 5.4.4.
 - (iv) Include direction for the consideration of exclusivity and confidentiality when negotiating and preparing support agreements – section 5.5.1.
 - (v) Insert direction to let mana whenua know when council is seeking support arrangements for a community facility or activity – section 5.7.6.
- (d) Adopts the updated Support and Sponsorship of Tauranga Community Facilities and Activities Policy (**Attachment Three**).
- (e) Confirms delegation to staff the authority to make the marked-up amendments to the Naming Policy (**Attachment Four**).
- (f) Delegates to the General Manager: City Development & Partnerships the authority to make minor editorial or presentation changes to the draft policy for correction or clarity prior to publication.

CARRIED

9.8 Draft Amended Dangerous, Affected and Insanitary Buildings Policy: Hearings and Deliberations

Staff Steve Pearce, Manager: Building Services
Sarah Omundsen, General Manager: Regulatory and Compliance

Timestamp: 2:19:30

COMMITTEE RESOLUTION CFC/25/2/8

Moved: Deputy Mayor Jen Scoular

Seconded: Cr Kevin Schuler

That the City Future Committee:

- (a) Receives the report "Draft Amended Dangerous, Affected and Insanitary Buildings Policy: Hearings and Deliberations".
- (b) Receives the submissions to the draft amended Dangerous, Affected and Insanitary Buildings Policy (**Attachment One**).
- (c) Approves the following changes to the draft amended Dangerous, Affected and Insanitary Buildings Policy:
 - (i) adding the following to section 8.2(b) ‘:
 - where possible avoiding demolition through alternative methods
 - ensuring appropriate management to protect and use heritage buildings whenever possible
 - advising a building owner of any incentive and funding information’.
 - (ii) adding the words ‘in the ordinary course of events’ to the definition of dangerous building
- (d) Adopts the final amended Dangerous, Affected and Insanitary Buildings Policy (pursuant to section 131 of the Building Act 2004) incorporating the changes approved in (c) and for the policy to take effect from 14 April 2025.
- (e) Delegates to the General Manager: Regulatory and Compliance to make any necessary minor drafting or presentation changes to the Dangerous, Affected Building and Insanitary Buildings Policy, prior to it being published.

CARRIED

9.9 City Future Committee Work Programme - April 2025 to March 2026

Staff Jeremy Boase, Manager: Strategy & Corporate Planning
Christine Jones, General Manager: Strategy, Growth & Governance

Timestamp: 2:29:30

Actions for staff

- Add to the work plan a workshop on Strategic Direction.

COMMITTEE RESOLUTION CFC/25/2/9

Moved: Cr Marten Rozeboom

Seconded: Cr Hautapu Baker

That the City Future Committee:

- (a) Receives the report "City Future Committee Work Programme - April 2025 to March 2026".
- (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

At 12.08pm the meeting adjourned.

At 1pm the meeting reconvened.

Councillor Schuler exited the meeting.

9.2 Western Corridor (Tauriko) State Highway Transport Update - NZTA

Staff Chris Barton, Programme Director: Major Projects
Nic Johansson, General Manager: Infrastructure

Externals

NZTA Andrew Corkill, Director Regional Relationships – Waikato/BOP
Andrew Wharekawa-Smith, Project Director

Timestamp: 3:29:40

NZTA spoke to the presentation included in the report on the agenda.

COMMITTEE RESOLUTION CFC/25/2/10

Moved: Deputy Mayor Jen Scoular

Seconded: Cr Marten Rozeboom

That the City Future Committee:

- (a) Receives the report "Western Corridor (Tauriko) State Highway Transport Update NZTA".

CARRIED

Attachments

- 1 NZTA Presentation - Tauriko West Programme Update - TCC City Futures Committee - March 25

10 DISCUSSION OF LATE ITEMS

Nil

11 CLOSING KARAKIA

Cr Baker closed the meeting with a karakia.

The meeting closed at 1:42pm.

The minutes of this meeting were confirmed as a true and correct record at the City Future Committee meeting held on 5 May 2025.

.....
Councillor Rod Taylor
CHAIRPERSON

8 DECLARATION OF CONFLICTS OF INTEREST

9 BUSINESS

9.1 Quarterly Update - Growth, Land Use Planning and Transport Strategy Projects - May 2025

File Number: A17893779

Author: Andy Mead, **Manager:** City Planning & Growth

Authoriser: Christine Jones, **General Manager:** Strategy, Growth & Governance

PURPOSE OF THE REPORT

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

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Quarterly Update - Growth, Land Use Planning and Transport Strategy Projects - May 2025".

EXECUTIVE SUMMARY

2. Managing growth is a significant issue for Council, particularly the challenge of ensuring growth is sustainable in a four wellbeing's context for both current and future communities.
3. The attached report outlines the progress being made in relation to a number of projects necessary to manage this continued growth. This information is also regularly reported to the SmartGrowth partners.

BACKGROUND

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

Western Corridor (SH29)

5. On 22 April Minister Chris Bishop announced that the NZTA Board had endorsed the Tauriko West Road of National Significance (Ron) investment case. NZTA Board approval of \$97.2 million in funding for route protection was also announced.
6. The investment case endorsed by the NZTA board sets a budget envelope of between \$2.8 billion to \$3.3b for the overall project, with decisions to unlock funding made by the NZTA Board as each phase of the project progresses.
7. This is a major milestone for this transport project which is critical to support both the residential and business land development in the western corridor.

Greenfield projects

8. Significant progress has been made on greenfield planning and development projects in recent months:
 - (a) The Tauriko West plan change has become operative.
 - (b) The Upper Ohauti private plan change has become operative.
9. The government is still working through its review of the Kainga Ora land ownership in Tauriko West and is yet to make any announcements.

10. In relation to Te Tumu, work continues on valuation and negotiation processes for access and active reserves on Māori land. We expect to report to Council in the near future for decisions.

PC27 Flooding

11. Plan Change 27 (Flooding from Intense Rainfall) was progressed to manage existing flooding risk across the city, and potential increased risk from further development/intensification and climate change. Staff have been working through appeals for some years. These have now been resolved with the relevant parties and a consent order has been issued by the Environment Court which enables the plan change to become operative. A report went to the 28 April Council meeting seeking decisions to make the plan change operative.

Government Reforms

12. In recent months the government has made a number of significant announcements around its reform programme that affect planning and growth management. There is a separate report on the agenda to addresses these in more detail.
13. In summary the most relevant changes are:
 - (a) Decisions have been announced on the shape and key features of the new resource management system to replace the RMA with a focus on rapid development and implementation over the next few years. This may have impacts on plan changes underway and we are commencing assessment of this for future consideration by the Committee.
 - (b) Decisions to reduce the scale and scope of further changes to the RMA in favour of focusing on the proposed new resource management system. As such the review current and introduction of new National Policy Statements and National Environmental Standards has been significantly scaled back. This affects the National Policy Statement for Urban Development which will go through a consultation processes in the near term, but implementation of changes will now be via the new planning system. This covers matters like zoning 30 years of housing supply, amendment to intensification requirements and making the Medium Density Residential Standards optional.
 - (c) Funding and financing reforms – most notably replacing development contributions with development levies as well as amending the Infrastructure Funding & Financing legislation and targeted rating powers. Overall, these amendments lack detail at this stage. They appear positive but are not likely to substantively resolve funding and financing challenges associated with growth-related infrastructure in Tauranga. We understand that the government workstream on council incentives to support growth is on hold or not progressing.
14. Submission processes are not yet underway in relation to these matters.

NZ Infrastructure Commission Infrastructure Planning Priorities

15. The NZ Infrastructure Commission is currently taking applications to its Infrastructure Priorities Programme (IPP) to identify NZ's top infrastructure priorities. It is likely to be important that projects are listed in this IPP in respect of future funding opportunities and a proposed Regional Deal. Staff are making applications for significant transport projects and greenfield transport and waters investment. Further detail is in the Attachment to this report.

Outstanding actions

16. This section outlines the status of relevant resolutions passed by the Committee (or Council) that have been progressed over the last few months or have not yet been completed. These are:

- (a) A report on options for intensification at Mount North
 - (b) A report on the merits of changing the timing of payment of citywide development contributions from building consent to subdivision consent
 - (c) A memo on interim / temporary servicing options to unlock more housing supply
 - (d) A memo on past studies in relation to new or improved transport connections from the City to the Welcome Bay and Ohauiti suburbs.
17. Mount North – We are awaiting the proposed changes to the National Policy Statement for Urban Development which is closely linked to this matter in respect of requirements around intensification and zoned development capacity. This is expected by the middle of the year. We will report to the Committee once this is available.
 18. Citywide Development Contributions – we will report to the Committee once the outcomes of the government’s review of the development contributions system is further advanced (following a Bill being introduced to Parliament which is expected in the latter part of the year), and once the direction for waters reform are clear as both matters have a significant bearing this issue.
 19. Interim servicing – A memo has been prepared and circulated to elected members for consideration with the Infrastructure Group taking lead on this.
 20. Welcome Bay / Ohauiti transport connections – This memo has been prepared and circulated to elected members for consideration.

STRATEGIC ALIGNMENT

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

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

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

TE AO MĀORI APPROACH

22. We take a deliberate approach to collaborate and engage with Tangata Whenua as part of our planning projects to ensure we understand Māori views and can reflect this in our projects using the Te Ao Māori approach.

CLIMATE IMPACT

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

OPTIONS ANALYSIS

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

SIGNIFICANCE

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

NEXT STEPS

26. Council will continue to progress the projects and works identified in the report and Attachment 1 (A17893649).

ATTACHMENTS

1. **Appendix A - Quarterly Update - Growth, Land Use Planning and Transport Strategy Projects - May 2025 - A17893649** [!\[\]\(67ff022fd78f943b679992c2874bbfd1_img.jpg\) !\[\]\(042ea11c58a77088d3dd7150909adec0_img.jpg\)](#)

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – May 2025

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS	NEXT STEPS / IDENTIFIED RISKS
Plan Change 27 - Flooding from intense rainfall Plan Change	<p>Plan Change 27 proposes to manage the effects of flooding from intense rainfall on people, properties and infrastructure. Following decisions from Council on the Independent Hearings Panel recommendations, Environment Court appeals closed on 25 May 2022. Three appeals were received, and 20 interest parties joined these appeals.</p> <p>All matters have now been resolved with the appellants. The Environment Court has signed the consent order. A report went to Council on 28 April 2025 for a decision to make the plan change operative.</p>	The plan change is expected to be made operative on 13 May 2025.
Plan Change 38 – Business Land Framework	<p>On 4 December 2023, the Strategy Finance and Risk Committee approved proceeding with development of a plan change to comprehensively review the commercial and industrial zones and relevant provisions in the City Plan. The key drivers for progressing a review of business land include:</p> <ul style="list-style-type: none"> a) The lack of a clear commercial hierarchy in the City Plan; b) Inconsistency with the National Planning Standards structure and framework for commercial and industrial zones; c) Provisions within the City Plan that are no longer fit for purpose to support development in the commercial/industrial zones or alignment with strategic outcomes; d) The need to better manage effects of industrial activities within zones and adjacent sensitive zones, including outcomes from the Mount Industrial Planning Study; and e) Reviewing the quantity and spatial allocation of commercial and industrial land across the City to give effect to the NPS-UD. <p>The project plan was endorsed by the Strategy Finance and Risk Committee in May 2024 and brought to the attention of the new Council at the October meeting of the Vision, Planning, Growth & Environment Committee meeting.</p> <p>The plan change is currently in the research and investigation phase. With the release of the RMA Expert Advisory Groups report on the resource management reforms, work is now underway to understand its implications on this plan change.</p>	Report to City Futures Committee first half of 2025 to set out potential impacts resulting from resource management reforms.

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – May 2025

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS	NEXT STEPS / IDENTIFIED RISKS
Variation 1 to Plan Change 33 - Tauriko West Urban Growth Area	<p>Variation 1, rezoning the Tauriko West Urban Growth Area, became Operative on 17 March 2025 following the Council decision on the recommendations from the Independent Hearings Panel made of 3 March 2025.</p> <p>In parallel to Variation 1, Council lodged the Comprehensive Stormwater Consent (CSC) application with BoPRC. The CSC is required to manage stormwater runoff from the future urban development of Tauriko West. The CSC application was notified, 13 submissions received (comprising the Tauriko West developers, nearby residents, Ngati Pango, Forest & Bird, Ministry of Education and Kainga Ora) and a hearing was held on 18-19 February 2025. Subsequently, the Independent Hearing Panel (IHP) requested Council to liaise with BoPRC on an agreed set of CSC conditions, to be submitted with Council's Closing Submissions. Since receiving the agreed set of conditions, the IHP has proposed further changes for Council, BoPRC and submitters to consider further, which is currently being worked through.</p> <p>In addition, staff are continuing to work with the majority landowners to confirm a Development Agreement in the first half of 2025. This agreement focuses on:</p> <ul style="list-style-type: none"> • The responsibility for the main landowners to fund and deliver the landowners infrastructure within Tauriko West • The design and approval process for landowner delivered infrastructure • Provision of infrastructure by Council (community facilities such as destination playground, active reserves and community centre) to support growth • Defining the anticipated outcomes for the development (housing outcomes, infrastructure) • The desire to work collaboratively to achieve a successful outcome / development. <p>Kainga Ora are reviewing their land holdings in Tauriko West, including the option of divesting. Staff are monitoring this process, and the government has been made aware of potential impacts this may have on the project, including funding implications and delay to housing delivery.</p>	<p>TCC to submit final draft CSC conditions by Friday 9 May 2025, following which the IHP will proceed to close the hearing and deliberate on its decision.</p>
Te Tumu Urban Growth Area	<p>In December 2023, Council reconfirmed the priority of progressing the Te Tumu structure planning and rezoning project, with the goal of notifying a plan change to rezone Te Tumu by the first quarter of 2026. This work is occurring concurrently with a process involving the Trustees of Tumu Kaituna 14 (TK14) to secure access rights across this Māori land block, critical to progressing the plan change and enabling development across the wider growth area.</p>	<p>Continue to engage with the TK14 Trust towards finalising a draft compensation agreement for access rights across the TK14 Block. An update on the work</p>

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – May 2025

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS	NEXT STEPS / IDENTIFIED RISKS
	<p>The project comprises multiple workstreams to support structure planning and rezoning. Although a number of technical assessments have been completed over previous years, the passage of time and evolving statutory requirements and technical guidance have necessitated updated assessments. These include revised capacity and feasibility assessments and updated natural hazard assessments (including liquefaction and coastal hazards). This work is well underway and is essential to informing the development of draft plan provisions. These draft provisions are intended to support targeted engagement with key stakeholders.</p> <p>Transport planning workstreams associated with Te Tumu structure planning are well advanced. However, in terms ensuring value for money and feasibility of the Te Tumu transport corridors, TCC will continue to investigate staging, lower cost and design reviews.</p> <p>Te Tumu is an area of significant cultural, ecological, and landscape value. Engagement with iwi and Māori land trusts is critical to understanding both the challenges and opportunities for development, and to ensuring the proposed plan change responds appropriately. TCC has agreed to work alongside the Trustees of TK14 where necessary to re-engage with other Māori land trusts and iwi in Te Tumu. This approach supports consistent messaging around how the development aspirations of the TK14 Trust, which has been a particularly sensitive issue for many, can be appropriately reflected within the proposed plan change. All engagement is being undertaken with the intent to meet statutory consultation requirements under the Resource Management Act 1991.</p> <p>As noted above, preparation of the plan change is occurring in parallel with ongoing negotiations with the TK14 Trustees to agree a compensation arrangement. This arrangement would secure access rights for land to enable infrastructure corridors and a public active reserve. These infrastructure corridors are essential to unlocking development potential in Te Tumu and required for the delivery of core infrastructure including roading, water supply, and wastewater reticulation.</p> <p>A determination has recently been issued by an independent valuation panel, providing a key input into ongoing negotiations and the development of a potential compensation agreement with the Trustees. Once a draft agreement has been reached and all necessary Council decision-making steps are complete, the Trustees will present the proposal to the beneficial landowners of TK14 for their consideration. If approved, the agreement will be submitted to the Māori Land Court for confirmation. This process will include a public hearing.</p>	<p>associated with the compensation agreement is expected to be reported to Council in the middle of 2025.</p> <p>Continue to progress consultation process with Tangata Whenua on the project.</p> <p>Finalising technical assessments and drafting of key provisions to support further engagement the plan change.</p> <p>Monitoring of upcoming resource management reform and the potential impact of this on progressing the plan change.</p>

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – May 2025

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS	NEXT STEPS / IDENTIFIED RISKS
	Future Council decisions regarding notification of the Te Tumu plan change will need to take this process into account.	
Ohauti South Urban Growth - Area – Private Plan Change 39	Plan Change 39, rezoning of land at Upper Ohauti Road, became Operative on 17 March 2025 following the Council approval of the plan change at the meeting of 3 March 2025. Council staff were advised in late March that the applicant for this rezoning was no longer pursuing development on the site at this time. It is understood the land is now on the market again.	The project is now complete.
Ohauti – Land at end of Rowsdale Drive	Based on decisions by the previous Council, land was acquired, and covenants constraints were resolved that were preventing the development of residentially zoned land at the end of Rowsdale Dr for 200 plus homes. Developers are working on initial consenting through the Regional Council (eg earthworks) and some activity is occurring on-site in anticipation of earthworks commencing (eg removal of avocado trees). The developer is still working on a number of issues, including subdivision layout. A development agreement is being drafted and will enable TCC to recoup cost associated with the land and covenants matters above.	Finalise development agreement Developer consenting and site development
Keenan Road Urban Growth Area	<p>The Keenan Road area is located south of The Lakes. It is identified for residential development in the order of 2,500-3,000 homes (subject to further assessment being undertaken as part of the development of the Structure Plan for the growth area). There are a range of landowners (including known developers) in Keenan Road ready to develop.</p> <p>The technical studies to support the development of the Structure Plan to guide the development of the re-zoning proposal continue to progress. Key to this work are the geotechnical and stormwater assessments. The geotechnical assessment completed recently has resulted in further review of the stormwater assessment process. Work has commenced to identify a short list of possible stormwater solutions to inform detailed modelling and feasibility for the site. An ecological report is currently being finalised. No significant issues have been identified through the ecological assessments.</p> <p>The development of a business case for the transport components to enable the growth area is also key. The Indicative Business Case (IBC) phase of the business case is completed and with NZTA for their consideration. It is important to note that the development of the Keenan Road area is dependent on the NZTA Tauriko Network Connections improvements (e.g., SH29 / Takitimu Drive intersection improvement; SH29a / Barks Corner improvement being delivered).</p>	<p>On completion of the technical reports the next step will be development of a preferred structure plan. This will then be considered by elected members before community consultation – possibly toward the end of this year.</p> <p>A feasibility assessment will be undertaken as part of the preparation of the preferred structure plan. This is anticipated for the third quarter of 2025.</p> <p>Monitoring of upcoming resource management</p>

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – May 2025

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS	NEXT STEPS / IDENTIFIED RISKS
	<p>Key risk is the cost and affordability of infrastructure (stormwater; wastewater; transport) to enable the development of the growth area. Capex and funding requirements to enable the Keenan Rd urban growth area were considered through the 2024-34 LTP development process. The LTP includes funding to complete the planning processes and for early stages of infrastructure projects (e.g., design and land purchase) but does not include funding for infrastructure construction due to broader TCC debt and rates constraints. On this basis development would not be able to commence until after 2035 without external infrastructure funding and financing solutions, or alternatively an increase of Council held debt. It should be noted that Kennan Road is quite different to Te Tumu and Tauriko West where internal infrastructure will be directly funded and delivered by developers. The fragmentation of landownership in Keenan Road (over 80 landowners) means that TCC will need to take the role of coordinating and delivering internal infrastructure and recouping these costs via development contributions or other means.</p>	<p>reform and the potential impact of this on progressing the plan change.</p>
Upper Belk Road UGA Planning	<p>The area of upper Belk Road is included as a future urban growth area in the SmartGrowth Strategy 2024-2074. The Strategy's Implementation Plan puts the planning for the urban growth area in the next 0-3 years. Council has approved the project to be undertaken in phases. Phase 1 has commenced and is a high-level internal desktop assessment of yield and feasibility in the current financial year. Subject to the outcome of Phase 1, funding has been approved for Phase 2 in the 2025/26 financial year for technical studies to develop the structure plan. Phase 3 is the preparation of the structure plan and plan change to the City Plan and is dependent on the outcome of Phase 2. Phase 3 is not funded at this time.</p> <p>The area is currently within the WBOPDC jurisdiction and discussions are underway around how the two councils will progress the project collaboratively.</p>	<p>Assessment of yield, including the apportionment between industrial land and housing, and costs of providing infrastructure will feed into the feasibility analysis to be completed mid-year.</p> <p>Key risk is the cost of infrastructure and effect on feasibility.</p>
Fast Track Approval Projects	<p>The government plans to pass the fast-track bill into law in early 2025. A number of projects in and around Tauranga have been included in the Bill including three housing projects (Tauriko West – (Classic Group Land), Bell Road and Tara Road).</p> <p>Staff are working with developers and landowners on the three housing projects. Of note:</p> <ul style="list-style-type: none"> • The Tara Road site has significant wastewater capacity constraints which have been communicated • The Bell Road project is located in WBOPDC on the boundary with TCC. It faces similar wastewater constraints if reticulated to TCC's network which have been communicated to the 	<p>Continue to work with landowners, developers and partner Councils as appropriate.</p>

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – May 2025

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS	NEXT STEPS / IDENTIFIED RISKS
	applicant. The developer is working with WBOPDC on other options. There are also significant stormwater and flooding challenges which BOPRC are leading engagement on.	
Commercial Centres Sub-Regional Strategy	<p>The SmartGrowth Strategy 2024-2074 (SmartGrowth) establishes an indicative centres hierarchy (i.e. City Centre and Town Centres) based on outcomes of the Urban Form and Transport Initiative (UFTI) and reflecting the National Planning Standard terminology. SmartGrowth, however, acknowledges that additional technical work is required to establish a commercial centres strategy. A Commercial Centres Strategy is a short-term action of the SmartGrowth Strategy 2024-2074 Implementation and Funding Plan with Tauranga City Council (TCC) and Western Bay of Plenty District Council (WBOPDC) indicated as the project lead.</p> <p>Accordingly, TCC and WBOPDC have partnered to develop a Commercial Centres Sub-regional Strategy (CCS). The strategy will build on the indicative Centres Strategy contained in SmartGrowth and establish a commercial centres hierarchy based on national planning direction and best practice, identifying the sub-regions centres' role and function now and into the future (30-50 years). The CCS will also provide guidance on planning, use and development of business land in the sub region.</p> <p>A project plan is being worked to that spans this year into 2026 and includes research and expert economic work / advice in the first half of 2025. In the second half to late 2025 it is anticipated targeted community engagement will be undertaken to further inform the CCS. In 2026, depending on several factors (e.g. planning reform and the timing of the SmartGrowth review) formal engagement will be undertaken on the draft CCS following initiation by both TCC and WBOPDC Councils.</p>	<p>Procurement of expert economic work to establish the centre hierarchies and inform the CCS. Planning for targeted engagement in the second half of 2025. Regular updates to Council through quarterly reporting.</p> <p>Risks include the impact of national planning reform on the project.</p>
Pōteriwahi (Parau Farm)	<p>Reports were brought to the previous Council on 29 April and 10 June 2024 which resulted in direction to proceed with a mix of housing and reserves on site based on a draft concept plan.</p> <p>The 2024-34 Long Term Plan does not currently include budget provision for development costs.</p> <p>The project is largely on-hold awaiting direction from Council on its approach to the broader active reserve network and consideration of future land use on this site.</p>	Reporting to Council in 2025 on issues and options.

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – May 2025

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS	NEXT STEPS / IDENTIFIED RISKS
Papamoa East Interchange surplus land	TCC owns a significant amount of surplus development land around the Papamoa East Interchange. The land is zoned for employment / business outcomes, but has potential for TCC activities (eg aquatic centre) or for housing. Initial feasibility work has been undertaken and further reporting to Council is planned for mid-2025 for decision-making on land use options and TCC's role in development of the land.	Reporting to Council in 2025 on issues and options.
Resource Management (RM) System Reform	<p>The Government has signalled three phases of resource management reform. Phase 1 was to repeal the Natural and Built Environment Act and the Spatial Planning Act which was completed in December 2023.</p> <p>Phase 2 is a series of targeted amendments. Phase 2 started with the new Fast Track Approvals Bill and the first Resource Management Amendment Bill, both of which TCC submitted on. The First Resource Management Amendment Bill came into force in October 2024. The key changes largely relate to regional council functions and the process to prepare and amend national direction. The key change relating to Council functions is that the National Policy Statement for Indigenous Biodiversity implementation timeframes which have been extended. The Fast-track Approvals Bill passed into law in late 2024.</p> <p>The second RMA amendment bill was introduced to Parliament in December 2024. TCC made a submission on 10 February and the Bill is likely to be passed into law in mid-2025. Phase 2 was also signalled to propose significant national direction for infrastructure and energy, housing, farming and primary sector and emergencies and natural hazards. With the release of the Expert Advisory Group report on Phase 3 of the reforms, central government have now signalled that the national direction will be reduced in Phase 2.</p> <p>Central Government released in March the Expert Advisory Group report which provides 21 key recommendations to reform the RMA through Phase 3. Phase 3 proposes to replace the RMA with two new laws being a Natural Environment Act focused on managing the natural environment and a Planning Act focused on planning to enable development and infrastructure.</p> <p>The Government aims to introduce Bills in Parliament in September 2025. The Select Committee process will be the main mechanism for public consultation. The Government aims to pass Bills into law in mid-2026.</p>	Continue to engage with Government officials on RM reform and make submissions.

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – May 2025

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS	NEXT STEPS / IDENTIFIED RISKS
NZ infrastructure Commission 'Infrastructure Priorities Programme' (IPP)	<p>The purpose of the New Zealand Infrastructure Commission's Infrastructure Priorities Programme is to identify and recommend nationally and regionally significant infrastructure priorities that will deliver the greatest long-term public value. In doing so, it provides a strategic framework to align local infrastructure planning with national and regional objectives, supporting investments are resilient, sustainable, and well-coordinated across regions. By providing an independent, evidence-based assessment of where investment is most needed, the programme supports better decision-making and helps enable a long-term, non-partisan framework for infrastructure planning. While the programme does not provide funding, it informs and influences funding decisions by highlighting where investment will have the greatest strategic impact.</p> <p>The IPP is currently open to submissions (following a rigorous on-line submission form and assessment framework) until 17 April 2025, with further opportunities anticipated to be made available in late 2025, early 2026.</p> <p>Council are currently preparing submissions for the following projects</p> <ul style="list-style-type: none"> • Cameron Road Stage 2 • 15th Ave / Turret Road • Connecting Mount Maunganui • Western corridor supporting housing and business infrastructure (wastewater, water supply, transport). This does not include the long-term SH29 improvements as they are the responsibility of NZTA. • Eastern corridor supporting housing infrastructure (3-waters) • Variable Road Pricing <p>The submissions are consistent with the proposed Regional Deal and relevant Council directions on related matters. As part of the process, we have liaised with the NZ Infrastructure Commission to receive guidance on submission details, and have also engaged with key stakeholders and partners including Western Bay of Plenty District Council and Bay of Plenty Regional Council.</p>	<p>Submissions to be made on 17 April 2025.</p> <p>Following submissions, it is anticipated that Council staff will liaise directly with the NZ Infrastructure Commission to make any refinements before decisions are made.</p>
Future Development Strategy (FDS) /	The Funding and Implementation Plan for the SmartGrowth Strategy was approved in October 2024. The focus is now on implementation and delivery, although upcoming changes to the National Policy Statement for Urban Development are likely to require revisions to the	Monitor and respond to policy changes. Focus on implementation and delivery.

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – May 2025

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS	NEXT STEPS / IDENTIFIED RISKS
SmartGrowth Strategy 2024-74	SmartGrowth Housing and Business Capacity Assessment, as well as potential changes to the Strategy itself and the associated implementation plan.	
Regional Council policy and planning initiatives	<p><u>Proposed Change 6 (NPS-UD) to the Bay of Plenty Regional Policy Statement</u></p> <p>Proposed Change 6 to the BoP RPS was in response to the requirements under the National Policy Statement on Urban Development (NPS-UD) to be more responsive to urban development proposals and provide support to intensification of urban areas. The purpose being to enable additional development capacity, regardless of whether it is planned in existing planning documents, and to contribute to well-functioning urban environments. The proposed change was also a response to the requirements under the NPS-UD for local authorities to take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) in planning decisions relating to urban environments.</p> <p>There were four Environment Court appeals against Council decision. These appeals were resolved through mediation. The Environment Court issued a consent order on 9 December 2024. Change 6 was made operative on 17 April 2025.</p> <p><u>Proposed Change 8 (National Policy Statement on Highly Productive Land) to the Regional Policy Statement</u></p> <p>BoPRC have put this plan change on hold given that central Government have indicated that amendments will be made to this National Policy Statement through the RMA reforms.</p>	

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – May 2025

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS	NEXT STEPS / IDENTIFIED RISKS
Development Contributions	<p>Earlier this year, staff prepared a draft DCP for the 2025/26 year. This was adopted for the purposes of public consultation in March 2025 with consultation running alongside the Annual Plan through April 2025. Key areas of consultation are:</p> <ol style="list-style-type: none"> 1. Creation of new local development contribution catchments for TBE Stage 4, Tauriko West and Upper Ohauti to align with the proposed plan changes discussed above. 2. Updates to community infrastructure to reflect the removal of IFF funding assumptions 3. Updates to waters funding to reflect the end of funding periods for some assets and the start of funding periods for others. 4. 'Business as usual' updates to reflect changes in project budgets, assumed financing costs and growth projections. <p>Council is in the process of considering certain community infrastructure assets (including the Central Library, Memorial Park Aquatics Centre and the provision of indoor courts). Each of these projects includes an element of development contribution funding. Decisions on those projects regarding delivery, timing and budget are likely to have an impact on the citywide DC charges.</p>	<p>Public consultation on draft DCP 2025/26 ends on 28 April 2025.</p> <p>Council deliberations on the DCP will take place in May 2025.</p> <p>The final DCP 2025/26 is expected to be adopted in June 2025.</p>
Development Agreements	<p>TCC is increasingly using development agreements to fund and facilitate the delivery of growth-related infrastructure. Historically, TCC would have delivered this infrastructure and funded it from its own balance sheet with costs recouped through development contributions. This requires significant balance sheet capacity and exposes TCC to financial risk and under-collection.</p> <p>In order to manage TCC's limited balance sheet constraints, TCC has negotiated (or is in the process of negotiating) agreements with a number of developers in which the developer agrees to deliver and fund infrastructure that benefits their development. The agreements can relate to single assets (for example a wastewater pumpstation) or to all infrastructure within a greenfield urban growth area (for example, Tauriko West).</p> <p>Staff are currently working on development agreements for Tauriko West, Tauriko Business Estate Stage 4, Rowsdale Drive, Ohauti and a site in Welcome Bay.</p>	<p>Negotiations underway and looking to be concluded alongside each respective planning process with regular reporting to and decision-making by Council as required.</p>

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – May 2025

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS	NEXT STEPS / IDENTIFIED RISKS
Government reform of Funding and Financing tools	<p>In 2024 the Government released its Going for Housing Growth programme. This programme is part of the Government's broader plan to tackle New Zealand's ongoing housing shortage.</p> <p>Going for Housing Growth is centred of three pillars, the second of which is "Improve infrastructure funding and financing to support urban growth". To this end, the Crown is investigating reform of several tools including development contributions, infrastructure funding and financing levies and Public Private Partnerships.</p> <p>The Government released an initial series of factsheets in February 2025. Proposals include reforming the development contributions regime and incremental improvements to the Infrastructure Funding and Financing Act. Announcements have also been made regarding advancements in toll charging and time of use charging (see below). There have not been any developments in the value capture area.</p>	Staff will consider submission on proposed government reforms for Council input. We expect this to be later in 2025 once draft legislation has been released
TRANSPORT STRATEGY		
Time of Use Charging (variable road pricing)	<p>A variable road pricing 'proof of concept' study was undertaken jointly by TCC and NZTA during 2023/4, resulting in the 'SmartTrip' concept. Following consultation on this SmartTrip concept through the LTP, Council decided (March 2024) not to proceed with a full business case. Council did decide to investigate key areas of community feedback received, and also continue to engage with NZTA, the Ministry of Transport, and other interested councils including Auckland Council / Auckland Transport to explore nationally consistent approaches to road pricing. Significant budgets were provided in the 2024-34 LTP but have since been removed through the Annual Plan review process.</p> <p>In Dec 2024, the government announced the Land Transport Management (Time of Use Charging) Amendment Bill. This Bill will empower local authorities and NZTA to develop proposals to time of use (congestion focussed) charging on specified routes or areas. Time of use schemes aim to improve traffic flow across an entire network, enhancing reliability and productivity overall. The Transport and Infrastructure select committee is currently taking submissions on the draft Bill. The TCC submission was considered at the 28 April Council meeting.</p> <p>Legislation is expected to pass towards the end of 2025, following which schemes will need to be considered by a partnership between local authorities in a region and NZTA. Such partnerships will need to consult people impacted by the scheme, amongst other key impact assessment criteria. Proposed schemes will need to be approved by Cabinet and roadside and back-office systems put</p>	<p>Present submission on the Bill to the Select Committee.</p> <p>Await completion of the legislative process.</p>

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – May 2025

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS	NEXT STEPS / IDENTIFIED RISKS
	in place. The process will take some time therefore any proposed scheme will likely only take effect at least a year or more after being enabled in legislation.	
Takitimu North Link Tolling	<p>NZTA undertook engagement on the proposal to introduce a toll on the Takitimu North Link (TNL) through September and October 2024. The proposal contained limited information and TCC sought and received further information from NZTA.</p> <p>TCC made a submission raising a number of concerns with the tolling proposal, seeking it be put on hold while further engagement occurred. This engagement did not happen, and the Minister of Transport announced on 13 December 2024 that the Government has agreed to toll three new roads following public consultation, including the TNL Stage 1. NZTA published the Consultation Summary Report on their website. This includes a summary of TCC's submission, but does not include further information on how matters raised in TCC's submission were assessed which has led staff to seek further information from NZTA in this regard.</p> <p>NZTA's Tolling team will present to TCC regarding open / remaining queries and concerns in early May.</p>	<p>Consider further information provided from NZTA's Tolling team in May.</p> <p>Seek to work more closely with NZTA on future tolling investigations in Tauranga.</p>
Western Corridor (SH29 Tauriko / Tauriko West)	<p><u>Tauriko Network Connections (TNC) Detailed Business Case</u></p> <p>The business case recommended improvements including the following:</p> <ul style="list-style-type: none"> • A new offline State Highway 29 corridor for inter-regional traffic between Redwood Lane and Takitimu Drive that then enables the current state highway to perform a local road function with multi-modal services; • A new online six-lane SH29A corridor between Takitimu Drive and Barkes Corner including dedicated bus lanes; and • Widening of SH36 between Lakes Boulevard and SH29A including dedicated bus lanes. <p>At its meeting on 27 June 2023 Council resolved to endorse the final NZTA business case being submitted to their Board for approval alongside other key resolutions including:</p> <ul style="list-style-type: none"> • Strong preference the project be delivered in a single stage within a decade (by 2034) • The next stage of the business case identifying solutions to resolve 'pinch points' at key locations including SH29a/Cameron Road, Takitimu Drive/SH29/SH29a/SH36 and across the Omanawa stream on SH29. 	<p>Staff are actively engaging with NZTA to ensure council will be involved in discussions, scope, programme, and design matters. This is being done at both Management level, and at a working staff group level.</p>

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – May 2025

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS	NEXT STEPS / IDENTIFIED RISKS
	<p>The Waka Kotahi Board endorsed the business case at their meeting on 18 August 2023. Funding (from the National Land Transport Fund, NLTF) was confirmed through the National Land Transport Plan for initial stages of the project (designation, design, land acquisition). Construction funding is not confirmed.</p> <p>NZTA have confirmed that the replacement of the bridge over the Omanawa Stream (SH29) is their first priority. They further confirmed that this bridge will be constructed as a two-lane bridge as provided for in the endorsed DBC. NZTA have confirmed that the design of the (Omanawa) bridge currently underway will not specially allow for any future widening. This does not rule out widening being considered in future or a separate adjacent bridge structure with additional lanes if required. NZTA has agreed that TCC can review and provide feedback on the bridge design. This project will move into construction in late 2025.</p> <p>NZTA further informed TCC that the Offline SH29 part of the project (“stage 4”) will be brought forward and delivered ahead of the SH29A widening (stage 3) as a result of the entire Tauriko West project getting RoNS prioritisation, which is a change to the previously approved business case. NZTA are working towards commencing construction during the 2027-30 NLTP, with the intended result that the overall programme will be delivered earlier, with timeframes still to be announced.</p> <p>NZTA have updated the Investment Case, and we understand it was considered at their most recent Board meeting. On 22 April 2025 Minister Chris Bishop announced that the NZTA Board had endorsed the Tauriko West Road of National Significance (Ron) investment case. NZTA Board approval of \$97.2 million in funding for route protection was also announced. The investment case endorsed by the NZTA board sets a budget envelope of between \$2.8 billion to \$3.3b for the overall project, with decisions to unlock funding made by the NZTA Board as each phase of the project progresses.</p> <p>In line with the GPS, NZTA also noted that a tolling assessment will be undertaken for the Tauriko West project. NZTA have currently completed a “gate 1 tolling assessment” and are in the progress of undertaking a “gate 2 tolling assessment”. Subject to the outcomes and endorsement, this may lead to public consultation around the use of tolls as a funding tool.</p>	

9.2 Government Reforms affecting Tauranga City Council

File Number: A17912886

Author: Andy Mead, Manager: City Planning & Growth

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

PURPOSE OF THE REPORT

1. To outline the range of current government reforms affecting TCC and the local government sector.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Government Reforms affecting Tauranga City Council".

EXECUTIVE SUMMARY

2. There is a large programme of reform underway which will have significant impacts for TCC. The report attachment provides a high-level description for each reform, involvement of TCC in the reform progress and commentary on key points.
3. The key areas of reform are:
 - Fast Track Approvals Act
 - Resource Management Act (RMA) – changes to existing legislation
 - RMA replacement
 - Funding and Financing
 - Regional / City Deals
 - Time of Use Charging (road pricing)
 - Local Waters Done Well
 - Building consent reform
 - Public Works Act amendments
 - Local Government reform

BACKGROUND

4. The current government has a large programme of reform that impacts TCC and the local government sector. The key reforms are set out in the table in Attachment 1, and the Fact Sheet on the replacement of the RMA is included in Attachment 2.
5. There was a recent presentation on resource management reform to the April 2025 SmartGrowth committee meeting which was shared with the elected members.
6. The current reforms will have a significant impact on the size, shape and operation of the Council in future and therefore need to be considered strategically and holistically.

7. TCC staff are directly involved in a range of capacities in these reforms and there will be more opportunity for involvement in the future, including through formal submission processes.

STATUTORY CONTEXT

8. Local government (and TCC) are creatures of statute in respect of our role, function and how we operate. We have an obligation to give effect to our statutory requirements, which are significantly changing through implementation of current government policy.

OPTIONS ANALYSIS

9. This report is for information only. There are no options.

FINANCIAL CONSIDERATIONS

10. This report has no financial implications, a number of the reforms will have significant financial, fundi

LEGAL IMPLICATIONS / RISKS

11. The only legal implication or risks of note is that staff involvement in various groups advising on or contributing to government reforms is generally on a confidential basis that cannot be shared.

TE AO MĀORI APPROACH

12. The government reform programme and its impacts on TCC will no doubt have impacts on the Te Ao Māori approach. These will be considered on a case-by-case basis.

CLIMATE IMPACT

13. The government reform programme and its impacts on TCC will in some manner impact areas like adapting to climate change, reducing emissions and enhancing nature and biodiversity. Again, these will be considered on a case-by-case basis.

CONSULTATION / ENGAGEMENT

14. The government is undertaking various consultation and engagement processes on its reforms and these generally include formal submission processes.
15. Consultation and engagement by TCC will occur when it implements government reform, for example through the current consultation process on waters reform.

SIGNIFICANCE

16. 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.
17. 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.
18. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of high significance, however this decision is of low significance

as while government reform will have significant impacts on TCC and the Tauranga community, this report is only to outline what those reforms are for information purposes.



ENGAGEMENT

19. Taking into consideration the above assessment, that the decision is of low significance, officers are of the opinion that no further engagement is required at this time.

NEXT STEPS

20. Staff will continue monitor reforms and ensure TCC remains as involved as possible. Staff will prepare draft submissions for Council to consider.

ATTACHMENTS

1. **Government Reforms and Initiatives Programme Relevant to Tauranga City Council - A17918662** [!\[\]\(e492b5d52ab457a7a3c2826c4091dfee_img.jpg\)](#) 
2. **Fact Sheet - Resource Management Reform; replacement legislation - A17959984** [!\[\]\(6be2e1cb461308cfbb51376f893366b1_img.jpg\)](#) 

Government Reforms and Initiatives Programme relevant to TCC (as at April 2025)

Name	Description	TCC Involvement	Commentary
Fast-track Approvals Act	<p>Short-term legalisation to enable a one-stop streamlined pathway for the approval of national and regionally significant projects, especially infrastructure and urban development projects, ahead of resource management reform.</p> <p>A number of projects were listed for use of the fast-track process in our District and the adjoining Western Bay District including a number of State Highway projects, Port of Tauranga expansion and urban development projects in Tauriko West, Tara Road and Bell Road.</p>	<p>TCC submitted on the legislation (in general support) and put forward four TCC projects for consideration (Papamoa East Interchange surplus land development, Poteriwahi development, Turret/15th Ave & Kaituna Stormwater Overflow). These were unsuccessful.</p> <p>TCC does not have any regulatory or consenting functions for fast-track projects in our District, but we do have the opportunity to comment on project applications.</p>	<p>No fast-track applications have been lodged at this point for projects in and round Tauranga, but we are aware that a number are being prepared. They will be considered on their individual merits.</p>
RMA changes to existing legislation	<p>Targeted changes to the RMA, including National Environmental Standards and National Policy Statements ahead of new resource management system.</p> <p>Scope of changes reduced to enable faster progress with replacement of the RMA instead.</p> <p>Of note, proposed changes to the National Policy Statement for Urban Development (NPS-UD) will be consulted on shortly, but implementation has been deferred to the new resource management system. This</p>	<p>TCC involved through local government / central government working groups.</p> <p>TCC can make submissions to proposals in due course.</p>	<p>Refer to separate presentation for further information (workshop 5 May 2025).</p> <p>Deferring implementation to the NPS-UD impacts decision-making on intensification provisions for Mount North and whether they are retained or amended. Staff will provide a further report back once the proposed changes to the NPS-UD are available.</p>

Name	Description	TCC Involvement	Commentary
	covers the zoning of 30 years of development capacity, changes to intensification requirements and making the Medium Density Residential Standards optional.		
RMA replacement	<p>Replacing NZ's current resource management system under the RMA with two new Acts – one with a planning focus and the other an environmental focus.</p> <p>Key components include a more enabling approach to development, more standardisation and less consenting requirements.</p>	<p>The General Manager: Strategy, Growth and Governance is a member of the Expert Advisory Group that recently reported to the Minister.</p> <p>Staff are also involved through other local government / central government working groups.</p> <p>We expect there will be other opportunities for involvement in due course, and there will be opportunity for submission to Bills through the Select Committee process.</p>	<p>While the general shape of the reforms is now agreed there is a significant amount of detail to come as well as more information on implementation timeframes.</p> <p>We are starting to assess what this means for existing projects – ie whether to proceed under the current RMA system or wait until the new planning system is in place. We will report to the Committee for decisions on these matters.</p> <p>The new system will require significant resourcing to establish but once up and running is likely to be more efficient than the RMA and therefore require less ongoing resourcing.</p>
Funding & Financing	<p>There are a number of strands to this:</p> <ul style="list-style-type: none"> - Replacement of development contributions with development levies 	TCC staff are involved in various groups with government officials	Funding and financing infrastructure (especially growth-

Name	Description	TCC Involvement	Commentary
	<ul style="list-style-type: none"> - Amendment to the Infrastructure Funding & Financing Act - Amendment to target rates provisions. <p>There is also overlap with other reforms that include funding and financing elements eg tolling, time of use charging, regional deals and waters reform.</p> <p>Of note we understand that the government workstream of council 'incentives' to provide for growth is on hold / not progressing. it addressed ideas such as a Crown grant based on new home building consents granted above historical averages or GST sharing.</p> <p>Bespoke increases to LGFA borrowing covenants are also notable.</p>	<p>testing and assisting with these proposals.</p> <p>TCC can make submissions to proposals in due course.</p>	<p>related infrastructure) is one of Council's greatest challenges.</p> <p>The government has outlined the general framework of its funding and financing reforms, but the detail is yet to come.</p> <p>Based on what we know thus far the reforms are a step in the right direction but seem to fall well short of fully addressing the growth funding issues faced by TCC and other high growth councils.</p>
Regional Deals	<p>The Government is currently working through a process to establish the first regional deals between central and local government focused on achieving long-term commitment to key projects and initiatives to support economic growth and urban development.</p>	<p>TCC has made an application in partnership with BOPRC, WBOPDC, Tangata Whenua and Priority One for the Western Bay of Plenty sub-region.</p>	<p>The government has signalled that a regional deal will not bring with it additional direct government funding for local government activities. It does present an opportunity to work in partnership with government, and to seek greater certainty of working together for mutually agreed outcomes.</p>

Name	Description	TCC Involvement	Commentary
Time of Use Charging (road pricing)	Introducing legislation to enable road pricing in cities, with the primary aim of reducing congestion and making more efficient use of the existing transport network through the use of price signals.	TCC is making a submission to the Time of Use Charging Bill (submission was considered at the 28 April Council meeting and lodged on 29 April).	Once legislation is passed Council will need to decide if it wishes to pursue consideration of a time of use charging scheme. Locally there are additional challenges of how this would integrate with current and proposed toll roads.
Tolling amendments / use of tolling	Progressing legislation to make the use of tolling more enabling across new and existing roads. Increasing the implementation of tolling across the country, especially as a mechanism to help fund through Roads of National Significance programme.	TCC can make submissions to proposals in due course.	Tolling has been announced for Takitimu North Link stages 1 and 2. Tolling will be considered for long-term SH29 investment (eg the proposed new off-line highway).
Local Waters Done Well (LWDW)	The government is providing greater options for Council's to manage their three waters activities, including individual and multi-council CCOs with balance sheet separation and greater borrowing capacity. Councils, including TCC, are currently going through the process of assessing options, selecting a preferred option and consulting with their communities before making decisions and moving to the implementation stage.	TCC is submitting on the LWDW Bills as they are progressed through the legislative processes.	TCC is currently consulting on options including the preference for a three waters CCO option (ideally a multi-council CCO) with hearings and decision-making in May this year. If this option was adopted, it would significantly reduce the size and scale of the remaining TCC business.
Building Consent reform	The government are investigating a number of changes around the building consent system including	TCC staff involved through local government / central government working groups.	At this stage, the proposed changes are relatively limited in scope and impact. The more

Name	Description	TCC Involvement	Commentary
	<ul style="list-style-type: none"> - commencing a major reform of the structure of the Building Consent Authorities to improve efficiency and consistency across New Zealand. - Commencing a review into the liability setting within the Building Act - Pursuing changes to the act to allow self-certification (in lieu of both consents and inspections) by Plumbers and Drainlayers, and select Group Home Builders. <p>The government has also recently confirmed decisions to enable 70m2 granny flats to be built without building consent (and resource consent), and to allow easier use of international products.</p>	TCC staff have made submissions on consultation (so far for relatively minor matters) and will continue to make submissions to future proposals in due course.	<p>significant impacts will come following decisions on BCA structural reforms and liability settings.</p> <p>The Minister has shared clear expectations that consenting needs to be completed faster and with less BCA intervention – proposed legislation will be done with this in mind.</p>
Public Works Act amendments	The Government is progressing legislative changes to make land acquisition more efficient for public works.	TCC will be able to make a submission through the upcoming Select Committee process.	This will assist the delivery of TCC infrastructure projects where land acquisition is required.
Local Government Reform	<p>The Government is seeking to focus Councils ‘back to the basics’ on delivering core services, reducing rates rises and benchmarking financial performance. As part of this they plan to remove reference to the four well-beings from the Local Government Act.</p> <p>Minutes of the Cabinet meeting on RMA replacement invited the Minister</p>	TCC’s opportunity to be involved will depend on how these progresses both nationally, regionally and locally. TCC is a member of the metro-sector group and LGNZ, both forums which are likely to participate in local government reform discussions.	Reform of Local Government will have significant implications for TCC

Name	Description	TCC Involvement	Commentary
	(Responsible for RMA Reform) and the Minister of Local Government to report back to the Cabinet Economic Policy Committee by July 2025 with an update on whether local government reforms should be progressed as a consequence of changes to the resource management system.		
Housing / Kainga Ora	<p>Refocusing Kainga Ora's role back to being a state housing landlord primarily for existing State-owned public housing stock.</p> <p>Much reduced role of Kainga Ora in the delivery of additional social housing, with a greater role for the Community Housing Provider section, including Accessible Properties Ltd.</p> <p>Ceasing Kainga Ora's role as an urban development agency, affecting large scale projects like its property interests in Tauriko West.</p>	<p>TCC is not directly involved in the changes to Kainga Ora.</p> <p>Our main interest is in Tauriko West and how the potential divestment if Kainga Ora land impacts funding arrangements and housing delivery for that project. We have been engaging directly with Ministers and officials in this regard and are awaiting decisions.</p>	Staff are engaging with Accessible Properties Limited who are the largest Community Housing Provider in TCC and likely to benefit for the government's approach to social housing delivery in the way of additional funding for housing development.
Education	Significant reduction in investment programme for new and existing schools.	Not involved	These changes have had implications for education investment in the City and areas like Omokoroa.



Resource management reform

The Government's resource management reform will replace the Resource Management Act 1991 (RMA) with two new pieces of legislation:

- A Natural Environment Act – focused on managing the natural environment
- A Planning Act – focused on planning to enable development and infrastructure.

The new legislation will narrow the scope of the resource management system and the effects it controls, with the enjoyment of private property rights as the guiding principle. A shift from a precautionary to a more permissive approach will unlock development, streamline processes, and enhance New Zealand's ability to meet its housing, infrastructure, and environmental objectives.

Expert Advisory Group

The Expert Advisory Group (EAG) was established in September 2024 and was tasked with preparing a blueprint to replace the RMA, based on ten objectives and principles set by Cabinet. The EAG provided a draft blueprint to Ministers on 20 December 2024.

The EAG's blueprint addresses the main failings of the RMA and provides 21 key recommendations that are ambitious and wide ranging. The Cabinet proposals, for the introduction of new legislation, are broadly in line with the EAG's recommendations.

A system based on the EAG blueprint will be simpler, faster, more effective, and provide proportionate and measured responses to land and resource use.

Narrower scope

The new legislation will narrow the scope of the resource management system and the effects it controls, with the enjoyment of property rights as the guiding principle. Compared to the RMA, the new legislation will more clearly define the types of adverse effects that can be considered and raise the threshold for when those adverse effects must be managed.

This will provide greater protection of and ability to use property as its owners see fit. It will set a higher bar for regulatory restrictions on property.

Change is needed to ensure the resource management system better supports growth and development in a market economy as well as respecting private property rights, while also improving environmental outcomes.

National policy direction

One set of national policy direction under each new act will simplify, streamline, and direct local government plans and decision-making. It will also provide guidance on how to resolve conflicts between competing priorities. This is expected to provide direction on the purpose of the primary legislation and declutter the existing set of RMA national policy statements.

Direction under the new Natural Environment Act will cover matters such as:

- freshwater
- indigenous biodiversity
- coastal policy.

Direction under the new Planning Act will cover matters such as:

- urban development
- infrastructure (including renewable energy)
- natural hazards.

The national policy directions for each act will be developed in parallel to ensure they are aligned.

Standardisation of the system

The new legislation will provide for greater standardisation, shifting the focus of policy setting to a national level, while maintaining local decision-making over things that matter. This approach will provide for genuinely novel issues to be given adequate consideration on a case-by-case basis.

The benefits include:

- Following international approaches, nationally set standards (including standardised land-use zones) will provide significant system benefits and efficiencies.
- Standardising best practice for councils and others reduces the financial burden on communities. It will assist councils to take a similar approach to the same issues faced in other parts of the country.

Environmental limits and natural resource allocation

There is agreement that the RMA's 'first in, first served' approach to allocating natural resources is inefficient and inequitable when resources are scarce. It lacks incentives for resources to be used efficiently and does not enable higher value uses. The EAG recommended a more deliberate framework for natural resource allocation and charging for use. A better legal framework for setting environmental limits will provide certainty around where development can and should occur, whilst protecting the natural environment.

Streamlining the system

Cabinet has agreed to reduce the number of plans and policies in the system. A combined plan will include a spatial planning chapter, an environment chapter and planning chapters (one per territorial authority district) and could be achieved via an 'e-plan'. Spatial plans will provide long-term, strategic direction to simplify and streamline the system. This will allow development within constraints, and better align land use, infrastructure planning, and investment.

A national compliance and enforcement regulator will be set up and will provide the opportunity to ensure more consistency as well as reduce the variability in compliance and enforcement activities across regions. A new planning tribunal will provide for faster and low-cost dispute resolution and lessen reliance on the courts.





Comparison: Expert Advisory Group Blueprint recommendations and Cabinet paper recommendations

Table 1: Summary and comparison of main recommendations of Expert Advisory Group Blueprint alongside Cabinet paper recommendations

Note this table sets out the Expert Advisory Group’s main recommendations (a)-(u) – these recommendations are described in full in each chapter of the blueprint.

Action key:			<div></div> Cabinet paper progresses broad Blueprint recommendation	<div></div> Cabinet paper progresses in part or via delegated decisions on detail	<div></div> Cabinet paper does not progress Blueprint recommendation
Expert Advisory Group Blueprint recommendation	Action	Cabinet paper recommendation			
Develop new legislation in two separate Acts: i. A Planning Act focused on regulating the use, development and enjoyment of land. ii. A Natural Environment Act (NEA) focused on the use, protection and enhancement of the natural environment.		2	agree that the RMA will be replaced by two Acts that separate land-use planning and natural resource management – a Planning Act and a Natural Environment Act		
		3	note that the significant debate over the meaning of the RMA’s ‘sustainable management’ purpose can be avoided in the new system by using descriptive purpose statements		
		4	note that the Planning Act will focus on establishing a framework for planning and regulating the use, development and enjoyment of land		
		5	note that the Natural Environment Act will focus on establishing a framework for the use, protection and enhancement of the natural environment, subject to further advice on ensuring the NEA purpose recognises that protection and enhancement must be proportionate as the act is intended to be enabling		

Comparison: Expert Advisory Group Blueprint main recommendations and Cabinet paper recommendations

<p>The new Acts will have a smaller regulatory scope and not address matters adequately covered in other legislation. The effects regulated will be based on the economic concept of externalities. Matters such as financial effects and effects on trade competition will be excluded.</p>		<p>8 agree that the approach to effects management in the new system is based on the economic concept of externalities, meaning effects (relating to land use) borne solely by the party undertaking the activity would not be controlled</p> <p>38 agree that the EAG's recommendations about overlaps between the RMA and other legislation will be staged to allow other legislation to be amended and avoid leaving gaps during the transitional period</p> <p>38A agree that further work will be done prior to introduction on where heritage sits in the system, particularly in the context of regulatory takings, heritage management and listing of historic heritage between Minister Responsible for RMA Reform, Minister for Arts, Culture and Heritage and Under-secretary Court.</p>
<p>Both Acts will be based on the enjoyment of property rights and require justification reports if departing from approaches to regulation standardised at the national level. Compensation may happen for regulatory takings in some circumstances.</p>		<p>10 agree that the legislation will include protection against regulatory takings, with the details to be decided under delegation</p> <p>15 agree that both Acts will require regulatory justification reports that outline the rationale for any regulatory plan rules that deviates from national standards</p>
<p>Each Act will contain national goals setting out the main objectives of the regulatory framework that provide a basis for monitoring its implementation. The Planning Act will include goals for infrastructure provision and well-functioning urban and rural areas. The NEA will include goals for protecting important natural values.</p>		<p>6 agree in principle that each act will have a set of legislated goals and decision-making principles which will be streamlined to focus on the essential functions of land use planning and natural resource management, subject to further advice on the value provided by legislated goals and decision-making principles</p> <p>7 agree in principle that each act will have a set of decision-making and procedural principles to embed good planning practice and environmental management practice</p>
<p>Each Act will require one mandatory national policy direction (NPD) that is succinct and resolves conflicts between environmental protection and development and, where that is not possible, provides direction on how conflicts can be reconciled through subsequent processes.</p>		<p>11 agree that the responsible Minister (to be decided under delegation) would be empowered to develop the following instruments:</p> <p>11.1 a single mandatory National Policy Direction (NPD) under each Act</p> <p>11.2 national standards under each act, including nationally standardised zones under the Planning Act</p> <p>11.3 environmental limits (under the NEA only)</p> <p>11.4 regulations under each Act, including but not limited to emergency or urgent response provisions, technical matters, matters requiring frequent updating and administrative matters</p> <p>12 agree that national standards will be for the purpose of implementing the NPD under each Act and providing a consistent approach to the regulation of activities</p>

Comparison: Expert Advisory Group Blueprint main recommendations and Cabinet paper recommendations

<p>Regional policy statements (RPSs) will be eliminated and partially replaced by spatial plans made under the Planning Act. Spatial plans include the coastal marine area (CMA) and will have weight in the regulatory planning process.</p>		<p>22 agree that spatial planning requirements sit under the Planning Act but are designed to help integrate decisions under the Planning Act and NEA at a strategic level, resolving conflicts where possible</p> <p>23 agree that spatial planning will also promote integration of regulatory planning under the Planning Act and NEA with infrastructure planning and investment</p> <p>24 agree that the Planning Act will include mandatory and optional matters for spatial plans to address with a strong focus on enabling urban development and infrastructure within environmental constraints</p>
<p>Spatial plans will enable development and focus on mapping major constraints, identifying existing and future infrastructure (including future infrastructure corridors), future urban areas, and growth and development opportunities.</p>		<p>21 agree that the new system will include long-term, strategic spatial plans that will simplify and streamline the system, enable development within environmental constraints and have sufficient weight and reach to better align land use and infrastructure planning and investment</p>
<p>Each Act will require a single regulatory plan per region. The regional council will prepare a natural environment plan under the NEA. District councils will each prepare a chapter of a combined district plan.</p>		<p>25 agree that each Act will require one combined plan per region – plan chapters would be developed by each local authority, combined for each region, then presented as a national e-plan</p> <p>26 agree that each regional council would deliver plan chapters under the NEA and there would be no duplication across chapters</p> <p>27 agree that each territorial authority would deliver a plan chapter managing land use for their area under the Planning Act</p>
<p>The Planning Act will require the Minister for the Environment to create nationally standardised zones (NSZs) that councils select and apply in the combined district plan, with a 'stickier' exceptions pathway if bespoke requirements are needed to meet specific community needs or preferences. NSZs will include a zone with substantial flexibility in land use on Māori land.</p>		<p>13 agree that national standards and standardised zones will channel most of the administrative activity in the current system into "default" solutions set once at the national level, with "safety valves" available to allow genuinely novel issues to be given adequate consideration on a case-by-case basis</p>

Comparison: Expert Advisory Group Blueprint main recommendations and Cabinet paper recommendations

<p>The NEA will require environmental limits to protect the life-supporting capacity of the natural environment. It will also require environmental controls to protect significant natural values, such as outstanding natural features and landscapes (ONFLs) and significant natural areas (SNAs) – applying similarly to NSZ provisions – with nationally set default pathways to select from and a ‘stickier’ process if bespoke solutions are required to meet local variations.</p>		<p>16 agree that the responsible Minister would be required by the NEA to prescribe limits nationally or set default methods for limits to be developed at the regional level, or both</p> <p>17 agree that limits to protect human health would be set nationally, and limits to protect the natural environment would be set by regional councils following a set methodology</p> <p>18 agree that the NEA would include the following framework for setting limits:</p> <p>18.1 mandatory domains for which limits must be set - subject to further advice, these could include air, water (freshwater and coastal), soil, and ecosystems</p> <p>18.2 criteria for setting management units</p> <p>18.3 a process for setting limits nationally to protect human health</p> <p>18.4 a process and methodology for regional councils to follow to set limits to protect the natural environment</p> <p>37 agree that the following EAG recommendations will not be included in the bills for introduction and will be progressed in parallel but on a longer timeline:</p> <p>37.2 consideration of institutional arrangements for limit-setting</p>
<p>To support a faster transition, the regulatory plans made under each Act will initially be notified and considered by an independent hearings panel (IHP) together in each region, but determined by each individual council.</p>		<p>Cabinet previously agreed that reform proposals will be developed in a way that builds on the Phase 2 work programme, minimises uncertainty and economic disruption, and enables a rapid transition to the new system [CAB-24-MIN-0315 refers]</p> <p>Delegated decisions will further consider the plan-making process</p>
<p>The form and structure of spatial and regulatory plans will be highly standardised, enabling them to be collated and accessed as one national e-plan for New Zealand.</p>		<p>28 note that the one plan per region approach would be achieved through a national e-planning portal, and investment would be required to establish and maintain this portal</p>
<p>A common platform for presenting information spatially – combined with a focus on collecting better environmental reporting data in a form that can be aggregated nationally – will enable significantly better monitoring of system performance and, from there, adaptive management.</p>		<p>56 note that improving the data, technology, and tools that underpin and support the resource management system are critical to better decision-making, the efficient allocation of resources, monitoring and improving system performance and efficiency, unlocking economic growth, and delivering upon the Government’s strategic objectives</p> <p>57 agree that the Minister Responsible for RMA Reform and Parliamentary Under-Secretary for RMA Reform will investigate the economic case for improving data and technology to support a more efficient and effective resource management system, including potential cost recovery mechanisms</p>

Comparison: Expert Advisory Group Blueprint main recommendations and Cabinet paper recommendations

<p>Consenting activity classes under both Acts will be rationalised and simplified by:</p> <ul style="list-style-type: none"> i. Making greater use of permitted activities. ii. Removing controlled activities. iii. Having a greater focus on the use of restricted discretionary activities. iv. Removing the non-complying activity category. v. Retaining prohibited activities, but with a narrower scope and direction on how they can be used. 		<p>9 agree that the new legislation will raise the threshold for the level of adverse effects on people and the environment that can be considered in setting rules and determining who may be affected by a resource consent, with detailed decisions about reverse sensitivity, materiality threshold for effects management and how it applies through the system to be made under delegation</p> <p>14 agree that the new legislation has fewer consent activity classes than the RMA, including greater use of permitted activities</p>
<p>Reverse sensitivity concerns will be addressed in the Planning Act by specifying that:</p> <ul style="list-style-type: none"> i. Those that 'come to the nuisance' should not be able to complain about it. ii. Reasonable expansion of existing activity will be permitted where the site is 'zoned or owned'. 		<p>9 agree that the new legislation will raise the threshold for the level of adverse effects on people and the environment that can be considered in setting rules and determining who may be affected by a resource consent, with detailed decisions about reverse sensitivity, materiality threshold for effects management and how it applies through the system to be made under delegation</p>

Comparison: Expert Advisory Group Blueprint main recommendations and Cabinet paper recommendations

<p>The NEA will require councils to charge for using natural resources to recover costs of operating the system and, in the case of overallocated resources, to enable them to be managed back to within environmental limits over time.</p> <p>Where a resource approaches overallocation, or an environmental limit will soon be breached, the relevant community must agree a timeframe and approach for making improvements, and must settle on an alternative allocation method to 'first-in-first-served'.</p>		<p>19 agree that the NEA require use to be capped to ensure a limit is not breached.</p> <p>20 agree the NEA include procedures for some existing over allocated resources to achieve limits over time</p> <p>40 agree to a staged approach where the new allocation system is enabled in primary legislation with the following features only being 'switched on' through secondary legislation:</p> <p>40.1 the ability of councils to use new allocation methods that are not enabled under the RMA</p> <p>40.2 the ability to compel councils to plan for and implement new methods by resource and/or by region</p> <p>41 agree to carry over existing RMA allocation methods in the NEA and enable the following new methods: market-based approaches (eg, trading, auctions, or tenders) and administrative approaches requiring comparison of the merits of applications</p> <p>42 agree to carry over existing RMA charging provisions in the NEA, including for cost recovery, and enable charges to be imposed on resource users to enable allocation methods to be operationalised, address overallocation, and provide for efficient use</p> <p>43 note that the interests of existing resource consent holders will be considered through delegated decisions to enable transition to new allocation methods in a reasonable timeframe where resources are already scarce (eg, 10 years)</p>
<p>A new Planning Tribunal will be established to offer quick, low-cost conciliation and administrative review of council functions (eg, notification, requests for further information), and determination of the meaning of consent conditions.</p>		<p>36 agree in principle, the institutional design for the new planning tribunal be established by the time of the commencement of the legislation, subject to further advice from Ministry of Justice and Ministry for the Environment on the role of the tribunal, and the tribunal's role in transitioning to a new planning system</p>
<p>A new national compliance and enforcement regulator with a regional presence will be established to build a centre of excellence that will strengthen compliance performance and provide confidence that the system can shift its focus away from ex ante consenting.</p>		<p>37 agree that the following EAG recommendations will not be included in the bills for introduction and will be progressed in parallel but on a longer timeline:</p> <p>37.1 establishment of a national compliance regulator</p>

Comparison: Expert Advisory Group Blueprint main recommendations and Cabinet paper recommendations

<p>The extent of the CMA managed under the replacement legislation should be reduced to the area of interest to regional communities, with the Environmental Protection Authority (EPA) responsible for planning and consenting beyond that.</p>		<p>39 agree to retain the existing geographical extent of the resource management system, including the coastal marine area</p>
<p>The new Acts will each include a section on how the Treaty of Waitangi should be reflected in the exercise of their respective functions.</p>		<p>29 note the EAG has recommended that the new legislation carry forward an equivalent of section 8 of the RMA</p> <p>30 note further work is needed to ensure the approach taken to an overarching Treaty of Waitangi clause appropriately considers the objectives of resource management reform and the wider review of Treaty clauses in legislation</p> <p>31 direct the Minister Responsible for RMA Reform and Parliamentary Under-Secretary for RMA Reform to report back to Cabinet Economic Development Committee before the introduction of legislation to finalise an approach to a Treaty of Waitangi clause, noting the report-back will:</p> <p>31.1 seek agreement to a clause that recognises the Treaty of Waitangi and the uniqueness of settlements entered into by the Crown with Iwi/Māori; and</p> <p>31.2 rule out the use of a general Treaty principles clause, as recommended by the EAG report, and as is currently expressed in section 8 of the RMA</p> <p>32 note we will work with officials to ensure the system is explicit about how Māori groups interact with the planning system, while also ensuring that any Treaty settlements are upheld</p> <p>33 note Cabinet has agreed that upholding Treaty settlements and related agreements is a principle of the reform of the RMA</p> <p>34 note the scope and objectives of reform will require changes to be made to settlement redress, which require the agreement of relevant PSGEs or groups</p> <p>35 agree further decisions on the appropriate process and legislative drafting required to enable a process for Treaty settlements and related agreements to be upheld will be made under delegation</p> <p>44 note that possible approaches to preserve and uphold Crown commitments on rights and interests in freshwater and geothermal resources, including in a new allocation system, will be explored through engagement with Māori (consistent with CAB-24-MIN-0413.01) and options will be brought back to Cabinet for decisions</p> <p>55 note officials will work with key Iwi/Māori groups such as the National Iwi Chairs Forum's Pou Taiao advisory group and Te Tai Kaha, as well as engaging with the relevant PSGEs and other entities to ensure Treaty settlements and other legislative arrangements are upheld appropriately</p>

Comparison: Expert Advisory Group Blueprint main recommendations and Cabinet paper recommendations

9.3 Carmichael Road Improvement Project: Planning Stage Update

File Number: A17795937

Author: Claudia Hellberg, Team Leader: City Waters Planning

Authoriser: Nic Johansson, General Manager: Infrastructure

PURPOSE OF THE REPORT

1. Inform the Committee about the Carmichael Road Improvement project, which is currently in the planning stage.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Carmichael Road Improvement Project: Planning Stage Update".
-

EXECUTIVE SUMMARY

Background

2. The Carmichael Road Improvement Project is an ongoing initiative aimed at addressing critical community infrastructure needs in the southern Carmichael Road area. The project spans multiple infrastructure areas, including wastewater servicing, water supply upgrades, stormwater management, and road safety improvements.

While most Carmichael Road residents are connected to the municipal wastewater services, 17 properties at the south/eastern end of Carmichael Road (north of SH2) are not, despite being zoned 'Residential'. At the time of development of these houses, the sewer main was very remote.

Current Status

3. City Waters Planning is conducting a feasibility assessment for wastewater servicing, expected to conclude by the end of FY26. Initially, a low-pressure sewer system was considered but deemed unsuitable for future growth. The project has shifted to exploring a traditional gravity wastewater system, which offers better efficiency and scalability. The feasibility design phase includes integrated improvements in water supply, stormwater systems, and road safety.

Funding Considerations

4. Funding from the 2021 Long Term Plan (LTP) for a low-pressure system has been redirected to planning activities. The planning phase's budget of \$1.5M for FY25–FY27 will cover feasibility design. However, implementation and detailed design stages, as well as land purchase for the pump station, remain unfunded and will need to be included in the 2027 LTP.
5. Initial infrastructure planning did not account for the current scale and cost, leading to insufficient development contributions. With most of the area now developed, recovering additional infrastructure costs through development contributions is limited. Consequently, significant ratepayer funding will potentially be required for part of these projects.

Options Analysis

6. Two options were considered for wastewater servicing:

Option	Total project capital cost estimate	Cost per property	Estimated time to design and construct	Provision for future development
Low pressure sewer system (PSS)	\$2,745,000.00	\$161,470.00 (17 dwellings)	3.5 - 5 years	Nil
Conventional gravity network and pump station	\$10,630,000.00	\$36,404.00 (up to 292 dwellings possible)	4 – 5 years	Yes, medium/high density housing enabled

The gravity network option was preferred due to its alignment with future growth and strategic community outcomes.

Next steps

7. TCC will continue to pump out septic tanks as required by the householder until a solution is implemented.

City Waters Planning will continue with the feasibility assessment and design for a gravity wastewater system with a pump station, aiming to complete by the end of FY26. Design and implementation costs will be considered in the 2027 LTP process.

BACKGROUND

8. City Waters Planning is conducting a feasibility assessment for the Carmichael Road Improvement Project. This project addresses wastewater servicing in the southern Carmichael Road area, alongside planned upgrades to water supply, stormwater systems, and road safety. Due to the complexity of the wastewater servicing component, the project has faced multiple delays and reviews, reflecting its long-standing challenges.
9. While most Carmichael Road residents are connected to the municipal wastewater services, 17 properties at the south/eastern end of Carmichael Road (north of SH2) are not, despite being zoned 'Residential'. At the time of development of these houses, the sewer main was very remote. These properties currently rely on private septic tank systems (onsite effluent treatment - OSET) for wastewater disposal.
10. Consenting, monitoring and compliance of OSET is the responsibility of the Regional Council. Upgrading or replacing the septic tanks is not possible due to Regional Council restrictions imposed on these systems in residential zones, which means consenting would be difficult. Issues around LTP funding, complexity of providing connection to the OSET properties, and drainage in the wider area, have stalled a municipal solution for years.
11. Change was initiated with the allocation of budget in the 2021 Long Term Plan (LTP), to develop solutions to community issues for wastewater, water supply, stormwater and road safety at Carmichael Road (the Carmichael Road Improvement project). Work started on a path to connect these properties to the council-owned wastewater system. Initially, a low-pressure system (with a small pump at each of the properties) was identified as the most feasible option for servicing these properties.
12. Upon moving to the start of detailed design however, it became clear the project needed to consider the implications of Plan Change 33 (PC33) which would allow for medium and high-

density housing in this area. After a review of the preliminary designs in 2023, it was found that a low-pressure system would not be scalable or fit for purpose as soon as PC33 would be adopted. The proposed solution would likely limit capacity of any subdivision for the 17 properties and would not provide for the allowance of high-density housing.

13. Therefore, it was prudent to reconsider options for servicing the entire West Bethlehem area for wastewater and water supply and revisit a traditional gravity wastewater solution in a more holistic and strategic way (Figure 1). This also provided opportunities to look for efficiencies in servicing the 17 properties and all known potential developments in the West Bethlehem area (such as 282 SH2, Pōteriwahi and the Ngāti Kahu areas), by limiting construction disruption, maximising funding, and future-proofing.
14. TCC are currently undertaking a feasibility assessment of options that enable wastewater servicing (via connection to the TCC system) of the OSET properties on Carmichael Road. The current concept plan would allow for staged developed of various growth areas with individual wastewater pumpstations and rising main for each growth area (Figure 1).
15. The feasible design will also cover water supply upgrades, stormwater improvements and roading, which all need the wastewater component to be developed before they can be finalised.

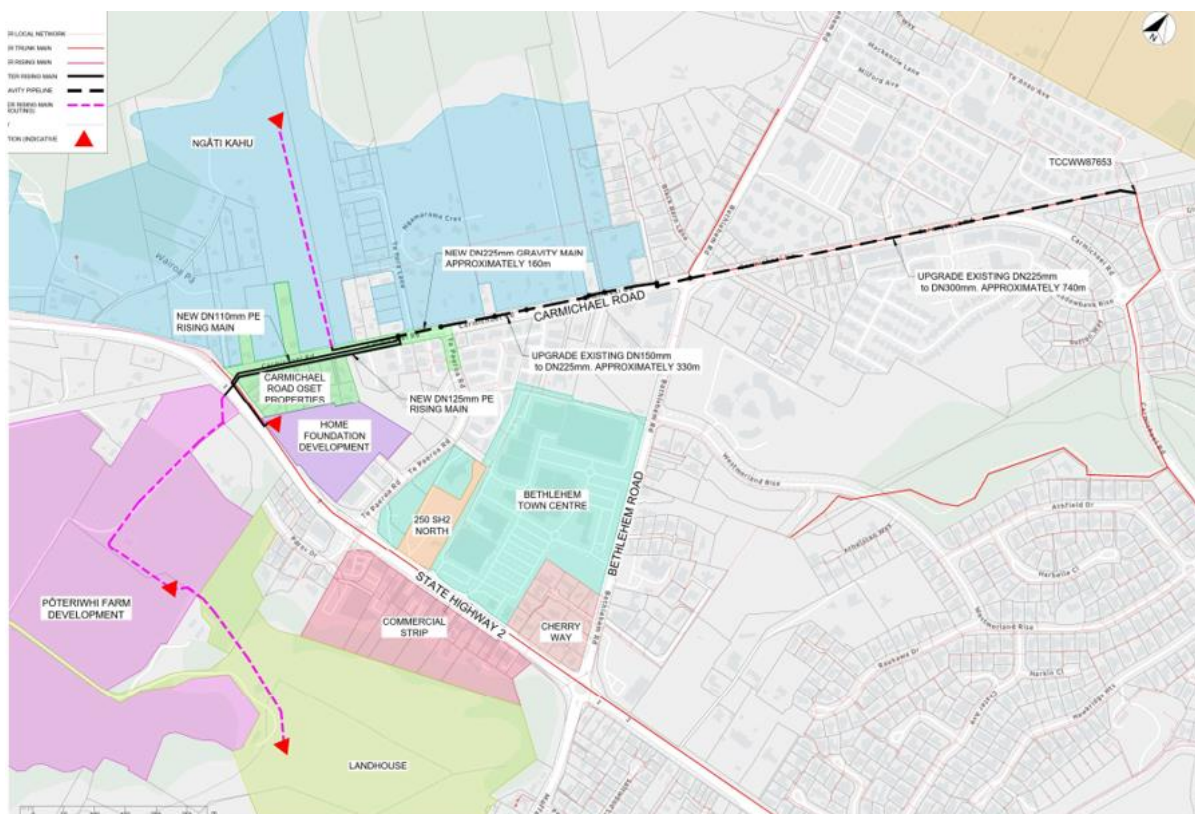


Figure 1: West Bethlehem wastewater catchment showing known growth areas and proposed concept solution

16. The Carmichael Road Improvement project has interdependencies with a number of other projects and proposed future developments in the area. These include the SH2 stormwater culvert upgrade project, Parau Drive extension, Pōteriwahi development and proposed development at 282 SH2. In particular, the stormwater culvert upgrade and Parau Drive extension are needed for a successful overall project, as these will enable a wastewater pump station to be constructed in a location that is otherwise subject to flooding.

STATUTORY CONTEXT

17. Plan Change 33 (PC33) – ‘Enabling Housing Supply’ aims to increase housing density and height within the city to address housing shortages and support the National Policy Statement for Urban Development. Under PC33, the area around the Carmichael Rd Improvement project is zoned high density.
18. Under the TCC City Plan, section 12G.3.1. minimum services requirements, properties in a residential zone should have connection to a council-owned wastewater system.
19. Under the OSET Regional Plan, the discharge of treated domestic wastewater via an existing septic tank and conventional land disposal system is not provided for as a permitted activity inside the Tauranga Urban Area (Rule 1). The discharge of treated domestic wastewater into land from a septic tank system within the Tauranga Urban Area requires a resource consent as a discretionary activity under Rule 9, irrespective of when the system was installed. Therefore, existing systems discharging to land inside the area which do not hold a current resource consent are in breach of the OSET Plan. Any new or replacement septic tank systems would also require consent under Rule 9 as a discretionary activity.

STRATEGIC ALIGNMENT

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

	Contributes
We are an inclusive city	<input type="checkbox"/>
We value, protect and enhance the environment	✓
We are a well-planned city	✓
We can move around our city easily	✓
We are a city that supports business and education	<input type="checkbox"/>

21. This project aligns with our community outcomes by addressing multiple areas:

- We value, protect, and enhance the environment
 - Connecting properties to a wastewater system will mitigate environmental pollution from failing septic tanks and redirect wastewater to council-owned facilities for suitable treatment.
 - Stormwater improvements will mitigate localized flooding and incorporate swales to manage flow attenuation.
- We are a well-planned city
 - The planning of wastewater systems will focus on future-proofing, maximising construction efficiencies, and enabling growth, while water supply enhancements will support growth while maintaining service levels.
 - Roading improvements will enhance safety through street lighting, speed management, and integration with stormwater systems.
- We can move around our city easily
 - The roading elements of this project will enhance a main cycle route, connecting to the Omokoroa to Tauranga cycle trail and the Carmichael Reserve.

OPTIONS ANALYSIS

22. Two options for resolving the wastewater issue along Carmichael Road were considered:
- (a) A low-pressure sewer system (PSS) with pumps at each house connected to a main line that discharges to the Omokoroa pipeline¹.
 - (b) A conventional gravity network connecting to a pump station(s) with a rising main connecting to the TCC network on Carmichael Road.
23. The time frames and cost estimates provided in the table below should be regarded as high-level. Although the majority of the design packages have been developed to conceptual design stage, some packages have not even reached this level of development. Consequently, the available information lacks the detailed granularity necessary for more accurate forecasting. The estimated time to design and construct includes risk and contingency, and the low-pressure sewer system option includes an allowance for time to assess ownership options, develop policy and agree responsibilities.

Option	Total project capital cost estimate*	Cost per property	Estimated time to design and construct**	Provision for future development
Low pressure sewer system (PSS)	\$2,745,000.00	\$161,470.00	3.5 - 5 years	Nil
Conventional gravity network and pump station	\$10,630,000.00	\$36,404.00	4 – 5 years	Yes, medium/high density housing enabled

*This is a high-level concept option estimate, including risk and contingency. Note that total project cost does not include the ongoing operational and maintenance costs of either system.

**This is a high-level estimate including risk and contingency. Programme will also depend on ability to maximise efficiencies with other linked projects and developments.

24. The PSS option would service the 17 Carmichael Road OSET properties only and would not be compatible with future subdivision or growth. The conventional gravity network option is based on servicing the realistically expected to be realised (RER) populations for future development of the OSET properties as well as the proposed future development at 282 SH2 (a total of 292 properties).
25. Capital cost responsibility for PSS is unclear. Council and private costs for maintenance and replacement of gravity systems are well defined, however this is not the case for PSS. Further development would be needed on funding policy for connection, installation, maintenance and replacement of OSET by low-pressure sewer systems. Until this policy has been developed, the cost to TCC of servicing the Carmichael Road OSET properties cannot be fully assessed.
26. It is assumed that capital cost for connection to the wastewater system via a traditional gravity system would be met by TCC, with the potential to find efficiencies with other developments in the area.
27. In addition to the capital costs to install the infrastructure needed to connect to the public sewer, there are private costs for connection.

¹ There are risks associated with the feasibility of connecting to the DN 475 Omokoroa pipeline and an agreement with Western Bay of Plenty District Council would be required to enable this.

28. Council has limited low pressure networks (pressure sewer systems - PSS) under its management as they are relatively new and there remains a general preference for gravity systems. There are a number of considerations for PSS, and the installation methodology, ongoing operation and maintenance cost responsibilities, and ownership for any servicing of the area would need further development to assess funding and ownership options. The location of pump stations within the residential property boundary would also restrict the potential for future subdivision and development.
29. Despite having a higher capital cost, the gravity network with pump station option can be designed to be compatible with future growth and was therefore determined to provide better value and align more closely with Council's strategic community outcomes. It is anticipated that there will be opportunities to find cost efficiencies as the gravity network will also be able to service the adjacent proposed development at 282 SH2.

FINANCIAL CONSIDERATIONS

Current LTP funding

30. Funding from the 2021 Long Term Plan (LTP) allocated for a low-pressure system has been redirected to planning activities. The current financial forecasts suggest the planning phase budget (\$2.2M for FY25–FY27) will suffice for completing a feasible design.
31. However, the implementation and detailed design stages, as well as land purchase for the pump station, are unfunded. These costs will need to be incorporated into the 2027 LTP for consideration.
32. Once the feasibility design stage is complete, design and implementation costs will be known with more certainty and can be considered in the 2027 LTP process.

Development Contributions

33. The wastewater project (and other projects) addressed in this report are located in the West Bethlehem urban growth area which was zoned for development over 15 years ago. Development contributions were established when the growth area was zoned based on infrastructure planning undertaken at that time. That planning did not envisage the scale and cost of some of the infrastructure now anticipated and hence it was not included in the development contribution charges. The majority of the catchment has now been developed meaning there is limited scope for additional infrastructure costs to be recovered from growth through development contributions, especially with the predominance of Māori land in the area and the funding challenges those communities face. Consequently, any investment decision is likely to result in a significant ratepayer funding requirement for predominately growth-related infrastructure needs.
34. There are some possible mitigation measures, including:
 - (a) Negotiating developer agreements with key landowners (low / moderate opportunity)
 - (b) Residential development on Poterīwhi – which would generate additional DC revenue (depends on Council decision-making on the use of this land)
 - (c) Development contribution reform (low / uncertain opportunity)
 - (d) Targeted rates.

LEGAL IMPLICATIONS / RISKS

35. Until the planning stage design is further developed, it is unknown what easements, or other legal implications may need to be addressed. However, it is assumed that land purchase will likely be required for the preferred pump station location.

TE AO MĀORI APPROACH

36. A communications and engagement plan has been prepared and will continue to be updated throughout this project. Engagement and liaison with hapū will be undertaken in accordance with Council protocols.

CLIMATE IMPACT

37. Natural Hazard risks, which are exacerbated by climate change, will be considered in the planning stage of this project and opportunities to increase the resilience of our assets will be explored.

CONSULTATION / ENGAGEMENT

38. A communications and engagement plan has been developed for this project including considerations for partner, stakeholder, hapū and developer engagement.
39. The project communications log records historical engagement with Carmichael Road OSET landowners, developers and internal stakeholders, and this will continue to be updated throughout the project as engagement progresses.

SIGNIFICANCE

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

ENGAGEMENT

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

NEXT STEPS

44. City Waters Planning will continue with the planning stage to complete a feasibility assessment and design for wastewater servicing by a gravity system with pump station. Feasible design is estimated to be completed by the end of FY26 and can be included in the 2027 LTP process for consideration and prioritisation.
- Completion of feasibility assessment to finalise viable wastewater servicing option for Carmichael Road
 - Development of a feasible design covering wastewater, water supply, stormwater, and roading improvements (estimated end of FY26)
 - Inclusion of design and implementation costs in the 2027 LTP process for Council consideration and prioritisation.
 - This phased approach aligns with the city's community outcomes and ensures infrastructure planning supports both current needs and future growth.

ATTACHMENTS

Nil

9.4 Approval of Lead Level of Service Policy

File Number: A17521392

Author: Vicky Grant-Ussher, Policy Analyst

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

PURPOSE OF THE REPORT

1. This report sets out issues identified with the council's Lead Level of Service Policy and provides options to refresh and clarify the policy and recommends the updated policy be approved.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Approval of Lead Level of Service Policy".
- (b) Approves the Lead Level of Service Policy (as per Attachment 1) for adoption with immediate effect.

EXECUTIVE SUMMARY

2. The council's Lead Level of Service Policy (the policy), initially adopted in 2005, was last reviewed in 2009. The policy provides a framework for setting service levels across the city, including provisions for higher levels of service in specific situations. Levels of service also support the council's Development Contributions Policy by providing a measurable standard of services. A draft updated policy is recommended to refresh, clarify, and better align with current standards and practices.
3. The updated policy explains the relationship between different service levels and other parts of the council's performance framework, such as community outcomes monitoring and performance measures. This ensures that the policy supports an inclusive and well-planned city. The review found that while the core positions of the policy remain relevant, adjustments are needed to update references and improve clarity. Recommended updates to the policy are outlined in Attachment 2.
4. The report presents options for updating the policy: adopting the updated draft policy immediately or adopting the updated draft policy for targeted consultation. Given the issue's low significance, no further engagement is required before making a decision.
5. The supporting policies to this lead policy, covering levels of service for matters such as active reserves, open space and public toilets will be brought to the committee for direction later in the year.

BACKGROUND

6. The policy provides a framework for how Council sets levels of service. This policy supports several supporting policies that sets the councils' levels of service on matters such as open space, active reserves and public toilets. These supporting policies are also under review and will be provided to the committee for direction later this year.

7. The policy sets the position that generally Council will aim to achieve a city-wide level of service. However, it also allows for situations where a higher level of service than the city-wide standard may be justified and the policy outlines the appropriate party to pay for any increased costs, related to maintaining the higher level of service.
8. The policy review in 2009 updated the definition of comprehensive development areas to include several newer areas, that had been planned or developed after the original policy was adopted.

STATUTORY CONTEXT

9. The Local Government Act 2002 (the Act) requires local authorities to include within the Long-term Plan level of services 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 required² or set by Council.
10. To collect development contributions under section 106 (4) of the Act, the council must demonstrate how the calculations for those contributions were made, with the specific methodology used set out in Council's Development Contributions Policy. Council standard approach to calculating the impact of development is to set a measurable level of service which can be used to calculate new or additional assets required to service growth³. Requirements to meet Council's levels of service are also set out in the City Plan as a condition of accepting land in lieu of money.
11. Section 101, 101A of the Act requires Council to make provision for expenditure needs including meeting stated levels of service. Council is required to state factors that may impact on the council's ability to maintain existing levels of service. Any decision to significantly alter a level of service must be consulted through a Long-term Plan, or if the Long-term Plan is already adopted, through a Long-term Plan Amendment.
12. Levels of service are one part of a wider performance framework of council. Levels of service can support Council deliver on their desired community outcomes; however, they are not the only means to achieve community outcomes. Discreet investments through strategies, plans, or business case investments may also be used to deliver on community outcomes.

STRATEGIC ALIGNMENT

13. 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	<input type="checkbox"/>
We are a well-planned city	✓
We can move around our city easily	<input type="checkbox"/>
We are a city that supports business and education	<input type="checkbox"/>

14. The Lead Level of Service Policy supports an inclusive city by ensuring Council makes consistent and equitable decisions on levels of service. The policy guides the monitoring of key services and activities of council supporting the outcome of a well-planned city.

² Council must report on specific measures for water supply, sewerage and the treatment and disposal of sewage, stormwater drainage, flood protection and control, and the provision of roads and footpath.

³ Where an activity does not lend itself to a standard level of service for example, one off investments or areas where a higher provision of assets has been provided to meet strategic outcomes a bespoke calculation may be more appropriate. This would be considered through the preparation and consultation on Development Contributions Policy.

OPTIONS ANALYSIS

15. The policy review was progressed with relevant business units including corporate planning, growth funding, open space and community facilities planning teams providing input. The review found the core positions within the policy remain relevant and support the council setting, communicating and monitoring levels of service. However, some adjustments were identified to clarify and update the policy.
16. The review noted a lack of connection between the lead policy, supporting policies and the wider performance framework of the council. The draft policy better explains the relationship between levels of service set through different mechanisms (Long-term Plan / Annual Plan, policy or strategic documents) and the performance framework of the council. The structure and formatting of the policy have also been refreshed to use the current policy template.
17. A version of the draft policy is provided in Attachment 1 with additions or amendments highlighted in red and removed sections struck through. The detailed rationale behind each change is set out in Attachment 2.
18. Table One: Options to update the Lead Level of Service Policy

Option	Advantages	Disadvantages
Option One: Adopt the draft policy with immediate effect (recommended resolution (b))	<ul style="list-style-type: none"> Updates the policy with current references As the issue is assessed to be of low significance no engagement is required which saves resource required for targeted consultations/hearings 	<ul style="list-style-type: none"> No opportunity for stakeholder input on updated policy
Option Two: Adopt the updated draft policy for targeted consultation	<ul style="list-style-type: none"> Opportunity for stakeholder input on updated policy 	<ul style="list-style-type: none"> Requires resource for targeted consultations / hearings which is not considered to be required given the nature of policy and the low level of significance.

FINANCIAL CONSIDERATIONS

19. Adopting the updated draft Lead Level of Service Policy does not have any financial implications. Whilst the policy provides a framework for decisions about the delivery of projects through a level of service, and any associated development contribution funding, as a lead policy it does not commit the council to a level of service for any activity.

LEGAL IMPLICATIONS / RISKS

20. Updating the policy will remove out of date legislative references.

TE AO MĀORI APPROACH

21. Whilst the content of the policy relates to the consideration issues of access, funding and equity, when setting and changing levels of service, the proposed updates to the policy itself are minor and this review is considered a technical update.

CLIMATE IMPACT

22. Whilst the content of the policy relates to the consideration issues of sustainability and climate impact, when setting and changing levels of service, the proposed updates to the policy itself are minor and this review is considered a technical update

SIGNIFICANCE

23. 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.
24. 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.
25. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the issue is of low significance. This is based on the technical nature of the Lead Level of Service policy and the limited scope of proposed changes.

ENGAGEMENT

26. 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 on adopting the updated policy.

NEXT STEPS

27. If the committee agree to adopt the revised Lead Level of Service Policy (**Attachment 1**), staff will update the policy on the Tauranga City Council website.
28. Issues and options for the existing supporting policies (open space, active reserves and public toilets) will be presented to the committee later this year.

ATTACHMENTS

1. **Draft Lead Level of Service Policy - A17911221** [!\[\]\(c33cb967c8fc4f5e27188a389b621c8e_img.jpg\)](#) 
2. **Table of detailed analysis - A17926673** [!\[\]\(d399648641177ccf0f777d76c74f84ed_img.jpg\)](#) 

DRAFT (LEAD LEVEL OF SERVICE) POLICY



Policy type	City		
Authorised by	Council		
First adopted	26/10/2005	Minute reference	M05/123.3
Revisions/amendments	3/12/2009	Minute references	M09/11.6
	TBC	Minute references	
Review date	As required		

1. PURPOSE

- 1.1. To provide clarity and guidance about how Council will set and describe levels of service.
- 1.2. To provide a broad direction on the funding of levels of service consistent with the Revenue and Financing Policy.

2. SCOPE

- 2.1. This policy applies to how Council will set and describe levels of service in:
 - the Long-term Plan / Annual Plan (LTP/AP)
 - Council policies
 - strategic documents
- 2.2. This policy does not apply to operationally agreed standards of provision (for example those set in service level agreements, activity plans or contractual arrangements) but may provide useful guidance and direction to staff when making these decisions.

3. BACKGROUND

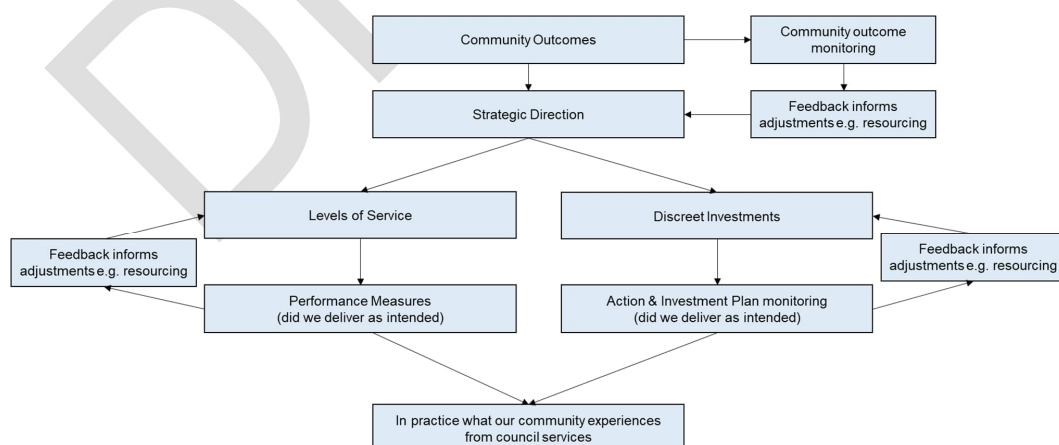
Legislative context

Section 91(2) of the Local Government Act 2002 states that one of the purposes of the identification of community outcomes is to allow communities to discuss the relative importance and priorities of identified outcomes.

Schedule 10 (2)(a) of the Local Government Act 2002 requires that the Long Term Council Community Plan (LTCCP) includes:

- The intended levels of service provision for the group of assets; and
- The estimated expenses of achieving and maintaining the identified levels of service provision

- 3.1. Levels of service are one mechanism in the council's performance framework. Levels of service articulate activities and services the community can expect the council to undertake and to what standard they are delivered. To guide Council's decision-making on levels of service it is appropriate to have a policy which defines how Council will set and describe levels of service.
- 3.2. Not all activities or services that the council undertakes will require a formal level of service. Section 6.1 of the policy outlines how Council makes decisions on which levels of service will be recorded and monitored through the LTP/AP, Council policy or in strategic documents.
- 3.3. Levels of service and linked performance measures (which check whether the level of service has been provided as intended) provide an important accountability function. Figure 1 outlines how levels of service contribute within the overall performance framework of the council.
- 3.4. Figure 1: the council performance framework



- 3.5. Levels of service support the council to set a baseline standard, which can be used to calculate the impact of development. Council standard approach to calculating the impact of development is to set a measurable level of service which can be used to calculate new or additional assets required to service growth. Requirements to meet Council's levels of service are also set out in the City Plan as a condition of accepting land in lieu of money.
- 3.6. Historically there has not been consistent consideration of levels of service across the council's activities. This has, in some cases, led to different levels of service being provided in different parts of the city for no clear reason. In addition, the council has in the past received assets from developers that exceed "normal" standard levels of service and which the council has then been obliged to maintain in perpetuity.
- 3.7. Council has acknowledged that future developers of comprehensive development areas may wish to install assets that have a higher level of service than would normally be expected across the city. To ensure that the costs of the additional levels of service are borne by the beneficiaries, a clear policy statement is necessary.

4. DEFINITIONS

Term	Definition
Comprehensive development area	<p>A clearly defined geographic area that is comprehensively planned (for example by way a structure plan development process or similar) as an urban growth area, as defined by council.</p> <p>the urban growth areas of Pyes Pa West, Papamoa East Stage 1 (including Excelsa), Papamoa East Stage 2, and the Coast Papamoa (M09/100.6 amended 3 December 2009) where:</p> <ul style="list-style-type: none"> There is a clearly defined geographic area which is/will be identified in the District Plan and is being comprehensively planned as an urban growth area; and The District Plan has distinct and separate provisions relating to subdivision, development and services of the area; and The area meets the Smartgrowth requirements of a minimum average development yield of 15 lots per hectare. Other Comprehensive Development Areas could be added entirely at Council's discretion at a later date.
Council	The elected member body representing Tauranga City.
Levels of Service	A measurable description of what Council delivers (or intends to deliver). A level of service will always relate to something Council can control for the purpose of this policy this includes levels of service set in the LTP/AP, council policy or strategic documents.
High density residential zone	An area identified as suitable for high density housing as per the Tauranga City Plan.

Intensification Areas	Are areas defined by the Council through the Smart Living Places project and subsequent District Plan changes, that provide greater opportunity for medium density, high density or mixed use types of development within defined geographic areas.
Significant activity	An activity of high significance for the community as determined through the council's Significance and Engagement Policy.
Special character areas	Geographic areas with specific unique characteristics (eg, beach, central business district, areas with historic and character buildings).
The council	The Tauranga City Council organisation.

5. PRINCIPLES

Council considers that it is important to define Levels of Service to:

- Achieve fairness and equity, having particular regard to sections 5.1 and 5.4;
- Identify priorities for timing and commitment of resources as Council responds to community outcomes; and
- Provide certainty to the community (and the organisation) on the Level of Service Council will provide and at what cost.
- Meet legislative requirements.

- 5.1. Council will make informed decisions on levels of service considering the strategic, practical, and financial implications of the desired level of service.
- 5.2. The council will clearly communicate to the community what level of service will be delivered, when and at what cost and how this will be reported on and monitored.
- 5.3. Council will aim to provide an equitable service to the community and consider fairness and equity when setting levels of service or transitioning to a new level of service.
- 5.4. Council may provide a differentiated level of service when the council considers this is justified, as outlined in section 6.10 - 6.17 of this policy.

6. POLICY STATEMENT

Council activities that require a formal level of service

6.1. Activities and services that will have a formal level of service (through LTP/AP, council policy or strategic documents) will be set by Council, but are likely to include those services and activities which:

- are legally required to be disclosed
- relate to a significant activity of council, such as those that are:
 - important to the achievement of council's strategic direction
 - have major cost implications
 - have major financial and non-financial risks attached
 - areas where the public have, or are likely to have strong views
- are linked to investment and funding decisions (for example, development contributions or targeted rates).

Setting Levels of Service

6.2. Council will generally set a level of service through the LTP/AP however in limited circumstances Council may state a level of service through a council policy. This includes when:

- other parties may be expected to deliver on a council level of service (for example developers)
- there is a higher level of specificity required to articulate and monitor the level of service to be delivered than what would be appropriate to include in an LTP/AP
- an activity has a high and ongoing level of community interest and having a policy supports staff to respond to ongoing enquires on the council level of service.

Council notes that the desired level of service may be:

- A totally new level of service; or
- A increase from the current level of service; or
- A decrease from the current level of service; or
- Ceasing the current level of service.

6.3. A level of service should be described in a way which:

- explains if this is a new level of service, a change (increase or decrease) from an existing level of service, or a ceasing of a level of service
- is easy to understand and relevant to the community
- clearly describes the service to be delivered
- ensures that the level of service will be measurable and supports the calculation of development contributions
- restricts the level of service to what council can control.

- 6.4. In determining desired levels of service Council will have particular 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 noting section 6.5 of this policy**
 - 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 Council's revenue and financing policy.
- 6.5. **Council may, where appropriate, outline the proposed approach to transition to a different level of service through the Infrastructure Strategy, Financial Strategy and within activity sections in the LTP/AP.** In sequencing and prioritising any changes in levels of service across geographic areas within the city, consideration will be given to:
- social-economic factors
 - the number of levels of service where the current level is lower than the desired levels of service
 - the extent to which the current level is lower than the desired level of service
 - technical achievability and sustainable environmental management considerations
 - opportunities for efficiency (by multi-project economies of scale)
 - impact of the lower level of service on community wellbeing and achievement of community outcomes and strategies
 - financial impact and effect on the Revenue and Financing Policy
 - competitiveness, economic development, and promotion of employment opportunities (particularly regarding non-residential areas).
- 6.6. **Performance measures provided for a level of service should be tested to ensure:**
- **they represent a major aspect of the activity**
 - **they are understandable by the community**
 - **that the resources allocated to reasonably deliver the level of service at the desired level are in place (if not sufficient Council will need to reconsider the level of service)**
 - **they are measurable and the necessary processes are in place to collect the data required each quarter**
 - **they are challenging but achievable.**
- 6.7. The council will utilise the Long-term Plan / Annual Plan process to consult on significant changes to levels of service for significant activities:
- prioritise desired levels of service for different activities
 - consult on desired levels of service
 - consult on the financial impact of changes in levels of service.
- Once they have been established, the base levels of service will be disclosed in the Long-term Plan / Annual Plan and/or specific policies or strategies.

Transitioning to a desired Level of Service

Where the current level of service is different from the stated desired level of service Council will, through the LTCCP/Annual Plan process:

- Define the timing when the desired level of service is to be achieved by; and
- Allocate appropriate resources (including funding) to enable the desired level of service to be achieved.

6.8. Where a defined desired level of service is different from the current level of service, Council will develop a programme to change the level of service over the defined timeframe:

6.9. In sequencing and prioritising any changes in levels of service across geographic areas within the city, consideration will be given to:

- Social-economic factors
- The number of levels of service where the current level is lower than the desired levels of service
- The extent to which the current level is lower than the desired level of service
- Technical achievability and sustainable environmental management considerations
- Opportunities for efficiency (by multi-project economies of scale)
- Impact of the lower level of service on community wellbeing and achievement of community outcomes and strategies
- Financial impact and effect on Financing and Revenue Policies
- Competitiveness, economic development, and promotion of employment opportunities (particularly regarding non-residential areas).

Differentiated Levels of Service

6.10. In the interest of fairness and equity Council will generally seek to adopt city wide levels of service.

6.11. The council may in limited circumstances provide a differentiated level of service where this:

- is consistent with the strategic direction of Council
- supports high density residential zones
- supports comprehensive development areas
- supports special character areas.

Higher level of service consistent with the strategic direction of Council

6.12. Council may decide to set a higher level of service for a particular area of the city where this fits with the strategic direction of council.

Higher level of service to support ~~intensification areas~~ high density residential zones

- 6.13. Council acknowledges that ~~intensification areas~~ high density residential zones will generally require some higher levels of service than the city-wide level of service to ensure an integrated and liveable community.
- 6.14. Council will fund the difference between the city-wide level of service and the ~~intensification areas~~ high density residential zone level of service in the same manner as which the city-wide level of service is funded. That is, there will be no targeted rate to fund the premium at this stage.
- 6.15. The funding approach recognises the:
- contribution which intensification makes to city growth management and the delivery of the Smartgrowth Strategy
 - transition from the current urban form to a more intense urban form is likely to occur over a long period of time, and that over that period the levels of service and liveability will vary within the ~~intensification area~~ high density residential zone as this change takes place.
 - an acceptance that functional compromises may be required when retrospectively increasing urban density and associated levels of service.

Higher level of service to support comprehensive development areas

- 6.16. Where there are higher levels of service in a comprehensive development area than the city-wide level of service, Council will, in respect of:
- Maintenance and renewal costs: Fund the difference between the city-wide level of service and the comprehensive development area level of service by way of a targeted rate or other appropriate funding tool.
 - The developer and development:
 - Enter into a memorandum of understanding with the developer agreeing the levels of service where they are higher than the city wide LOS, and how those levels of service will be funded, maintained and replaced.
 - Encourage the developer/s to include in the promotion material for the subdivision and section purchase package, the likelihood of higher levels of service and the consequential financial impact that may occur on the purchaser.
 - Consider including a note on the higher level of service in an "Advice Note" in the Resource Consent.
 - The Land Information Memorandum; Specify that the level of service is higher than the city-wide level of service and that there is a targeted rate/additional charge to fund this.
 - ~~Consultation and disclosure of the higher level of service:~~
 - ~~Include in the City Plan a statement that specifies the area over which the higher level service may apply.~~
 - The council will clearly specify the higher level of service in the LTP/AP.
 - This funding approach recognises:
 - that the comprehensive development area receives a uniformly higher level of service across a significant geographical area

- Council's commitment to maintain the higher level of service over a long period of time
- the higher level of service is provided (or clearly established) at the development stage
- functional compromises that will be experienced in already developed areas will be less of an issue in greenfield development sites.

Higher level of service to support special character areas

- 6.17. Where there is a higher level of service in a special character area, funding for the higher level of service will be considered on a case by case basis taking into account:
- fairness and equity
 - the extent of public/private benefit **in accordance with the Funding Needs Analysis carried out in the development of the Revenue and Financing Policy.**

~~Further criteria will be developed over time.~~

7. RELEVANT DELEGATIONS

- 7.1. Council is responsible for setting levels of service through the Long-term Plan / Annual Plan, council policies and strategic documents.
- 7.2. The Chief Executive will be responsible for organisational delivery on defined levels of service in accordance with the Long-term Plan / Annual Plan, council policies and strategic documents.

8. REFERENCES AND RELEVANT LEGISLATION

- Local Government Act 2002
- **City Plan**
- **Our Direction**
- **Long Term Plan / Annual Plan, including Financial Strategy, Infrastructure Strategy and Groups of Activity sections**

9. ASSOCIATED POLICIES/PROCEDURES

- Rating Policy
- Revenue and Financing Policy **and Funding Needs Analysis**
- Development Contributions Policy

Detailed Analysis of proposed changes to the policy

Policy section reference	Rationale for change
1.2	Added to link this policy to the Revenue and Financing Policy which must also be considered when setting a level of service
2.1	Added to explain that the policy applies across the different mechanisms of setting levels of service
2.2	Clarifies that operational activities or services that have an agreed standard of provision will be considered a level of service for this policy
3 - removed section	Removed outdated Local Government Act references in the policy. A reference to the Local Government Act 2002 remains in the references and relevant legislation section
3.1-3.4	Added to provide more information on the role of levels of service in council's performance framework
3.5	Added to provide more information on the role of levels of service in setting development contributions.
3.6	Updated language for clarity
4 – definition of comprehensive development area	Updated the definition of a comprehensive development area to reflect that the City Plan no longer identifies these areas. Have also made the definition more general to avoid terms dating in future.
4 - levels of service	Added to explain that the policy applies across the different mechanisms of setting levels of service
4 - High density residential zone	Updated to match new City Plan terms for high density areas.
5.1 – 5.4	Updated to reframe as more active principles to guide staff when considering levels of service.
6.1	New section to clarify when activities should have a formal level of service
6.2	New section to clarify when a level of service should be set through a policy rather than the Long-term Plan/Annual Plan (LTP/AP)
6 – removed section	Now covered in first bullet of section 6.3
6.3	Updated language to clarify what is expected from a customer focus. Included consideration of the calculation of development contributions.
6.4	Updated strategy references, reference added to section covering transitioning to a new level of service
6.5	Moved previous section on transition to a new level of service into the section on setting level of service to reflect the relative rarity of setting a new level of service. Added references to relevant sections of the LTP/AP.
6.6	Added material on performance measures which now form part of the performance framework.
6.12	Added to acknowledge that a higher level of service may be provided where it fits with the strategic direction of council.
6.13 – 6.15	Updated the definition of intensification area to high density residential zone as per the current City Plan definitions.

9.5 Policies to Revoke

File Number: A17375100

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

PURPOSE OF THE REPORT

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

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Policies to Revoke".
- (b) Agrees to revoke the following policies:
 - (i) Utilising Potable Water for Dust Control Policy 2016.
 - (ii) Handling Collection Policy 2009.
 - (iii) Sewerage – Private Sewer Pump Stations 1994.
 - (iv) Reimbursement and/or Contribution to Costs Connection of Private Stormwater Systems 1997.

EXECUTIVE SUMMARY

2. The policy team, working with subject matter experts, have undertaken a review of the policy portfolio and identified policies that are no longer required. The policies recommended to be revoked are:
 - Utilising Potable Water for Dust Control Policy 2016, as more up to date requirements for the use of water for dust suppression are now covered in the Water Watchers Plan⁴.
 - Handling Collection Policy 2009, as the eligibility criteria is now available on the Hands on Tauranga website <https://www.handsontauranga.co.nz/>.
 - Sewerage – Private Sewer Pump Stations Policy 1994, as this was a temporary discount and is no longer available under the current Rates Remission Policy.
 - Reimbursement and/or Contribution to Costs Connection of Private Stormwater Systems 1997, as this policy is rarely used, and issues could be considered on a case-by-case basis.
3. Revoking these policies will help ensure our policy portfolio is up to date and relevant, assisting staff and our community to find accurate information.
4. Following the committee's decision, the revoked policies will be removed from the Tauranga City Council website.

⁴ <https://www.tauranga.govt.nz/Portals/0/data/council/water/save-water/files/water-use-at-work.pdf>.

BACKGROUND

5. Policies outline the Council's approach to particular matters, support the decision making of council, and ensure that Council's vision, mission and strategic direction is consistently implemented. Policies allow staff to act in a manner that is consistent with Council's stated preferences. Policies also allow the community to understand the council's likely approach to a matter. Policies are helpful in situations where decisions:
 - have a level of risk for the council (for example reputational, financial, legislative)
 - require complicated trade-offs
 - are expected to be made consistently.
6. Creating and reviewing policies requires staff resource and involves engagement with the community. Council staff regularly review existing policies to ensure they are fit-for-purpose and still required and those that are no longer required are recommended to be revoked. The reviews are conducted alongside relevant subject matter expert teams to ensure they support all recommended changes, including recommendations to revoke the policy.
7. Common reasons for revoking a policy include:
 - The subject matter comes up rarely and therefore case by case assessment is considered a more appropriate approach.
 - Legislative changes, strategic changes or other system changes mean that a policy becomes redundant or is no longer the most appropriate way to manage the issue.
8. Current council policies, including those proposed to be revoked, are on the public website: <https://www.tauranga.govt.nz/council/council-documents/policies-and-bylaws>.

STATUTORY CONTEXT

9. The council is required to have certain policies under legislation, for example the Significance and Engagement Policy⁵. However, not all decisions on activities or services provided by the council require a policy and, for those matters, it is for council to decide whether to have one. None of the four policies recommended for revocation are required under any legislation.
10. Once a policy is in place, staff must make decisions in accordance with the policy unless authorised by Council (or Committee) decision to act counter to the policy. In doing so, Council or the Committee must recognise the inconsistency between the decision and the policy, identify the reasons for the inconsistency, and state whether they intend to change the policy in future⁶.

STRATEGIC ALIGNMENT

11. The revocation of these four policies contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	<input type="checkbox"/>
We value, protect and enhance the environment	<input type="checkbox"/>
We are a well-planned city	<input checked="" type="checkbox"/>
We can move around our city easily	<input type="checkbox"/>
We are a city that supports business and education	<input type="checkbox"/>

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

⁵ The council currently has 66 council policies. The council also has 13 bylaws.

⁶ Section 80, Local Government Act 2002.

OPTIONS ANALYSIS

Utilising Potable Water for Dust Control Policy 2016

13. This policy was created in 2015 and adopted in 2016 following a marked increase in residential and commercial development in the city. This development created greater demand on the potable water network for dust control. The policy provided technical specifications for water use for dust control, under the city's previous water restrictions, prior to the availability of the Waiāri Water Treatment Plant.
14. Since this policy was created, the council has moved to a holistic approach to managing year-round water use through the Water Watchers Plan. The council engaged with users and the community in the development of the plan. This plan acknowledges water as a precious and limited resource and does not permit the use of potable water for dust suppression. Instead, recycled water, bore water, water from rainwater collection tanks or other methods of dust suppression are to be used. The policy is therefore inconsistent with the council's current approach to dust control and is also now redundant given the guidance now provided by the Water Watchers Plan.
15. Table One: Utilising Potable Water for Dust Control Policy 2016

Option	Advantages	Disadvantages
Option One: Revoke the Utilising Potable Water for Dust Control Policy 2016 (Recommended)	Maintains an accurate and up to date policy portfolio. Consolidates water information in one well-advertised and accessible place. • Removes inconsistencies and clarifies what council will allow potable water to be used for.	• None
Option Two: Do not revoke the Utilising Potable Water for Dust Control Policy 2016	• None	Creates duplication and confusion about what council will allow potable water to be used for. • Retains out of date policy.

Handling Collection Policy 2009

16. This policy was adopted in 2009 to set out the parameters for access to the museum's collection of items that may be used in educational settings (known as the Handling Collection). The policy includes an expectation that a fee be charged to schools for borrowing items to cover the cost of delivery, however this fee was never introduced⁷.
17. Since then, educational access to what is now known as the Hands-on Tauranga collection has become a well-established service with access to information and treasures catalogued on the dedicated website at <https://www.handsontauranga.co.nz>.
18. Given the well-established nature of the programme and the access to information available elsewhere, council staff consider the policy is no longer required to guide decisions on the programme.

⁷ Committee minutes from when the policy was adopted note that the fee was waived for the first six month with a further fee to be considered through the 2010/11 annual plan (M09/24.3). No fee was introduced in the 2010/11 Annual plan with operational costs of delivering items being managed through the programme budget.

19. Table Two: Handling Collection Policy 2009

Option	Advantages	Disadvantages
Option One: Revoke the Handling Collection Policy 2009 (Recommended)	Information on eligibility is available and accessible on the Hands-on Tauranga website in a user-friendly format. Removes out of date information around fees in the policy. • Reduces the policy portfolio to focus on matters that require a policy.	• Removes specific council level direction on eligibility for the programme
Option Two: Do not revoke the Handling Collection Policy 2009	• Retains specific Council level direction on eligibility for the programme	Does not meet the usual requirements for needing a policy. • Retains a redundant policy that contains out of date information around fees.

Sewerage – Private Sewer Pump Stations Policy 1994

20. This policy was developed in 1994 and states that residents required to abandon a septic tank system and install a sewage pump station, at the time of reticulation development, are entitled to a 50% reduction of the Uniform Annual Sewerage Charge.
21. This reduction is no longer on offer under the current Rates Remission Policy and therefore this policy is now redundant.
22. Table Three: Sewerage – Private Sewer Pump Stations Policy 1994

Option	Advantages	Disadvantages
Option One: Revoke the Sewerage – Private Sewer Pump Stations Policy 1994 (Recommended)	Removes out of date information around a rates reduction in the policy. • Reduces the policy portfolio to focus on matters that require a policy.	• None
Option Two: Do not revoke the Sewerage – Private Sewer Pump Stations Policy 1994	• None	Retains out of date information around a rates reduction in the policy. • Retains an unnecessary policy.

Reimbursement and/or Contribution to Costs of Connection of Private Stormwater Systems Policy 1997

23. This policy was developed in 1997 to apply to circumstances where a private owner has consented to the proposed installation of public stormwater drains, through their property, to alleviate flooding on their own and surrounding properties. The policy sets out the conditions under which the council will cover the cost of that owner connecting to the public stormwater system.
24. At the timing of writing, staff are only aware of one circumstance occurring. In the future, costs related to reimbursement for stormwater installation could be considered within the project budget detailed in the Annual Plan.
25. Table Four: Reimbursement and/or Contribution to Costs of Connection of Private Stormwater Systems Policy 1997

Option	Advantages	Disadvantages
Option One: Revoke the Reimbursement and/or Contribution to Costs of Connection of Private Stormwater Systems Policy 1997 (Recommended)	Reduces the policy portfolio to focus on matters that require a policy. • Allows for case-by-case decision making.	• Remove specific Council level direction on eligibility for the reimbursement.
Option Two: Do not revoke the Reimbursement and/or Contribution to Costs of Connection of Private Stormwater Systems Policy 1997	• Retains specific Council level direction on eligibility for the reimbursement.	Retains an unnecessary policy. • Does not consider case by case decision making.

FINANCIAL CONSIDERATIONS

26. There are no financial implications from revoking these policies.

LEGAL IMPLICATIONS / RISKS

27. There are no legal implications from revoking these policies.

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 decision.
 - (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 decision is of low significance.

ENGAGEMENT

31. 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 to revoke these policies.

NEXT STEPS

32. The council will update the Tauranga City Council website to remove revoked policies.

ATTACHMENTS

Nil

10 DISCUSSION OF LATE ITEMS

11 CLOSING KARAKIA