



MINUTES

**City Future Committee meeting
Tuesday, 14 October 2025**

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**MINUTES OF TAURANGA CITY COUNCIL
CITY FUTURE COMMITTEE MEETING
HELD AT THE TAURANGA CITY COUNCIL CHAMBERS, LEVEL 1 - 90 DEVONPORT ROAD,
TAURANGA
ON TUESDAY, 14 OCTOBER 2025 AT 9.30AM**

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

IN ATTENDANCE: Christine Jones (General Manager: Strategy, Partnerships & Governance), Barbara Dempsey (GM: Operations & Infrastructure (City Ops & S&P)), Sarah Omundsen (General Manager: Regulatory & Community Services), Anahera Dinsdale (Governance Advisor), Caroline Irvin (Governance Advisor)

EXTERNAL: Public Forum Speakers:
Scott Adams (via Teams), Geoffrey Ford (via Teams), Jacqui-Ellen Price, Kate McAuley, Kaye Greenshields and Bryan Sanson.

Timestamps are included at the start of each item and signal where the agenda item can be found in the recording of the meeting held on 14 October 2025 on [Tauranga City Council YouTube Channel](#).

Deputy Chair chairing this meeting

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

1 OPENING KARAKIA

Cr Hautapu Baker opened the meeting with a karakia.

2 APOLOGIES

APOLOGY

COMMITTEE RESOLUTION CFC/25/6/1

Moved: Cr Rick Curach

Seconded: Cr Marten Rozeboom

That the apology for absence received from Cr Steve Morris be accepted.

CARRIED

The Chair congratulated Ms Hannah Berry on her achievement of placing fourth at the Ironman Triathlon in Hawaii.

3 PUBLIC FORUM

Timestamp: 7:05 minutes

3.1 Scott Adams - Te Tumu

Mr Adams presented online via teams.

Key Points

Mr Adams highlighted the following points:

- Significant progress had been made in the last six months on technical reports, assessments, and planning for Te Tumu, more than in the previous three years. He stressed the need to maintain momentum and keep all planning pathways open.
- He emphasised the Committee's crucial role in examining strategic issues and opportunities to determine the best pathway for Te Tumu urban development, including housing, commercial, industrial, and social infrastructure needs.
- There had been increased collaboration among landowners, including work to reduce Council's capital burden (e.g., decentralized wastewater systems, cross-boundary cost sharing).
- Council was urged to select and adhere to a clear planning pathway by the first quarter of 2026, warning against previous delays and leapfrogging in favour of other projects
- He mentioned an upcoming meeting with Minister Bishop to advocate for a clear, distraction-free pathway for Te Tumu, aiming to address the city's housing supply crisis.
- A legislative approach, similar to the Housing Accords and Special Housing Areas Act (2013/2014), was suggested to enable housing supply without the complexities of the Resource Management Act, ideally tailored for the Western Bay.
- Stated landowners were ready to fund and deliver infrastructure efficiently, but needed certainty and enabling planning tools from Council and government.
- Frustration was expressed over past deferrals and the need to avoid wasted resources if major changes occurred, advocating for Council and developers to share costs and risks if the planning pathway changed.
- Mr Adams stressed that the ultimate goal was to deliver housing quickly and efficiently, with Council's support and clear government direction.

Mr Adams responded to questions at the end of the Te Tumu presentations.

Timestamp: 14:37 minutes

3.2 Geoffrey Ford - Te Tumu

Mr Ford presented online via teams.

See attached PowerPoint presentation.

Key Points

Mr Ford highlighted the following points:

- Mr Ford presented the original Te Tumu concept plan from 2004, noting that despite 25 years, the core vision remained relevant and unchanged except for minor refinements.

- He expressed frustration over repeated delays and the need to avoid “marking time” without progress, emphasizing the skills and readiness of landowners to deliver development if enabled.
- He advocated for high-level rules from Council and central government, allowing landowners to propose cost-effective infrastructure solutions, particularly for wastewater and the Kaituna link.
- Te Tumu should be the anchor project for the regional deal due to its scale and potential economic impact. This was urgent given New Zealand’s economic situation.
- Mr Ford pointed out that engagement with iwi (EV consultation) was a major outstanding obligation for Council and must be completed to advance the plan change.
- Future urban zoning ~~does~~ did not provide certainty for development; the main risk ~~was~~ consenting delays, especially for key infrastructure like bridges, which ~~can~~ could be costly and time-consuming
- Landowners were willing to handle infrastructure efficiently but were reluctant to fund Council-led processes due to perceived inefficiency and higher costs.
- Mr Ford called for a bold, broadened plan that maximized Te Tumu’s opportunities and allowed landowners to act with consent and not be hampered by excessive regulation. He supported ongoing collaboration with Council to resolve outstanding issues and move the project forward, with a focus on practical solutions and timely delivery.

Questions of the Committee were responded to by both Mr Adams and Mr Ford as follows:

- Mr Adams noted that he preferred a legislative approach similar to the Housing Accords and Special Housing Areas Act, which enabled housing supply without the complexities of the Resource Management Act. Suggested a regionally tailored, empowering tool to avoid being held back by broad national policy statements.
- Mr Ford emphasized the need for high-level rules from central government and Council, allowing landowners to propose solutions within those parameters, rather than being constrained by detailed Council-driven planning.
- Mr Ford suggested that, in terms of landowners willingness to fund or reimburse Council for costs if it led a plan change (and this was the best option) and major change occurred, landowners would consider it. If Council led, the cost-sharing would need to be clear. Mr Ford expressed reluctance to fund Council-led processes, citing inefficiency and higher costs compared to private approaches.
- Mr Adams stated the biggest cost was wastewater infrastructure, which landowners ~~are~~ were willing to handle to remove the burden from Council. He requested planning tools from the Crown to enable rezoning and development, and if possible, financing tools, but emphasized the need for urgent, enabling legislation. Mr Ford highlighted the need for certainty, not just future urban zoning, and stressed that consenting risk (e.g., for the Kaituna link) ~~was~~ the main barrier. He called for Government support to de-risk and expedite the consenting process.
- Mr Adams personally felt there was not much left to do, as iwi were well-informed, but acknowledged that the formal RMA process ~~is~~ was Council’s responsibility and needed to be completed.
- Mr Ford noted that the main risk was consenting delays and uncertainty, not capital or infrastructure delivery, as landowners were ready to proceed efficiently if given certainty.

Attachments

- 1 3.1 - Geoffrey Ford - Te Tumu Vision A3

Timestamp: 29:28 minutes

3.3 Jacqui-Ellen Price - Principal, Pillars Point School - Student Safety on Grange Road.

Key Points

- Ms Price spoke as principal of Pillars Point School, representing students, families, and staff to address safety and wellbeing concerns, specifically regarding Grange Road safety.
- She highlighted ongoing community efforts and her support for proactive community members working on the issue and emphasized that Grange Road was a vital route for children's active travel (walking, biking, scootering) to school, noting increased use and the critical need for enhanced safety measures.
- A safe, dedicated crossing on Grange Road was the most urgent concern, underlining it as essential infrastructure for children's independence and safety, not a luxury.
- She highlighted the school and community's commitment to working with Council to find and implement a timely, appropriate crossing solution, and to be part of the solution rather than just raising problems.
- The request was seen as an investment in a healthier, more connected, and sustainable community, benefiting all residents, not just students.

Ms Price responded to questions at the end of the Grange Road presentations.

Timestamp: 33:16 minutes

3.4 Kate McAuley - Safety Concerns on Grange Road

Key Points

- Ms McAuley expressed that crossing Grange Road with her three children for eight years had been unsafe, highlighting the lack of pedestrian crossings and footpaths on one side, making safe crossing impossible.
- The crossing was especially dangerous during peak times due to traffic, parked cars, and delivery trucks. Children also faced extra risks and distractions.
- The Council-supported programs (Wednesday Challenge, Feet First) were acknowledged and encouraged active travel, however, safety concerns undermined these efforts.
- Ms McAuley expressed her anxiety about her children biking to school, including her son's direct quote about feeling worried and nearly being run over due to busy, fast traffic.
- Many parents, elderly neighbours, and Kindy parents shared similar concerns about crossing Grange Road.
- It was hoped that, by the time her youngest was old enough to bike independently, a safer crossing would be in place.

Ms McAuley responded to questions at the end of the Grange Road presentations.

Timestamp: 36:32 minutes

3.5 Kaye Greenshields - Safety Concerns on Grange Road

Key Points

- Ms Greenshields was a concerned resident of Ōtūmoetai, focusing on pedestrian safety along Grange Road and the Vale Street corner. She emphasised the risks for all residents, including children, elderly, and disabled.

- Council crash data showed 16 crashes on Grange Road from 2020–2024, including serious injuries and vehicles ending up in drains, with recent incidents involving power pole damage.
- Residents had daily experiences of speeding, poor visibility, and lack of safe crossings, noting that official data likely underrepresented the true danger because many avoided walking or biking.
- Over 170 Pillans Point students ~~must~~ had to cross Grange Road daily, and many parents ~~do~~ did not feel safe letting their children walk or bike, leading to more congestion and less active travel.
- Survey results showed 94% of parents would allow active travel if safe crossings/footpaths existed, with top requests being a footpath along Vale Street and raised crossings at key intersections.
- Council was asked to fund and deliver a footpath along Vale Street beside the golf course and raised pedestrian crossings at Milton Road, Hanawa, and Coach Drive. These were seen as urgent, low-cost, high-impact safety measures.
- Residents requested Council allocate funding for these safety measures in the next Annual Plan and to engage with the community to ensure well-designed, supported projects.

Ms Greenshields responded to questions at the end of the Grange Road presentations.

Timestamp: 42:50 minutes

3.6 Bryan Sanson - Safety Concerns on Grange Road

Key Points

- Mr Sanson was a registered landscape architect and Ōtūmoetai resident, with two children at Pillans Point School, making the issue both professional and personal.
- He highlighted significant daily barriers to safe commuting for families and children, especially with increased population and housing intensification.
- Grange Road and Vale Street were classified as primary/secondary collectors but lacked adequate pedestrian/cycling infrastructure. Traffic surveys showed Vale Street carried 7,300 vehicles per day, exceeding its classification, and average speeds were above the legal limit.
- Practical, low-cost solutions for shared pathways and raised crossings were possible, with Council staff confirming a high benefit-cost ratio (6.7:1) for the Vale Street shared pathway.
- Improvements would create universally accessible routes, reduce congestion, connect to existing infrastructure, and align with Council's vision for sustainable transport and growth.
- There was strong support from surveys, submissions, schools, and kindergartens, with many residents present at the meeting.
- Council was requested to include pedestrian crossings and the shared pathway in the budget for the 2026/27 Annual Plan, and to prioritize implementation to reconnect the community.

Mr Sanson responded to questions at the end of the Grange Road presentations.

In response to questions

- The Committee asked about the safety of pedestrians and cyclists using the proposed shared path, especially given the camber and narrowness of Grange Road near Vale Street. Mr Sanson explained that the design would move the path off the carriageway, requiring stormwater mitigation and retaining structures to ensure safety.
- The Committee questioned whether the crossing should be placed on the Brinkley side or the

Pennywise side of Milton Road, considering access to shops and kindergarten. Mr Sanson noted the challenges with driveways and parking, and said the recommended location provides the most direct access, but was open to community feedback and alternative suggestions.

- The Committee asked about the impact of converting Windsor Road to one-way and the effect on parallel parking. Mr Sanson clarified that the design could maintain some parking, but constraints would require some removal, and school bus needs would be considered.
- When asked if the bidirectional cycleway could fit without removing parallel parking on both sides, Mr Sanson confirmed that some parking could be maintained, but there would still be constraints and some loss of parking.

4 ACCEPTANCE OF LATE ITEMS

Nil

5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

6 CHANGE TO ORDER OF BUSINESS

The Chair advised that supplementary item 9.8 would be addressed after item 9.1.

7 CONFIRMATION OF MINUTES

7.1 Minutes of the City Future Committee meeting held on 12 August 2025

COMMITTEE RESOLUTION CFC/25/6/2

Moved: Cr Marten Rozeboom

Seconded: Cr Glen Crowther

That the Minutes of the City Future Committee meeting held on 12 August 2025 be confirmed as a true and correct record.

CARRIED

8 DECLARATION OF CONFLICTS OF INTEREST

TANGATA WHENUA REPRESENTATIVE MR ARTHUR FLINTOFF DECLARED A CONFLICT OF INTEREST IN RELATION TO ITEM 9.8: 'TE TUMU PLANNING PATHWAYS' AND TOOK NO PART IN THE DISCUSSION OR VOTING ON THE MATTER.

9 BUSINESS

Timestamp: 1 hour and 1:10minutes

9.1 Vale Street, Windsor Road and Grange Road Safety Improvement Options

Staff Karen Hay, Team Leader: Engineering Services
Mike Seabourne, Head of Transport

Action

- That staff provide the Committee with a report that includes an up-to-date list of every project included in the current Annual Plan, and by year, in the Long Term Plan, including where projects have been bundled and the details of projects in those bundles also listed in the report.

COMMITTEE RESOLUTION CFC/25/6/3

Moved: Cr Glen Crowther

Seconded: Cr Hautapu Baker

That the City Future Committee:

- (a) Receives the report "Vale Street, Windsor Road and Grange Road Safety Improvement Options".
- (b) Thanks, Mr Sanson, Pillans Point School principal and local community members, for their contribution to this report and the effort and time taken to support the initiatives.
- (c) Endorses the following recommended options:
 - (i) On-road path along Vale Street using existing shoulder and a pedestrian refuge near Grange Road. Estimated cost ~\$443 to~\$497K.
 - (ii) Convert Windsor Road to one-way southbound with a bi-directional cycleway on the eastern side. ~200k
 - (iii) Install a zebra crossing near Milton Road to support vulnerable users. ~ \$150-\$170K
 - (iv) Undertake further design to determine the possibility of a crossing upgrades at Grange–Pillans–Hinewa intersection, noting the current constraints.
- (d) Notes that the following are not recommended at this stage but will be monitored.
 - (i) A pedestrian crossing at Vale–Landscape intersection and
 - (ii) The upgrade of the pedestrian island at Grange-Coach as it is deemed appropriate given traffic volumes.
- (e) Endorses the inclusion of the recommended safety improvement projects in the transport capital programme. Due to the scale of the programme and existing budget constraints, these projects will be prioritised against other projects and considered through the Annual Plan and Long-Term Plan processes.
- (f) Targets delivery at least by 2026/27 financial year, subject to prioritisation and funding approval.
- (g) Funding of these projects is expected to be fully covered by Council, as NZTA is unlikely to contribute 51%, given current government priorities.

CARRIED

At 11.21am the meeting adjourned.

At 11.31am the meeting reconvened.

Timestamp: 2 hours and 6:02 minutes

9.8 Te Tumu Planning Pathways

Staff Andrew Mead, Head of City Planning and Growth
Brad Bellamy, Principal Planner (Structure Planning)
Christine Jones, General Manager: Strategy, Partnerships & Governance

COMMITTEE RESOLUTION CFC/25/6/4

Moved: Cr Marten Rozeboom

Seconded: Mayor Mahé Drysdale

That the City Future Committee:

- (a) Receives the report "*Te Tumu Planning Pathways*".
- (b) Endorses Council's continued commitment to rezoning Te Tumu, either through the current Resource Management Act system, the proposed new Resource Management system or an alternative pathway should one become available, whichever is ultimately determined to be the most appropriate by Council in consultation with the landowners.
- (c) Recognises that progressing a Council-initiated plan change under Part 1; Schedule 1 of the Resource Management Act 1991 would require an exemption application to be approved by the Minister for the Environment under Section 80V of the RMA.
- (d) Notes that current information and timeframes available in relation to proposed Resource Management Reform create uncertainty about whether the existing process under the Resource Management Act would provide the most efficient and effective pathway to achieve operative zoning for Te Tumu.
- (e) Does not make a decision on the preferred planning pathway for Te Tumu at this time, and requests that staff report back to the City Future Committee in the first quarter of 2026 when further information is available, including:
 - (i) details on the Resource Management reform related Bills (proposed to be introduced to parliament in late 2025); and
 - (ii) any details on implementation timeframes and transition provisions arising from the Bills.
- (f) Notes that until final decisions are made, staff will:
 - (i) continue to progress technical workstreams and planning provisions with landowners; and
 - (ii) not work on the drafting of a detailed section 32 evaluation report which is specific to the RMA plan change option.
- (g) Recognises the importance of engagement and working in partnership with tangata whenua throughout any rezoning or plan change process for Te Tumu and confirms that this remains a key focus for staff in progressing the rezoning.
- (h) Notes that a key consideration of an exemption pathway is whether it would accelerate delivery of housing and urban development outcomes. This requires other critical

matters to be progressed by landowners in collaboration with TCC, including:

- (i) Compensation agreements associated with access and infrastructure corridors, including agreement from TK14 Trust registered owners;
- (ii) Agreement on affordable wastewater, stormwater, and landform solutions; and
- (iii) Commitment from landowners to co-fund and deliver internal infrastructure, including high level agreed terms between themselves.

CARRIED

Timestamp: 2 hours and 25:46 minutes

9.2 Harbour Drive Safety Improvement Options

Staff Karen Hay, Team Leader: Engineering Services
Mike Seabourne, Head of Transport

Actions

- That staff provide a report back to the City Delivery Committee on the maintenance response for boulders and the use of agrochemicals along Harbour Drive, including alternatives to chemical use.

COMMITTEE RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Harbour Drive Safety Improvement Options".
- (b) Approves the short-term option to:
 - (i) install boulders
 - (ii) change angle parking to parallel parking
 - (iii) upgrade areas where cars park to reduce rutting
- (c) Approves that the \$35,000–\$38,000 to fund the short term option will be funded using savings from Transport's existing FY26 budget, noting this is solely Council funded.
- (d) Endorses Option 3 as the preferred option at an estimate of \$2.3M that includes:
 - (i) Replacing the exiting path to between 3.5m and 4m along its length
 - (ii) Includes provision of approximately 32 parallel parking spaces, picnic tables, traffic calming using chicanes, additional planting and 200m of boardwalk.
 - (iii) Notes the benefit cost ratio of 2 associated with this investment.
- (e) Note that the recommended medium-term option will need to be considered through the upcoming Annual Plan/ LTP deliberations. Given the current national funding priorities, it is unlikely this project will receive NZTA funding contribution.
- (f) If funding is confirmed, then engagement with the local community and hapū will be undertaken to help inform design.
- (g) Thanks Mr McHardy and residents for their time and effort to collaborate with Council staff on this matter.

A MOTION WAS PROPOSED

Moved: Cr Rod Taylor

Seconded: Mayor Mahé Drysdale

That the City Future Committee:

- (a) Receives the report "Harbour Drive Safety Improvement Options".
- (b) Approves the short-term option to:
 - (i) install boulders
 - (ii) change angle parking to parallel parking
 - (iii) upgrade areas where cars park to reduce rutting
- (c) Approves that the \$35,000–\$38,000 to fund the short term option will be funded using savings from Transport's existing FY26 budget, noting this is solely Council funded.
- (e) Note that the recommended medium-term option will need to be considered through the upcoming Annual Plan/ LTP deliberations. Given the current national funding priorities, it is unlikely this project will receive NZTA funding contribution.
- (g) Thanks Mr McHardy and residents for their time and effort to collaborate with Council staff on this matter.

At 12:34pm the meeting adjourned.

At 12:46pm the meeting resumed.

AN AMENDMENT WAS PROPOSED

Moved: Cr Glen Crowther

Seconded: Cr Rod Taylor

That the City Future Committee:

- (c) Approves that the \$35,000–\$38,000 to fund the short term option 3 (table 1) will be funded using savings from Transport's existing FY26 budget, noting this is solely Council funded.
- (e) Note that the recommended medium-term option 3 (table 2) will need to be considered through the upcoming Annual Plan/ LTP deliberations. Given the current national funding priorities, it is unlikely this project will receive NZTA funding contribution.
 - (i) Replacing the exiting path to between 3.5m and 4m along its length
 - (ii) Includes provision of approximately 32 parallel parking spaces, picnic tables, traffic calming using chicanes, additional planting and 200m of boardwalk.
 - (iii) Notes the benefit cost ratio of 2 associated with this investment.
- (f) If funding is confirmed, then engagement with the local community and hapū will be undertaken to help inform design.

THE AMENDMENT WAS TAKEN IN PARTS IN THE FOLLOWING ORDER:

- (c) Approves that the \$35,000–\$38,000 to fund the short term option 3 (table 1) will be funded using savings from Transport’s existing FY26 budget, noting this is solely Council funded.

For: Mayor Mahé Drysdale, Deputy Mayor Jen Scoular, Cr Hautapu Baker, Cr Hēmi Rolleston, Cr Glen Crowther, Cr Rod Taylor, Cr Kevin Schuler, Tangata Whenua Representative Mr Arthur Flintoff.

Against: Cr Rick Curach and Cr Marten Rozeboom

CARRIED 8/2

- (e) Note that the recommended medium-term option 3 (table 2) will need to be considered through the upcoming Annual Plan/ LTP deliberations. Given the current national funding priorities, it is unlikely this project will receive NZTA funding contribution.

- (i) Replacing the exiting path to between 3.5m and 4m along its length
- (ii) Includes provision of approximately 32 parallel parking spaces, picnic tables, traffic calming using chicanes, additional planting and 200m of boardwalk.
- (iii) Notes the benefit cost ratio of 2 associated with this investment.

For: Cr Glen Crowther and Cr Rod Taylor

Against: Mayor Mahé Drysdale, Deputy Mayor Jen Scoular, Cr Hautapu Baker, Cr Hēmi Rolleston, Cr Marten Rozeboom, Cr Rick Curach, Cr Kevin Schuler, Tangata Whenua Representative Mr Arthur Flintoff.

LOST 2/8

- (f) If funding is confirmed, then engagement with the local community and hapū will be undertaken to help inform design.

For: Cr Glen Crowther and Cr Rod Taylor

Against: Mayor Mahé Drysdale, Deputy Mayor Jen Scoular, Cr Hautapu Baker, Cr Hēmi Rolleston, Cr Marten Rozeboom, Cr Rick Curach, Cr Kevin Schuler, Tangata Whenua Representative Arthur Flintoff.

LOST 2/8

The substantive motion was put to the Committee**COMMITTEE RESOLUTION CFC/25/6/5**

Moved: Cr Rod Taylor

Seconded: Mayor Mahé Drysdale

That the City Future Committee:

- (a) Receives the report "Harbour Drive Safety Improvement Options".
- (b) Approves the short-term option to:
 - (i) install boulders
 - (ii) change angle parking to parallel parking
 - (iii) upgrade areas where cars park to reduce rutting
- (c) Approves that the \$35,000–\$38,000 to fund the short term option 3 (Table 1) will be funded using savings from Transport's existing FY26 budget, noting this is solely Council funded.
- (e) Note that the recommended medium-term option will need to be considered through the upcoming Annual Plan/ LTP deliberations. Given the current national funding priorities, it is unlikely this project will receive NZTA funding contribution.
- (g) Thanks Mr McHardy and residents for their time and effort to collaborate with Council staff on this matter.

For: Mayor Mahé Drysdale, Deputy Mayor Jen Scoular, Cr Marten Rozeboom, Cr Rod Taylor, Cr Hautapu Baker, Cr Kevin Schuler, Cr Hēmi Rolleston and Tangata Whenua Representative Mr Arthur Flintoff

Against: Cr Rick Curach

Abstained: Cr Glen Crowther

CARRIED 8/1

Timestamp: 3 hours and 23:41 minutes

9.3 Commercial Activities in Council Facilities Policy Review

Staff Sandy Lee, Policy Analyst
Ross Hudson, Manager: Strategic Planning & Partnerships
Barbara Dempsey, GM Operations & Infrastructure (City Ops & Spaces and Places)

COMMITTEE RESOLUTION CFC/25/6/6

Moved: Mayor Mahé Drysdale

Seconded: Cr Kevin Schuler

That the City Future Committee:

- (a) Receives the report "Commercial Activities in Council Facilities Policy Review".
- (b) Approves the recommendation to rescind the Commercial Activities in Council Facilities Policy 2010.

For: Mayor Mahé Drysdale, Cr Marten Rozeboom, Cr Rod Taylor, Cr Hautapu Baker, Cr Kevin Schuler, and Cr Hēmi Rolleston

Against: Deputy Mayor Jen Scoular, Cr Glen Crowther, Cr Rick Curach, and Tangata Whenua Representative Mr Arthur Flintoff

CARRIED 6/4

Timestamp: 3 hours and 58:58 minutes

9.4 Prioritising Use of Indoor Facilities Policy Review

Staff Sandy Lee, Policy Analyst
Ross Hudson, Manager: Strategic Planning & Partnerships
Sarah Omundsen, General Manager: Regulatory & Community Services

External Paul Dunphy, Bay Venues Limited

COMMITTEE RESOLUTION CFC/25/6/7

Moved: Cr Marten Rozeboom
Seconded: Mayor Mahé Drysdale

That the City Future Committee:

- (a) Receives the report "Prioritising Use of Indoor Facilities Policy Review".
- (b) Approves the recommendation to rescind the Prioritising Use of Indoor Facilities Policy 2011.

CARRIED

At 1.39pm the meeting adjourned.

At 2.00pm the meeting reconvened.

At 2.00pm, Mayor Mahé Drysdale withdrew from the meeting.

Timestamp: 4 hours and 35:58 minutes

9.5 Updating Policy Delegations Due to Organisational Reset

Staff Sharon Herbst, Policy Analyst
Christine Jones, General Manager: Strategy, Partnerships & Governance

COMMITTEE RESOLUTION CFC/25/6/8

Moved: Cr Rick Curach

Seconded: Cr Marten Rozeboom

That the City Future Committee:

- (a) Receives the report "Updating Policy Delegations Due to Organisational Reset".
- (b) Notes the administrative updates required to policy documents following the recent organisational reset, as outlined in the attached table.
- (c) Agrees that these updates do not alter the intent or substance of the policies and therefore do not require formal consultation.
- (d) Delegates authority to the General Manager: Strategy, Partnerships & Growth to make the necessary amendments to the policy documents to reflect the updated role titles, including minor formatting amendments.

For: Cr Rod Taylor, Cr Marten Rozeboom, Cr Hautapu Baker, Cr Glen Crowther, Cr Rick Curach, Cr Hēmi Rolleston, Cr Kevin Schuler and Tangata Whenua Representative Mr Arthur Flintoff

Against: Deputy Mayor Jen Scoular

CARRIED 8/1

Timestamp: 4 hours and 43:04 minutes

9.6 City Future Committee Work Programme - November 2025 to June 2026

Staff Jeremy Boase, Head of Strategy, Governance & Climate Resilience
Christine Jones, General Manager: Strategy, Partnerships & Governance

COMMITTEE RESOLUTION CFC/25/6/9

Moved: Cr Marten Rozeboom

Seconded: Cr Kevin Schuler

That the City Future Committee:

- (a) Receives the report "City Future Committee Work Programme - November 2025 to June 2026".
- (b) Endorses that the following policy reviews be put on hold at this time for reasons outlined in Table 1, Option B:
 - (i) Large Water Users Policy 2019
 - (ii) Water Meters Policy 2019
 - (iii) Airport Bylaw 2016
- (c) 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

Timestamp: 4 hours and 49:32 minutes

9.7 Status Update on actions from prior City Future Committee meetings**Staff** Christine Jones, General Manager: Strategy, Partnerships & Governance**Actions**

- That staff prioritise and arrange a Tauranga Western Bay of Plenty Transport Committee meeting before Christmas 2025.

COMMITTEE RESOLUTION CFC/25/6/10

Moved: Cr Rick Curach

Seconded: Cr Glen Crowther

That the City Future Committee:

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

CARRIED**10 DISCUSSION OF LATE ITEMS**

Nil

11 CLOSING KARAKIA

Cr Hautapu Baker closed the meeting with a karakia.

The meeting closed at 2:22pm.**The minutes of this meeting were confirmed as a true and correct record at the City Future Committee meeting held on 25 November 2025.**

.....
Councillor Rod Taylor
CHAIR