



AGENDA

City Future Committee meeting Tuesday, 30 June 2026

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

Date: Tuesday, 30 June 2026

Time: 9:30 am

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

**Marty Grenfell
Chief Executive**

Terms of reference – City Future Committee

Common responsibility and delegations

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

Responsibilities of standing committees

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

Delegations to standing committees

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

Terms of reference – City Future Committee

Membership

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

Role

The role of the City Future Committee is:

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

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

Scope

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

Power to Act

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

Power to Recommend

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

Chair and Deputy Chair acting as Co-Chairs

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

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

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- 1 OPENING KARAKIA**
- 2 APOLOGIES**
- 3 PUBLIC FORUM**
- 4 ACCEPTANCE OF LATE ITEMS**
- 5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN**
- 6 CHANGE TO ORDER OF BUSINESS**

7 CONFIRMATION OF MINUTES

7.1 Minutes of the City Future Committee meeting held on 19 May 2026

File Number: A20433123

Author: Anahera Dinsdale, Governance Advisor

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

RECOMMENDATIONS

That the Minutes of the City Future Committee meeting held on 19 May 2026 be confirmed as a true and correct record.

ATTACHMENTS

1. Minutes of the City Future Committee meeting held on 19 May 2026



DRAFT MINUTES

**City Future Committee meeting
Tuesday, 19 May 2026**

UNCONFIRMED

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**MINUTES OF TAURANGA CITY COUNCIL
CITY FUTURE COMMITTEE MEETING
HELD AT THE TAURANGA CITY COUNCIL CHAMBERS, L1, 90 DEVONPORT ROAD,
TAURANGA
ON TUESDAY, 19 MAY 2026 AT 9:30 AM**

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

IN ATTENDANCE: Marty Grenfell (Chief Executive), Christine Jones (General Manager: Strategy, Partnerships & Growth), Reneke van Soest (General Manager: Operations & Infrastructure), Gareth Green (Head of Office - Manager of the Mayoral Office), Jane Small (Director Major Projects), Chris Barton (Major Projects – Infrastructure Portfolio Manager), Claudia Hellberg (Team Leader: City Waters Planning), Emily McLean (Manager: Urban Centres Development), Shawn Geard (Manager: Transport System Operations), Sarah Searle (Principal Strategic Advisor), Scott McCauley (Facilities Specialist), Vicky Grant-Ussher (Policy Analyst), Jane Barnett (Policy Analyst), Warren Budd (Principal Transport Engineer), Anna Rengstedt (Team Leader: Climate Resilience), Sonya McCall (Open Space & Community Facilities Planner), Sarah Holmes (Team Leader: Governance & CCO Support Services), Anahera Dinsdale (Governance Advisor), Caroline Irvin (Governance Advisor)

EXTERNAL: Mr Gareth & Mrs Catherine Keen

NZTA:

Andrew Wharekawa Smith – Project Director Tauriko West
Andrew Corkill - Director, Regional Relationships – Waikato/Bay of Plenty
Susan Collins - Regional Manager System Design, Waikato Bay of Plenty

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 19 May 2026 at [Tauranga City Council YouTube Channel](#).

Deputy Chair chairing this meeting

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

1 OPENING KARAKIA

Cr Hautapu Baker opened the meeting with a karakia.

2 APOLOGIES

Nil

3 PUBLIC FORUM

Nil

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 the following will be the order of business for the meeting:

- 10.2 Connecting Mount Maunganui
- 10.1 Status updates on actions from prior City Future Committee meetings
- 10.3 Greywater Reuse Study
- 10.4 City Centre Streets Project – Movement Pilot Decision
- 10.5 Strategy Stocktake – Tauranga Matarauui (Inclusive City Strategy)
- 10.7 Draft Election Signs Policy
- 10.8 Climate and Resilience – Strategic Direction for 2027 – 37 LTP
- 10.6 Coastal Structures Policy Review
- 10.9 Open Space Provision Policy

7 CONFIRMATION OF MINUTES

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

COMMITTEE RESOLUTION CFC/26/3/1

Moved: Cr Marten Rozeboom

Seconded: Cr Kevin Schuler

That the Minutes of the City Future Committee meeting held on 31 March 2026 be confirmed as a true and correct record.

CARRIED

8 DECLARATION OF CONFLICTS OF INTEREST

Tangata Whenua Representative Mr Arthur Flintoff noted his connection to Ngā Pōtiki in relation to Te Tumu.

9 DEPUTATIONS, PRESENTATIONS, PETITIONS

Timestamp: 11 minutes and 40 seconds

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

External Mr Gareth and Mrs Catherine Keen

Key Points

- Mr Keen described widespread concern among Tabraham Crescent residents regarding the safety of children, parents, and animals, as well as frequent vehicle damage and near-miss incidents, with 98% of surveyed households supporting action.
- The petition proposed several interventions, including formalising the one-way loop system, increasing signage, lowering speed limits, adding yellow lines, and addressing parking issues, with Gareth noting that road widening was not practical but more signage and yellow lines would be beneficial.

In response to questions

- Mr Keen supported safety-focused options.

The Chair advised transport staff would review traffic data by June and report back with recommendations.

Timestamp: 22 minutes and 20 seconds

9.2 NZTA - Presentation on Tauriko West and Tauranga Northern Link - Vik Ermes

External Wharekawa Smith – Project Director Tauriko West
Andrew Corkill - Director, Regional Relationships – Waikato / Bay of Plenty
Susan Collins - Regional Manager System Design, Waikato / Bay of Plenty

Power point presentation

Key Points

- The NZTA team reported that Takitimu North Link Stage 1 was well underway, with major bridges nearing completion and pavement construction in progress, while Stage 2 was in the pre-implementation phase with funding confirmed for design and property acquisition but not for construction.
- Significant cost savings (around \$20 million) have been realised through proactive risk mitigation and design efficiencies, despite challenges such as unseasonably wet weather,

with the project remaining on track for a mid-2027 completion.

- The Tauriko West project was being delivered in stages, including the Omanawa Bridge replacement and route protection for SH29 and SH29A, with implementation funding for the bridge but construction funding for later stages still pending.
- A key design change was the removal of west-facing ramps at Barkes Corner to improve efficiency and reduce property impacts, with extensive community engagement showing general support, though some affected landowners remain concerned.

In response to questions

- NZTA clarified that tolling decisions rest with the Minister and that safety and cost considerations drive design decisions.

Action Requested:

- Council requested that NZTA investigate the possibility of closing access from the off-road cycle lane onto State Highway 2 near the Tasman Quay intersection, consider removing the painted cycle lane, and explore a dedicated light phase for cyclists, pending the final coroner's report.

Attachments

- 1 9.2 - NZTA presentation TCC

10 BUSINESS

Timestamp: 56 minutes

10.2 Connecting Mount Maunganui - Project Update

Staff Chris Barton, Major Projects – Infrastructure Portfolio Manager
Jane Small, Director Major Projects

External NZTA - Andrew Corkill, Director, Regional Relationships
Susan Collins, Regional Manager System Design, Waikato / Bay of Plenty

Power point presentation

COMMITTEE RECOMMENDATION

Moved: Mayor Mahé Drysdale

Seconded: Cr Glen Crowther

That the City Future Committee:

- (a) Receives the report "Connecting Mount Maunganui - Project Update".
- (b) Endorse adopting the existing approved Connecting Mount Maunganui Indicative Business Case as the baseline for the Detailed Business Case phase;
- (c) Endorse the design development macroscope of the current Connecting Mount Maunganui Detailed Business Case to include all transport improvement elements to

detailed design, including the connections to state highway.

- (d) Notes that while NZTA has confirmed funding is not available in the current National Land Transport Programme to progress planning and design of any further state highway improvements, it remains committed to the project and has allocated resources to support progressing the Detailed Business Case.
- (e) Notes that a Detailed Business Case is required to inform and support prioritisation of pre-implementation, property and implementation funding for the upcoming 2027-37 Long Term Plan and 2027-30 National Land Transport Programme.
- (f) Requests staff report an issues and options paper to a future committee meeting on vesting part of Totara St to NZTA

An amendment was proposed

Moved: Cr Glen Crowther
Seconded: Cr Rick Curach

- (g) Requests staff to report on options to include public transport outcomes as part of the Detailed Business Case.

For: Deputy Mayor Jen Scouler, Cr Rod Taylor, Cr Hautapu Baker, Cr Rick Curach, Cr Glen Crowther, Cr Hēmi Rolleston, Cr Steve Morris, Tangata Whenua Representative Mr Arthur Flintoff

Against: Mayor Mahé Drysdale, Cr Marten Rozeboom, Cr Kevin Schuler

CARRIED

The motion was taken in parts

COMMITTEE RESOLUTION CFC/26/3/2

Moved: Mayor Mahé Drysdale
Seconded: Cr Glen Crowther

- (a) Receives the report "Connecting Mount Maunganui - Project Update".
- (b) Endorse adopting the existing approved Connecting Mount Maunganui Indicative Business Case as the baseline for the Detailed Business Case phase;
- (d) Notes that while NZTA has confirmed funding is not available in the current National Land Transport Programme to progress planning and design of any further state highway improvements, it remains committed to the project and has allocated resources to support progressing the Detailed Business Case.
- (e) Notes that a Detailed Business Case is required to inform and support prioritisation of pre-implementation, property and implementation funding for the upcoming 2027-37 Long Term Plan and 2027-30 National Land Transport Programme.
- (f) Requests staff report an issues and options paper to a future committee meeting on vesting part of Totara St to NZTA
- (g) Requests staff report on options to include public transport outcomes as part of the

Detailed Business Case.

Abstained: Tangata Whenua Representative Mr Arthur Flintoff

CARRIED

- (c) Endorse the design development macroscope of the current Connecting Mount Maunganui Detailed Business Case to include all transport improvement elements to detailed design, including the connections to state highway.

For: Cr Rod Taylor, Cr Marten Rozeboom, Mayor Mahé Drysdale, Deputy Mayor Jen Scouler, Cr Rick Curach, Cr Glen Crowther, Cr Kevin Schuler, Cr Steve Morris

Against: Cr Hautapu Baker, Cr Hēmi Rolleston, Tangata Whenua Representative Mr Arthur Flintoff

CARRIED

Attachments

- 1 10.2 CMM Presentation - City Future Committee - 19 May 2026

Timestamp: 1 hour and 56 minutes

10.1 Status updates on actions from prior City Future Committee meetings

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

Actions Requested:

- List all workshops held between now and the next City Futures Committee meeting, confirming that each included the required information, before closing the action item.
- That staff confirm whether the local community has been informed of the current status of the 14 October 2025 road safety improvement projects and report back if not.

COMMITTEE RESOLUTION CFC/26/3/3

Moved: Cr Hautapu Baker

Seconded: Cr Glen Crowther

That the City Future Committee:

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

CARRIED

At 11.23am the meeting adjourned.

At 11.36am the meeting resumed in open.

Deputy Mayor Jen Scoular re-entered the meeting at 11:42am.

Timestamp: 2 hours and 14 minutes

10.3 Greywater Reuse Study

Staff Claudia Hellberg, Team Leader: City Waters Planning
Reneke van Soest, General Manager: Operations & Infrastructure

COMMITTEE RESOLUTION CFC/26/3/4

Moved: Tangata Whenua Representative Mr Arthur Flintoff

Seconded: Cr Marten Rozeboom

That the City Future Committee:

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

CARRIED

Timestamp: 2 hours and 20 minutes

10.4 City Centre Streets Project - Movement Pilot Decision

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

Power point presentation

COMMITTEE RESOLUTION CFC/26/3/5

Moved: Cr Rod Taylor

Seconded: Cr Marten Rozeboom

That the City Future Committee:

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

Movement Pilot

- (b) Approves Option C: Make the one-way pilot system permanent with modifications.

This includes making parts of Hamilton, Wharf, Willow, and Spring Streets permanently one-way.

- (c) Notes that:

- (i) Staff will implement operational improvements, where possible, such as loading bays, and parking on Wharf, Willow (South) and Spring Streets in response to community feedback.

- (ii) Changes to parking facilities on Willow Street (South) including replacing the

cycle lane with angled parking to increase spaces.

(iii) These improvements will be delivered using existing budgets.

Hamilton Street

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

Movement and Access Framework / Investment Case

(e) In response to feedback on the Pilot and proposed improvements, directs staff to include the following in the Movement and Access Framework:

(i) That the future function of Willow Street (central) is to be a pedestrian-focused core within an interim shared-space operation

(ii) That Grey Street should remain two-way.

(iii) That The Strand should remain two-way

(iv) That the layout changes made via resolution (c) should be made permanent.

(f) Notes that staff will return to Council before any permanent streetscape investments are confirmed.

(g) Notes that staff will present the City Centre Streetscape Investment Case as part of the preparation of the 2027-2037 long-term plan, and that Council will undertake capital budget allocations and prioritisations through that process.

For: Cr Rod Taylor, Cr Marten Rozeboom, Mayor Mahé Drysdale, Cr Steve Morris, Cr Hēmi Rolleston, Cr Kevin Schuler and Tangata Whenua Representative Mr Arthur Flintoff

Against: Deputy Mayor Jen Scoular, Cr Hautapu Baker, Cr Glen Crowther and Cr Rick Curach

CARRIED 7/4

Attachments

1 Presentation City Centre Pilot Presentation

Timestamp: 3 hours and 1 minute

10.5 Strategy Stocktake - Tauranga Matarauui (Inclusive City Strategy)

Staff Sarah Searle, Principal Strategic Advisor
Jeremy Boase, Head of Strategy, Governance & Climate Resilience
Andrew Mead, Head of City Planning & Growth
Christine Jones, General Manager: Strategy, Partnerships & Growth

Actions Requested:

That staff:

- Provide clear mapping of grant funding to strategy outcomes and action plans.
- Send an update to the 30 external event stakeholders regarding the status and upcoming workshops for the major event strategy, ensuring they are invited to participate

COMMITTEE RESOLUTION CFC/26/3/6

Moved: Cr Hautapu Baker

Seconded: Cr Kevin Schuler

That the City Future Committee:

- (a) Receives the report "Strategy Stocktake - Tauranga Matarauui (Inclusive City Strategy)".

CARRIED

Timestamp: 3 hours and 25 minutes

10.7 Draft Election Signs Policy

Staff Jane Barnett, Policy Analyst

At 12.52pm, Mayor Mahé Drysdale withdrew from the meeting.

COMMITTEE RESOLUTION CFC/26/3/7

Moved: Cr Marten Rozeboom

Seconded: Cr Hautapu Baker

That the City Future Committee:

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

CARRIED

At 12.57pm the meeting adjourned.

At 1.31pm the meeting resumed in open.

Timestamp: 4 hours and 9 minutes

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

Staff Anna Rengstedt, Team Leader: Climate Resilience
Jeremy Boase, Head of Strategy, Governance & Climate Resilience

Power point presentation

At 2.02pm, Deputy Mayor Jen Scoular withdrew from the meeting.

COMMITTEE RESOLUTION CFC/26/3/8

Moved: Cr Marten Rozeboom

Seconded: Tangata Whenua Representative Mr Arthur Flintoff

That the City Future Committee:

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

CARRIED

Attachments

- 1 10.8 Presentation - Climate and Resilience in the LTP - CFC 19 May 2026

Timestamp: 4 hours and 51 minutes

10.6 Coastal Structures Policy Review

Staff Vicky Grant-Ussher, Policy Analyst
Scott McCauley, Facilities Specialist
Reneke van Soest, General Manager: Operations & Infrastructure

Power point presentation

At 2.18pm, Mayor Mahé Drysdale re-entered the meeting.

COMMITTEE RESOLUTION CFC/26/3/9

Moved: Cr Rod Taylor

Seconded: Cr Kevin Schuler

That the City Future Committee:

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

CARRIED

Attachments

- 1 Presentation - coastal structures policy presentation

Timestamp: 5 hours and 16 minutes

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

Staff Vicky Grant-Ussher, Policy Analyst
Sonya McCall, Open Space & Community Facilities Planner

Power point presentation

COMMITTEE RESOLUTION CFC/26/3/10

Moved: Cr Steve Morris

Seconded: Cr Hēmi Rolleston

That the City Future Committee:

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

CARRIED

Attachments

- 1 Presentation - Open Space Provision Policy Review

At 2.49pm, Deputy Mayor Jen Scoular re-entered the meeting.

11 DISCUSSION OF LATE ITEMS

Nil

12 PUBLIC EXCLUDED SESSION AT 2:49PM

Resolution to exclude the public

COMMITTEE RESOLUTION CFC/26/3/11

Moved: Cr Hēmi Rolleston

Seconded: Cr Marten Rozeboom

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

That Sean Haynes from Veros be present for Item 12.1 Waikite Road residential development – revenue sharing considerations.

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

resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
12.1 - Waikite Road residential development - revenue sharing considerations	s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
12.2 - Wairakei South Fast-track Application - Update and Next Steps	s7(2)(g) - The withholding of the information is necessary to maintain legal professional privilege s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
12.3 - Improving Transport Access to Ohauti - Project Update	s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

CARRIED

The meeting resumed in open at 4:39pm.

13 CLOSING KARAKIA

Cr Hautapu Baker closed the meeting with a karakia.

The meeting closed at 4:40pm.

The minutes of this meeting were confirmed as a true and correct record at the City Future Committee meeting held on 30 June 2026.

8 DECLARATION OF CONFLICTS OF INTEREST

9 BUSINESS

9.1 Strategy Stocktake - Tauranga a te kura - A city that supports business and education

File Number: A20263016

Author: Clare Dowthwaite, Principal Strategic Advisor

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

PURPOSE OF THE REPORT

1. This is the third report to the City Future Committee as part of a staff-led strategy stocktake. This part of the stocktake focuses on strategies currently in place that support the community outcome *Tauranga a te kura – A city that supports business and education*.
2. The report highlights key considerations to support informed discussion and prioritisation for the Long-Term Plan (LTP).

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Strategy Stocktake - Tauranga a te kura - A city that supports business and education".
- (b) Approves removal of "Te Ha Tapoi - Tourism Strategy 2019-2022" from Our Direction framework.

EXECUTIVE SUMMARY

3. This report provides a stocktake of the strategies, partnerships and delivery arrangements that support the community outcome *Tauranga a te kura – A city that supports business and education*.
4. The stocktake finds that while the current strategic intent continues to provide a good foundation, several key strategies now require updating to remain relevant. All strategies under this outcome are owned by partner organisations and are delivered through joint partnerships between Tauranga City Council (TCC) and others.
5. The Western Bay Economic Strategy 2021, owned by Priority One – Tauranga Moana ("Priority One") remains useful as a high-level statement of intent, and is expanded on in the economic chapter of the SmartGrowth Strategy 2024. The strategy is currently being refreshed to reflect the more focused delivery of regional economic development outcomes aligned with current economic conditions and opportunities, including those within the regional deal.
6. Tourism Bay of Plenty (TBOP) leads the two tourism strategies: Tourism Bay of Plenty Visitor Economy Strategy 2018-2028 and Te Ha Tapoi – Tourism Strategy 2019-2022. Both these strategies provide useful strategic foundations for the visitor economy but also require revision due to significant changes in sector conditions and future priorities. It is recommended that the Visitor Economy Strategy is retained, and the outdated Tourism Strategy is removed from the Strategic Framework.
7. The recently updated Western Bay of Plenty International Strategy 2026-2028 remains fit for purpose.

8. The stocktake confirms that delivery of this outcome relies heavily on strategic partnerships and funding arrangements, particularly with Priority One and Tourism Bay of Plenty, alongside Council's wider contribution through targeted education programmes, libraries, community services and major civic investment such as Te Manawataki o Te Papa – Civic Precinct.
9. Taken together, the findings highlight the need for a coordinated refresh of the economic and tourism strategies by the relevant external organisations. It is likely that any refresh process would happen during the LTP period – and may not be in time to influence LTP investment decisions. Any updates would likely be guided by the direction set through the LTP, alongside relevant regional and national strategic directions.

BACKGROUND

Strategy development

10. [Our Direction strategic framework](#) was adopted in 2022. Development of Our Direction was an iterative process with involvement from key stakeholders, community and mana whenua (see 'Te Ao Māori Approach' section).
11. The structure of the Our Direction framework was updated in November 2025 with the addition of one new community outcome (*A vibrant city that embraces events*) and merging of two existing outcomes (to become "A well planned city that is easy to move around").
12. *Tauranga a te kura – a city that supports business and education* recognises that a thriving city relies on a strong economy and learning opportunities for all ages. Business growth creates jobs, attracts investment and supports incomes, while education builds the skills and innovation people and businesses need to adapt and succeed. Together, these foundations support community wellbeing and the pillars of Our Direction – environment, community and inclusivity, and vibrancy.
13. Council's role is not to deliver all business and education outcomes directly, but to enable them through strategic planning, targeted investment, advocacy, partnerships and civic infrastructure. This includes supporting economic development and the visitor economy with key partners and contributing through events, libraries, community facilities, school-based programmes and city-shaping investment that strengthens Tauranga as a place to learn, visit and do business.

Existing strategies

14. The primary strategy currently referenced within this community outcome is the [Western Bay of Plenty Economic Strategy 2021](#). This is a sub-regional strategy led by the Western Bay of Plenty sub-region's economic development organisation, Priority One.
15. This leading strategy is supported by the following three strategies in place, each developed through a collaboration of partnerships:
 - [Western Bay of Plenty International Strategy 2026-2028](#) (TCC, Western Bay of Plenty District Council, Priority One, TBOP, Toi Kai Rawa, Education Tauranga, Creative Bay of Plenty, University of Waikato, Ministry of Business, Innovation and Employment (MBIE), Employers and Manufacturers Association (EMA).)
 - [Tourism Bay of Plenty Visitor Economy Strategy 2018-2028](#) (Tourism Bay of Plenty)
 - [Te Ha Tapoi – Tourism Strategy 2019-2022](#) (Tourism Bay of Plenty)
16. The details and commentary on these strategies are set out in **Attachment 1**.

17. Progress against actions is reported annually to the City Delivery Committee, with the most recent report being brought to City Delivery Committee 16 June 2026, and also covered in Council's [LTP Performance Measures](#).

Strategic partnerships in business and education

18. Strategic partnerships are central to achieving this outcome, with Council enabling delivery by funding and supporting its partners to undertake key activities. Council's primary business and education partners are listed below, including Priority One and Tourism Bay of Plenty as key funded partners.
- Priority One – Tauranga Moana
 - Tourism Bay of Plenty
 - Tangata Whenua Partnerships (Rangapū Mana Whenua o Tauranga Moana Partnership)
 - SmartGrowth Partnership (Tangata Whenua, Western Bay of Plenty District Council, Bay of Plenty Regional Council and central government)
 - University of Waikato Strategic Partnership
 - Toi Kai Rawa – Bay of Plenty's regional Māori economic development organisation
 - Tauranga Māori Business Association
 - Tauranga Chamber of Business and Economics
 - Mainstreet Business Associations: Tauranga City Centre, Mount Maunganui, Greerton and Papamoa.
 - Education Tauranga (a network of schools, tertiary providers and private training establishments in Tauranga and the Western Bay of Plenty that support international education and student care)
 - Film Bay of Plenty (Regional film office that attracts screen productions, develops the local film sector, and supports film professionals.)

Summary stocktake findings – a city that supports business and education

19. The stocktake involved desk research and meeting with internal leads, and external strategy owners Priority One and Tourism Bay of Plenty. The review found that three of the currently referenced joint strategies require some level of revision, reflecting the time that has passed since these strategies were first developed.
20. The Western Bay of Plenty Economic Strategy is a high-level, two-page document focused on raising income levels across the sub-region. Its overall intent remains sound, and its priority areas continue to align with the proposed future direction, but global and local conditions have changed since this strategy was first developed. A refresh would ensure it is focused on the delivery of regional economic development outcomes aligned with current economic conditions and opportunities, including those within the regional deal.
21. Priority One is now preparing a refreshed document to ensure the strategy remains relevant and that its key priorities ahead are clearly articulated.
22. The two Bay of Plenty tourism strategies — Tourism Bay of Plenty Visitor Economy Strategy 2018–2028 and Te Ha Tapoi – Tourism Strategy 2019–2022 — continue to provide a useful strategic foundation for the visitor economy, including through a regenerative tourism and destination management approach.
23. However, both now require review to reflect changes in the tourism sector since they were developed. An update would need to be timed well to align with key interdependencies

including the central government review of the New Zealand tourism system, which is expected to result in a Tourism Policy Statement ahead of the 2026 election.

24. It is recommended The Te Ha Tapoi – Tourism Strategy 2019-2022 be withdrawn from our strategic framework as it is now past its timeframe, and the Tourism Bay of Plenty Visitor Economy Strategy 2018-2028 is retained until a replacement is developed at the appropriate time. The options are outlined in paragraph 50.
25. Tourism Bay of Plenty would lead the development of an updated tourism strategy, with timing to be determined once there is greater certainty about the wider strategic context and confidence that the work can proceed at the right time and provide enduring value.
26. The Western Bay of Plenty International Strategy 2026-2028 has recently been updated and this document is strategically sound. Its aim is to foster prosperity through developing international connections. Strategy partners meet three times a year and produce an annual outcomes report on key achievements.
27. The SmartGrowth Strategy 2024 and the Tauranga Moana Iwi Management Plan 2016-2026 continue to be guiding strategic documents that sit across all community outcomes, including this outcome – a city that supports business and education.
28. Further details of the findings are included in **Attachment 1**.

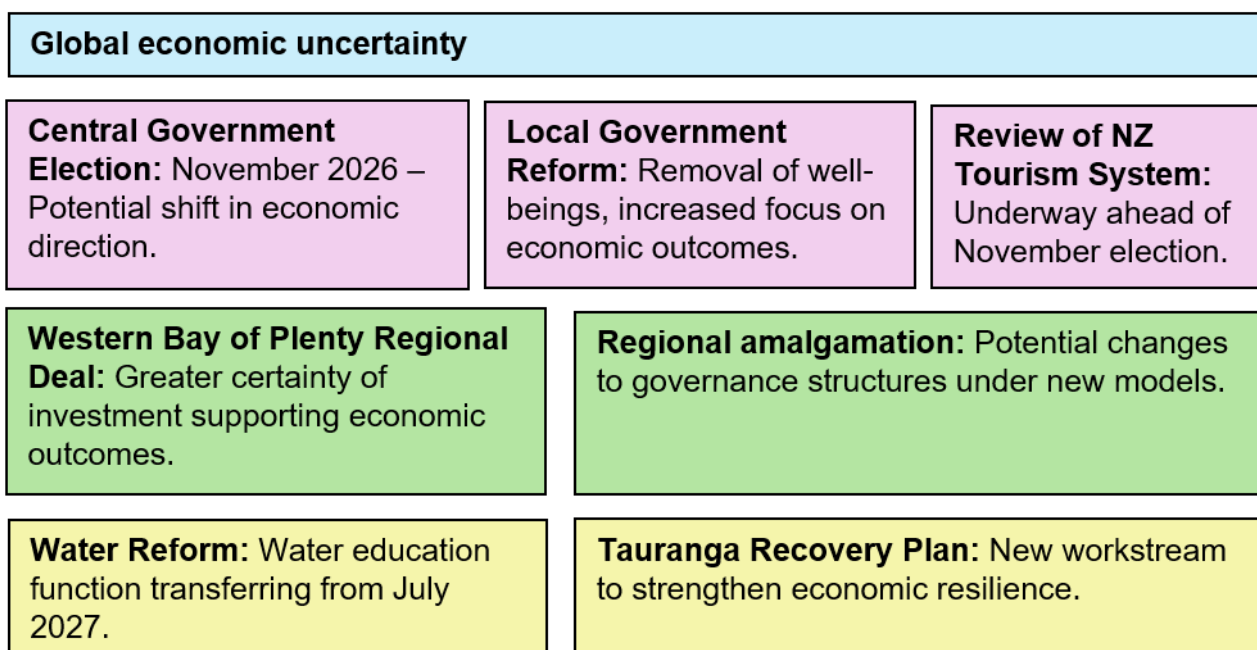
Delivery and funding approach

29. Tauranga City Council provides funding to Priority One as Tauranga's lead in driving economic development. Priority One's purpose is to unlock the Western Bay's economic potential in order to create sustainable prosperity for all who live here.
30. Funding comes from the commercial and industrial targeted rate. The funding agreement currently in place will end on 30 June 2027. Priority One's business membership model also attracts direct funding of approximately \$700,000 annually from over 250 local businesses.
31. Tourism Bay of Plenty is a Council-Controlled Organisation, and its purpose is to promote the economic welfare and development of the western Bay sub-region and its citizens through destination marketing and management.
32. Tourism Bay of Plenty receives an operating grant annually subject to Council approval. Tourism Bay of Plenty has prepared and presented a Draft Statement of Intent for the 2027-2029 financial years, which has since been updated based on feedback from elected members. The final version will be received by council by the 30th of June, with formal receipt by elected members in July.
33. Other economic growth funding streams identified include:
 - Mainstreet organisations (Commercial Targeted Rate)
 - Tauranga Business Chamber (Economic Development Targeted Rate contribution, supplemented by paid membership)
 - Tauranga Māori Business Association (TCC funding contribution)
 - Education Tauranga (TCC funding contribution)
34. Council also delivers targeted education programmes in schools, supporting learning and awareness across key areas such as waste management and travel safety. As part of the LTP preparation process, council staff will undertake a review of these education programmes and present this to Council.
35. Council's facilities and services, including libraries, also play a significant role in education by delivering informal learning opportunities across a wide range of areas, including sports, arts, heritage, culture, and literacy.

- 36. The development of Te Manawataki o Te Papa is expected to enhance the city’s educational experiences with the new library and community hub opening in October 2026 and the museum planned to open in 2028.

Business and education strategic considerations:

- 37. The diagram below highlights the key challenges and opportunities currently shaping this sector. Change is occurring at global, national and local levels. In a context of greater focus on value for money, prioritising economic outcomes is becoming increasingly important.



- 38. At a global level, ongoing economic uncertainty is affecting business confidence and investment decisions, which in turn influences local economic resilience and growth.
- 39. At a national level, the election year creates uncertainty about future strategic direction. At the same time, the proposed rewrite of the Local Government Act purpose statement signals a notable shift, with the removal of the four well-beings and a clearer emphasis on core services that deliver on local economic growth.
- 40. This explicit focus on economic growth suggests an increasing expectation for councils to demonstrate how their core services contribute to economic outcomes. Accordingly, there is an opportunity to strengthen how Council articulates and integrates its economic development role.
- 41. The current government has encouraged the amalgamation of councils as part of a wider local government reform, creating uncertainty across the sector regarding future governance structures, funding priorities, and regional decision-making.
- 42. The recent signing of the Western Bay of Plenty Regional Deal is a significant milestone. This agreement provides a framework for more coordinated, investment-led economic development across the sub-region.
- 43. Organisational changes including the Water Reform and the new Tauranga Recovery Plan will also have impacts on this outcome. With more work on building a resilient local economy

and the move of all water education programmes over to the new water entity from July 2026.

STATUTORY CONTEXT

44. The (current) purpose of local government under the Local Government Act 2002 is to “promote the social, economic, environmental, and cultural well-being of communities, both in the present and for the future”. Our strategic framework enables Council to do this, with the particular focus of this paper being on economic well-being.
45. The Local Government (System Improvements) Amendment Bill proposes significant changes to the statutory purpose of local government. The Bill was introduced in July 2025 and at time of writing remains before Parliament at second reading stage. If enacted, the amendments would represent a substantive shift in the statutory purpose and operating expectations of local government.

The Bill would amend section 10 of the Local Government Act 2002 so that the purpose of local government becomes:

- (a) to enable democratic local decision-making and action by, and on behalf of, communities; and
 - (b) to meet the current and future needs of communities for good-quality, cost-effective, and local -
 - (i) infrastructure; and
 - (ii) public services; and
 - (iii) performance of regulatory functions; and
 - (c) to support local economic growth and development by fulfilling the purpose set out in **paragraph (b)**.
46. The Bill introduces a stronger emphasis on “core services” and paragraph (c) in particular highlights the potential for increasing focus on supporting economic growth which is central to the outcome *Tauranga a te kura – a city that supports business and education*.
47. *Tauranga a te kura* and associated plans are also impacted by legislation and regulation including Te Tiriti o Waitangi, Education and Training Act 2020, Resource Management Act 1991, Civil Defence Emergency Management Act 2002, Human Rights Act 1993, NZ Bill of Rights Act 1990.

STRATEGIC ALIGNMENT

48. The wider strategy stocktake contributes to the promotion or achievement of the following strategic community outcome(s):

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

49. This report directly supports the community outcome *We are a city that supports business and education* by reviewing the strategies and partnerships that help deliver it. It also

supports the other community outcomes by strengthening the foundations for economic growth, investment, learning, inclusion, vibrancy, and environmental outcomes across the city.

OPTIONS ANALYSIS

50. It is recommended that the strategy - *Te Ha Tapoi – Tourism Strategy 2019-2022* is removed from reference in Our Direction – Strategic Framework (as discussed in paragraph 24). This is because it is out of date, Tourism Bay of Plenty has already removed references to it from its website. There is also an existing Visitor Economy Strategy that sets the direction for Bay of Plenty tourism, that will be reviewed at the appropriate time.

Option	Advantages	Disadvantages
Option A: Remove <i>Te Ha Tapoi – Tourism Strategy 2019- 2022</i> from Our Direction – Strategic Framework. (recommended)	<ul style="list-style-type: none"> Ensures we are only referencing useful strategies. Avoids duplication, with the Visitor Economy Strategy remaining. Aligns with approach of Tourism Bay of Plenty 	<ul style="list-style-type: none"> None identified.
Option B: Retain reference to the strategy until an updated tourism/visitor economy strategy is developed.	<ul style="list-style-type: none"> Maintains continuity until a replacement strategy is in place. 	<ul style="list-style-type: none"> A new strategy will take time to be developed due to national uncertainties. Continuing to reference an out-of-date strategy may reduce confidence in the currency of the framework.

FINANCIAL CONSIDERATIONS

51. There are no direct costs to consider for this report, however the report does outline current funding agreements to inform financial considerations in preparation for the LTP.

LEGAL IMPLICATIONS / RISKS

52. There are no direct legal implications for this report.

TE AO MĀORI APPROACH

53. The strategies reviewed for *Tauranga a te kura – a city that supports business and education*, align with a Te Ao Māori approach by recognising the interconnected wellbeing of people, place, and prosperity.
54. Strategies reflect Māori values such as kaitiakitanga (guardianship), manaakitanga (care and respect), and whanaungatanga (relationships), ensuring that economic activity strengthens communities, protects the environment, and upholds cultural identity.

55. By enabling sustainable local enterprise, supporting Māori businesses, and fostering inclusive participation in the economy this approach contributes to long-term, holistic wellbeing consistent with Te Ao Māori principles.

CLIMATE IMPACT

56. The strategies for Tauranga a te kura – a city that supports business and education influence climate outcomes through both emissions and resilience. Supporting low-emissions business practices, green industry innovation, and climate-responsive education can help reduce environmental impacts while building a more sustainable and resilient local economy.

CONSULTATION / ENGAGEMENT

57. Consultation and engagement was undertaken around development of Our Direction from 2020-2022.
58. As this report is primarily for information only no further engagement is recommended at this stage. The relevant partner organisations would be responsible for the engagement process to refresh strategies.

SIGNIFICANCE

59. 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.
60. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
 - (a) the current and future social, economic, environmental, or cultural well-being of the district or region
 - (b) any persons who are likely to be particularly affected by, or interested in, the matter.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
61. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of low significance. This report is of low significance as it is primarily an update on a workstream.

ENGAGEMENT

62. 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 receiving this report.

NEXT STEPS

63. Priority One will lead a refresh to The Western Bay of Plenty Economic Strategy 2021 and will provide an approach to timing, expecting this is likely to be done during the LTP period.
64. Following shareholder feedback, which will be incorporated into the final document, the final Statement of Intent for Tourism Bay of Plenty FY27-29 (and also for the other CCOs) will be presented to Council for formal acknowledgement in July 2026, to inform LTP planning.
65. Subject to the committee's decision, Te Ha Tapoi – Tourism Strategy 2019-2022 will be removed from the Strategic Framework.
66. Tourism Bay of Plenty Visitor Economy Strategy 2018-2028 will continue to be referenced as an interim measure, and Tourism Bay of Plenty will assess the best timing for an update to occur, expecting this will likely be during the LTP period, so that the strategy can be guided by the direction set through the LTP.

ATTACHMENTS

1. **Appendix A - AIPs under Tauranga a te kura (City Future 30 June) - A20377529** [↓](#) 

APPENDIX A – Action and Investment Plans (AIPs) and plans under *Tauranga a te kura – supporting business and education*

Western Bay Economic Strategy 2021
<p>Context / background –</p> <p>Published in 2021, developed and led by Priority One - Tauranga Moana (“Priority One”) – Tauranga’s economic development agency.</p> <p>Priority One was established in 2001 by the Tauranga and Western Bay of Plenty business community in partnership with Western Bay of Plenty District Council and Tauranga City Council. Its strong business-led membership positions Priority One to convene partners, align efforts, and coordinate action around shared regional economic priorities.</p>
<p>Focus - To grow the value of our economy in an intelligent way; creating a prosperous, sustainable region that contributes to improved social, cultural and environmental outcomes benefiting everyone in our rohe.</p> <p>Outcomes:</p> <ul style="list-style-type: none"> - Raise regional prosperity by increasing incomes to New Zealand parity faster than would otherwise occur, and thereafter becoming a high-income region. - Lift mean annual earnings for the Western Bay of Plenty (WBOP) to reach parity with New Zealand by 2035. - Lift mean annual earnings for Māori in the WBOP to reach parity by 2045. - Greater economic prosperity contributes to improved social, cultural and environmental outcomes.
<p>Stocktake comments and recommendations –</p> <p><i>Recommendation: Priority One to lead refreshed version of the strategy.</i></p> <p>The primary objective of this strategy is to raise average incomes in the Western Bay of Plenty, with a focus on equity and long-term resilience. This objective remains relevant as Council prepares for the next Long-term plan.</p> <p>The Priority One Annual Report 2024/25 shows continued activity aligned with the strategy’s priorities, including talent growth, sustainability, innovation, infrastructure investment, city centre development and Māori economic development.</p> <p>Global and local conditions have changed since this strategy was developed. Updating it would help ensure it reflects current challenges, opportunities and priority areas. Priority One have</p>

indicated they intend to commence work on a refresh that is more focused on delivery of regional economic development outcomes aligned with current economic conditions and opportunities, including those within the regional deal.

Impact on the Long-term plan (LTP) –

This strategy does not in itself create a financial commitment for Tauranga City Council. Council has a three-year funding contract with Priority One that runs to 30 June 2027.

For the 2026/27 financial year, the agreed funding is \$1,645,757. This operational grant is funded through the Economic Development Targeted Rate paid by commercial ratepayers. It represents approximately 46 per cent of Priority One's total revenue and supports delivery of this strategy. Priority One's business membership model also attracts direct funding of approximately \$700,000 annually from over 250 local businesses.

[Western Bay of Plenty International Strategy 2026-2028](#)

Context / background –

This strategy has been established across Western Bay of Plenty partners to strengthen and develop international connections to attract the best people, talent, and opportunities to Tauranga Moana.

The strategy is administered by Priority One with support from strategy partners, including Tauranga City Council, Western Bay of Plenty District Council, Tourism Bay of Plenty (TBOP), Creative Bay of Plenty, Education Tauranga, Toi Kai Rawa, Employers and Manufacturers Association (EMA), and Immigration New Zealand, part of the Ministry of Business, Innovation and Employment (MBIE).

The Western Bay of Plenty International Strategy was developed as one of New Zealand's first place-based international strategies. The place-based approach supports an integrated sub-regional plan to further the region's civic and economic goals through international activities that leverage migration categories, tourism, arts and investment activities, trade and international education. The strategy provides a framework that helps coordinate, leverage and support partner agency activity, not to replace existing strategies of partner organisations.

The strategy has been updated for the 2026–2028 period.

Focus – A collaborative approach to international relationships and activity, including trade, investment, tourism and skills attraction, as well as civic and cultural relationships.

Vision: Te pai me te whai rawa o Tauranga Moana ki ta ao - The prosperity and splendour of Tauranga Moana to the world.

Goals

- Develop and strengthen international connections to attract the best people, talent and opportunities to Tauranga Moana.
- Enrich the wellbeing of our people and communities through greater diversity, new ideas and a resilient economy.
- Tell the stories of our people and organisations doing great work on the international stage

<p>Strategic Actions: Trade and investment attraction; Tourism, talent and sport attraction; International relations and city partnerships. Under each of these strategic actions, a lead organisation is identified to deliver specific actions.</p>
<p>Stocktake comments and recommendations –</p> <p><i>Recommendation: Retain as a key strategy supporting Tauranga’s economic and education outcomes, maintaining key collaboration across partners.</i></p>
<p>Impact on the Long-term plan (LTP) –</p> <p>This strategy does not in itself create a financial commitment for Tauranga City Council. Some of Tauranga City Council’s key responsibilities in the strategy include:</p> <ul style="list-style-type: none"> • Negotiating a successful City and Regional Deal. • Attracting international sports events and competitors. • Leading a delegation from Tauranga City to Yantai, China, in August 2026.

<p>Tourism BOP Visitor Economy Strategy 2018-2028</p>
<p>Context / background –</p> <p>By around 2016-2017, a strong narrative had emerged that tourism growth was outpacing local capacity, particularly in smaller and rural destinations. Visitor economy strategies were used by regions to set priorities and support the case for central government investment.</p> <p>Its strategic foundations were set in the pre-COVID context, when economic conditions were strong, central government funding opportunities were highly likely, and international visitor arrivals were at record levels, with continued growth forecast.</p>
<p>Focus - A growth-oriented visitor economy, targeting to increase the visitor economy by 60% (around an additional \$500 million per year) and create more than 4,000 jobs.</p> <ol style="list-style-type: none"> 1. Attract the type of visitors we want, in the right numbers, to the right places, at the right times of year. 2. Involve locals. 3. Do everything we can to make Bay of Plenty memorable. 4. Stay ahead of the curve: identify and agree the infrastructure and other investment needed, by when, to enable the region to cope with increasing visitor numbers.
<p>Stocktake comments and recommendations –</p> <p><i>Recommendation: Retain as a reference document and continue engagement with Tourism Bay of Plenty on the timing of a refresh.</i></p> <p>This strategy was prepared before major events that materially affected the region’s tourism environment, including the Whakaari eruption and the Mount Maunganui landslides. Subsequent changes following COVID-19, together with ongoing global uncertainty, mean the strategy no longer reflects the current operating context.</p>

Sections such as the visitor spend aspiration and the brand story are now dated and do not adequately reflect current conditions and priorities.

Given uncertainty around central government settings, Tourism Bay of Plenty recommends retaining this strategy as an interim reference until the timing is right for a refresh.

Impact on the Long-term plan (LTP) –

This strategy does not in itself create a financial commitment for Tauranga City Council. Council funding is provided to Tourism Bay of Plenty as a Council-Controlled Organisation.

Tourism Bay of Plenty (TBOP) receives an operating grant annually subject to Council approval. TBOP has prepared a draft Statement of Intent for the 2027–2029 financial years, which is scheduled to be presented to Council in July 2026.

Te Ha Tāpoi – Tourism Strategy 2019-2022 (Joint)

Context / background –

Destination management plans were created alongside visitor economy strategies to be used by regions to set priorities and support the case for central government investment. They reflected a shift from viewing tourism primarily as an industry to viewing it as a shared system requiring active stewardship.

Te Hā Tāpoi – *The Love of Tourism* was published in 2019 by Tāpoi Te Moananui ā Toi | Tourism Bay of Plenty (TBOP) as the regional tourism strategy for the Coastal Bay of Plenty for the period 2019–2022. Te Hā Tāpoi aligns with internationally recognised Destination Management principles (Place DNA™) and positions tourism as a contributor to long-term regional wellbeing, rather than growth for growth's sake.

Focus - Growing a sustainable visitor economy for the benefit of our community

This includes transforming tourism in the Bay of Plenty to better reflect community values, protect the natural environment, and deliver high-quality, meaningful visitor experiences.

This strategy introduced a destination management approach, with priorities focused on managing, developing and planning growth while considering environmental, social and cultural interests.

The strategy sets out priorities, visitor experience, brand positioning and target markets, with actions and monitoring through to 2022.

Stocktake comments and recommendations –

Recommendation: Remove from Strategic Framework, as the timeframe has expired and the strategic context has materially changed.

The strategy period (2019–2022) has concluded, and significant global and regional changes have occurred since it was developed. These include:

- The impacts of COVID-19 on tourism demand, resilience and workforce
- Shifts in domestic and international travel behaviour
- Major disruptions to key tourism sites within the region

While the strategy's values-based framework and destination management principles remain relevant, many of its actions, assumptions and market settings are now dated and would benefit from review.

A refresh would provide an opportunity to:

- Reconfirm priorities in a post-COVID environment
- Strengthen alignment with regional growth, infrastructure and resilience planning
- Clarify roles across councils, mana whenua, industry and communities

Impact on the Long-term plan (LTP) –

There is no impact on the LTP as the actions for this strategy ended in 2022, and a refresh is not expected prior to LTP planning.

9.2 Strategy Stocktake - A well planned city that is easy to move around

File Number: A20261029

Author: Sarah Searle, Principal Strategic Advisor

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

PURPOSE OF THE REPORT

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

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Strategy Stocktake - A well planned city that is easy to move around".

EXECUTIVE SUMMARY

3. As set out in the Strategy Stocktake reports to the [City Future Committee on 31 March](#) and [19 May](#), undertaking a strategy stocktake is a key element of LTP planning. The stocktake reviews all Council Strategies and Action and Investment Plans ('AIPs') to assess whether they are still fit for purpose, determine what level of review (if any) is needed to feed into the LTP and consider the impacts on LTP prioritisation and spending.
4. The fourth outcome to be presented is '**A Well planned city that is easy to move around**'. Previously this was structured as two separate outcomes – *Tauranga – Tātai Whenua: A well planned city* and *Tauranga Ara Rau: A city that we can move around easily*. In November 2025 a new (vibrant city) outcome was introduced by Council and these two outcomes were merged.
5. This paper outlines the primary strategic documents (Connected Centres Programme and SmartGrowth Strategy 2024-54), associated strategies and plans, recommendations from the stocktake and considerations for the LTP.
6. Findings set out below include –
 - (a) some strategies and plans that are strategically sound, with prioritisation of specific projects and actions to be considered through the LTP process
 - (b) some plans where a refresh is underway or needed during the LTP period
 - (c) some plans that have been updated since Council's strategic framework was developed
 - (d) some plans (e.g. transport) that are developed at a sub-regional (rather than TCC-specific) level

BACKGROUND

Primary strategy

7. For the previous two stocktake papers, the primary strategy was a strategy developed by Council as part of Our Direction (i.e. Environment Strategy and Inclusive City Strategy).
8. For this outcome, the guiding strategic approach has been developed at a sub-regional rather than a Council level and we are not the sole 'owners'. The primary strategy for this outcome is the Connected Centres Programme, which is embedded in the SmartGrowth Strategy 2024-54 and sits across all community outcomes.
9. The [Connected Centres Programme](#) was developed by UFTI (the Urban Form and Transport Initiative) which was a collaboration between SmartGrowth and Waka Kotahi NZ Transport Agency formed in 2019. UFTI's task was to develop a long-term, integrated masterplan for urban development and transport in the western Bay of Plenty, fully aligned with the Government's transport policy statement and urban growth agenda.
10. The Connected Centres Programme has been integrated into the updated [SmartGrowth Strategy 2024-2074](#) as a key delivery mechanism for its spatial vision.
11. Connected Centres focuses on shaping a network of vibrant, higher-density centres and urban intensification supported by improved walking, cycling, and public transport.
12. SmartGrowth supports this by providing the long-term (50+ year) spatial framework for managing population growth, housing, land use, and infrastructure across the sub-region. Both emphasise integrated land use and transport planning, coordinated infrastructure investment, and partnership delivery (including with tangata whenua).

Council's role

13. Council plays a dual role as both a lead delivery agency for city-level planning and infrastructure, and a partner within a wider sub-regional governance framework. Through SmartGrowth, TCC works alongside Bay of Plenty Regional Council, Western Bay of Plenty District Council, tangata whenua, and central government to jointly plan for growth, with clear expectations around coordinated land use, transport, and infrastructure planning.
14. TCC has defined responsibilities and actions within these frameworks, particularly around:
 - *Urban planning and regulation* (e.g. city plan changes, spatial planning, growth areas)
 - *Transport and infrastructure delivery* (local road networks, walking and cycling infrastructure, contributions to multi-modal systems)
 - *Place-making and centre development* (through Connected Centres projects and investment programmes)
 - *Funding and implementation* via LTP and Infrastructure Strategy
15. While many actions are led by TCC at the city level, delivery is often shared or interdependent, especially for major transport initiatives which rely on regional planning, public transport provision, and national funding decisions. Overall, TCC is both accountable for key local actions and contributes to jointly agreed programmes, with responsibilities formalised through work programmes, action plans, and funding agreements under these strategies.

Anticipated changes

16. In 2025 the Government initiated resource management reforms. It is expected that a new Planning Act and Natural Environment Act will be enacted in the second half of 2026. As part of the new system, a Regional Spatial Plan must be developed, replacing existing spatial plans within the region. The Western Bay of Plenty sub-region has also signed a Regional Deal with central government which outlines a series of commitments that will be delivered over a 10-year period, including a refreshed spatial plan, which will occur as part of the Regional Spatial Plan development for the region.

17. The existing Connected Centres Programme and SmartGrowth Strategy provide a strong foundation for the western Bay of Plenty's inputs into the Regional Spatial Plan, which will also provide the opportunity to refresh the strategies and ensure they respond to current issues and opportunities.
18. Head Start and Local Government reform are also expected to change how TCC plans and delivers growth by shifting more planning and coordination to a regional level (alongside Regional Spatial Plans under RMA reform as outlined above). This will likely mean less standalone local planning and more alignment of land use, infrastructure, and transport decisions across councils and agencies.

Associated strategies and plans

19. Under each top-level strategy in Our Direction are AIPs or other strategies and plans that set out how we will deliver on the primary strategy. These may include strategies that have been jointly developed with other organisations (for example Western Bay of Plenty District Council) and may be place-based (e.g. Spatial Plans) or topic-based (e.g. reserves and open spaces).
20. Currently under 'well planned and easy to move around' in Our Direction is -
 - Our Public Places Strategic Plan 2023-2033
 - Community Centres Action & Investment Plan 2023-2033
 - Reserves and Open Space Action & Investment Plan 2023-2033
 - Play, Active Recreation and Sport Action & Investment Plan 2023-2033
 - BOP Spaces & Places Strategy 2021-2023
 - Urban Design Action & Investment Plan
 - Water Supply Strategy 2024-2054 (DRAFT)
 - Wastewater Strategy 2024-2054 (DRAFT)
 - Western Bay of Plenty Transport System Plan 2021 (TSP)
 - BOP Regional Land Transport Plan 2024-2034 (RLTP)
 - BOP Regional Public Transport Plan 2022-2032 (RPTP)
 - Tauranga Parking Strategy 2021
 - Tauranga Airport Masterplan 2010-2030
 - Te Papa (Peninsula) Spatial Plan 2020-2050
 - City Centre Action & Investment Plan 2022-2032
 - Otumoetai Spatial Plan 2023-2050
 - Mount to Arataki Spatial Plan 2024-2054
21. The details of these AIPs / strategies are set out in **Attachment 1**.
22. Progress against actions is reported annually to the City Delivery Committee, with the most recent report being brought to City Delivery Committee 16 June 2026, and also covered in Council's [LTP Performance Measures](#).

Tauranga City Council Local Area Spatial Plans

23. Council has developed three local area spatial plans to support the Connected Centres Programme and SmartGrowth Strategy 2024-2054 outcomes:
 - (a) *Te Papa Peninsula Spatial Plan* (2020), from the City Centre to Greerton, 2020. Identified by SmartGrowth as a Priority Development Area.
 - (b) *Otumoetai Spatial Plan* (2023) including Brookfield, Judea, Bellevue and Matua

(c) *Mount to Arataki Spatial Plan (2024)*, including the Mount Industrial area.

24. These local area spatial plans have been developed to help ensure liveability outcomes are achieved in urban areas where significant growth, change and intensification are anticipated. The plans seek to respond to local issues and opportunities, with a focus on improving access to housing, transport, employment and education opportunities, services, and recreation.
25. Each spatial plan involved extensive community, mana whenua, partner and stakeholder engagement, with a focus on understanding local demographics, needs and values, heritage, and sense of place to inform a place-based approach to planning and investment.
26. Each spatial plan includes specific outcomes, goals, directions and actions that help inform a range of planning processes, including city planning (for example, Plan Change 33 – Enabling Housing Choice), social infrastructure planning, transport planning, and Council's Annual Plan and Long-term Plan processes.
27. The actions identified within the spatial plans reflect both community feedback and detailed technical analysis undertaken at the time of their preparation. Some actions require specific projects to be delivered, while others are achieved through broader Council business programmes and renewals. While these actions are subject to ongoing review and refinement through subsequent planning processes, the overall outcomes and strategic direction remain enduring and continue to be an important consideration in Council decision-making.

Summary stocktake findings

28. Phase one of the strategy stocktake involved a desktop review of each strategy and plan (including actions and funding status) and conversations with strategy owners and leads to understand whether the plan is still relevant and any changes anticipated for the LTP.
29. Per paragraphs 16-18 above, given numerous changes at a national level it is not considered an appropriate time to review the overarching strategic documents (i.e. SmartGrowth and Connected Centres). Also, as these are not solely council-owned documents we cannot unilaterally make any changes to them.
30. At the AIP level, overall feedback from many AIP owners was that the plans were still strategically sound. However, in many instances funding and prioritisation of actions is an ongoing challenge and in other cases the need for varying degrees of review was identified.
31. Detail around the associated plans is included at Attachment 1, however in summary -
 - Our Public Places Strategic Plan – would benefit from review to differentiate from actions contained in other Spaces & Places AIPs (for example Reserves and Open Space)
 - Spaces and Places – Community Centres, Reserves and Open Space, and Play Active Recreation and Sport AIP – remain strategically sound, prioritisation and funding to be considered through LTP process
 - BOP Spaces & Places Strategy - joint strategy, recently updated, strategically sound
 - Urban Design AIP – strategically sound and remains relevant
 - Tauranga Parking Strategy - strategically sound and remains relevant. Any changes needed can be reflected at a Parking Management Plan (PMP) level
 - Tauranga Airport Masterplan – strategically sound however an updated version has been drafted. Guides development over a planning horizon to around 2050
 - City Centre AIP – propose to undertake a ‘spatial mapping’ stocktake alongside Priority One CBD Blueprint stocktake. This will show past, current and future opportunities for private and public investment. It will also provide an opportunity to reflect on Council priorities for inclusion in the upcoming LTP. A more comprehensive refresh of the AIP is desirable, but it is proposed this is likely during (not before) LTP period

- Transport Strategies (TSP, RLTP, RPTP) – developed at a regional level, per comments above re Connected Centres and SmartGrowth council cannot drive changes unilaterally
- Spatial Plans (Te Papa, Otumoetai, Mount to Arataki) – strategically sound, level of investment in various projects to be confirmed
- Waters strategies (Water supply and Wastewater) – to remain in draft and be considered as part of the waters transition and development of Water Services Strategy by 01 July 2027

32. Any changes to strategies and plans beyond minor changes (for example tidy-up of or rephrasing of actions) will need to be in conjunction with stakeholders and mana whenua who were extensively involved in their development.

STATUTORY CONTEXT

33. The statutory context for this outcome is primarily defined by the *Local Government Act 2002 (LGA)*, which requires councils to set community outcomes and deliver them through long-term and infrastructure planning, and the *Resource Management Act 1991 (RMA)*, which governs land use, environmental management, and integration of transport and urban development.
34. Reform is underway across this system as set out above, with the RMA being replaced by new resource management legislation and ongoing reviews of the LGA framework to better support growth, infrastructure delivery, and financial sustainability—likely reshaping how councils plan, fund, and integrate urban development and transport.
35. This is complemented by the *Land Transport Management Act 2003*, which guides transport planning and investment to deliver a safe, efficient, and effective transport system, requiring alignment between local, regional, and national transport plans.

STRATEGIC ALIGNMENT

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

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

37. While this report primarily covers the ‘Well-planned city that is easy to move around’ outcome, this is an enabling outcome that underpins and connects to the other four community outcomes.

38. A well-planned urban form and integrated transport system supports an inclusive city by improving access to services, jobs, and social opportunities for all people; it contributes to a valued environment by shaping compact growth, reducing emissions, and protecting natural areas through better land-use and transport integration. It also enables business and education by improving connectivity, productivity, and access to employment and learning hubs, while supporting economic growth. Finally, it enhances vibrancy and events by creating accessible, attractive centres and public spaces where people can easily gather, supporting cultural life and activation across the city.

OPTIONS ANALYSIS

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

FINANCIAL CONSIDERATIONS

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

LEGAL IMPLICATIONS / RISKS

41. The main legal risks relate to ensuring Council's planning and delivery align with statutory requirements. If land use, transport, and infrastructure are not well integrated or appropriately funded, this could lead to legal challenges, consenting delays, or failure to meet obligations under the LGA, resource management, and transport legislation, particularly given reliance on multiple partner agencies.

TE AO MĀORI APPROACH

42. A Te Ao Māori approach is woven through all the primary strategies in Our Direction, with Te Rangapū Mana Whenua o Tauranga Moana Partnership ('Te Rangapū') involved in development of Our Direction from start to finish.
43. This is also reflected by the use of iwi/hapū management plans, which emphasise values such as kaitiakitanga (guardianship), whakapapa (connections to place), and holistic wellbeing of land, water and people in shaping urban growth and infrastructure. Across sub-regional strategies like SmartGrowth, these principles support integrated planning that protects cultural landscapes, enables Māori housing and development, and ensures transport and urban form align with mana whenua aspirations and long-term intergenerational outcomes.

CLIMATE IMPACT

44. The well planned and easy to move around outcome has important climate implications, particularly through shaping urban form and transport systems to reduce emissions. Integrated land use and transport planning supports mode shift to public and active transport, contributing to lower greenhouse gas emissions, while compact development reduces travel demand.
45. It also enables climate adaptation by directing growth away from hazard-prone areas and supporting resilient infrastructure networks. In addition, aligning transport corridors and urban development with environmental planning helps to protect and enhance natural systems and biodiversity, recognising the role of green spaces and ecological networks in supporting both climate resilience and community wellbeing.

CONSULTATION / ENGAGEMENT

46. Consultation and engagement was undertaken around development of Our Direction from 2020 to 2022.
47. Engagement for Connected Centres and SmartGrowth programmes also involved varying levels of consultation with communities, stakeholders, and tangata whenua, including collaborative forums and targeted engagement to incorporate local aspirations, growth priorities, and cultural values into planning (although this was not led solely by TCC).
48. As this report is primarily for information only no further engagement is recommended at this stage. Plans to re-engage with mana whenua, relevant stakeholders and community will be developed for any AIPs flagged for more substantive changes.

SIGNIFICANCE

49. 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.

50. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
 - (a) the current and future social, economic, environmental, or cultural well-being of the district or region
 - (b) any persons who are likely to be particularly affected by, or interested in, the matter.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
51. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of low significance. While planning and transport are of high significance, this report is of low significance as it is primarily an update on a workstream.

ENGAGEMENT

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

NEXT STEPS

53. Issues identified in the stocktake will be added to the LTP Issues List and presented to Council for direction as part of the LTP process.
54. An update is also being brought today in relation to the third community outcome 'A city that supports business and education'. Staff will bring an update to next City Future Committee on the fifth and final primary strategy area and wrap up of the Strategy Stocktake.
55. Staff will continue to work with AIP Owners and Leads to progress any amendments required in advance of the LTP.
56. Prioritisation between AIPs and relevant work programmes will be undertaken through the LTP planning process.

ATTACHMENTS

1. **Well planned and easy to move around (City Future 30 June) - A20421318** [↓](#) 

APPENDIX A – Action and Investment Plans (AIPs) and plans under Well planned and Easy to move around

(Topic based)

<u>Our Public Places Strategic Plan 2023-2033</u>
<p>Context / background</p> <p>Our Public Places Strategic Plan (the strategic plan) was developed in response to the Connected Centres ambition for a 15 minute city. It outlines a coordinated community facilities network from libraries to cemeteries to reserves and open space¹ recognising that such facilities are required to support the long-term SmartGrowth and UFTI vision for the sub-region.</p> <p>The strategic plan is a bridge between the long-term vision and the specific matters included in individual action and investment plans.</p> <p>In summary, it asks the question of what investment do we need to make in our public facilities to ensure they meet the needs of current communities and support future growth.</p>
<p>Focus –</p> <p>This strategic plan has a broad focus on building places for nature, places for community, places for play and places for culture and storytelling. While largely pulling key moves and highlighted actions from the Reserves and Open Space and Action and Investment Plan (AIP) Play and Active Recreation and Sport (PARS) AIP, this plan is the only strategic document that references Council's approach to cemeteries, libraries, or marine facilities.</p>
<p>Stocktake comments and recommendations –</p> <p>An overarching strategy that articulates council's direction for public facilities is necessary in ensuring we have a robust response to growth. It recognises that social infrastructure supports wellbeing, brings a sense of identity, and fosters joy and creative expression.</p> <p>However, it is recommended that a review of this strategy is undertaken so it does not simply repeat actions in the Reserves and Open Space and PARS AIPs as 'key moves'. There is an opportunity for these 'key moves' to be more strategic and future-focussed than the current short-term key moves that are largely complete or underway. Similarly, there is an opportunity to better focus this document on providing a more robust strategic context for all public facilities with the subordinate AIPs capturing actions. A review would look at how to give appropriate weight to other social infrastructure (libraries, cemeteries, event venues etc). There is also scope to bring more of the strategic commentary on community centres captured in the Community Centres AIP (see below) into this overarching strategy.</p> <p>The four focus areas were developed primarily to act as a framework for the Reserves and Open Space AIP. A review of the strategic plan could consider the appropriateness of those focus areas when considering social infrastructure more broadly.</p>

¹ Note that statutory strategic direction for reserves is through the Tauranga Reserves Management Plan.

Impact on LTP –

This plan provides the strategic context for all public place investment included in the LTP. However, specific actions for some public places are captured in the subordinate AIPs except for marine facilities, libraries and cemeteries.

Implementation of recommendations from the marine facilities study mandated by this strategic plan may require allocation of budget.

Community Centres Action & Investment Plan 2023-2033**Context / background –**

The Community Centres Action and Investment Plan (AIP) is both a recognition that current provision of community centres was ad hoc and that many community centres (and halls) were dated, no longer fit for purpose, and not meeting the needs of Tauranga's diverse communities. There were also identified gaps in provision across the city.

Focus –

The Community Centres AIP has several key principles guiding Council's approach to delivery and investment in new and existing community centres.

- Community-led (Facilities and services shaped by local needs and voices).
- Partnership-based (Delivered collaboratively with iwi, organisations, and providers)
- Inclusive and equitable (Ensure access for all groups (age, culture, ability, socio-economic)).
- Fit-for-purpose and future-focused (Modern, flexible centres that adapt to growth and change).
- Outcome-driven (Focus on social wellbeing outcomes, not just building assets)
- Network approach

The Community Centres AIP has a broad focus encompassing

- Management and operating model for new and existing community centres
- Outlining planned future investment in new community centres
- Role of council (or CCO) owned and managed centres alongside marae and other community providers in providing space for delivery of social and community services

The AIP represents a shift from "community halls" to "community hubs", with strong emphasis on:

- People over buildings
- Partnerships over council-only delivery
- Flexible, inclusive, and future-ready spaces

This is reflected in the development, delivery and ongoing operating model for the recently opened Merivale Community Centre and the soon to be completed Gate Pā Community Centre.

Stocktake comments and recommendations –

The Community Centres AIP was developed ahead of the Our Direction strategic framework so has a different look and feel to other AIPs. There is more commentary on issues and opportunities, process and strategic context for this plan than other AIPs. The Community Centres AIP in part seeks to articulate Council's role in social and community provision resulting in operational actions rather than solely investment-focussed actions. It is noted that one of the actions on the LTP Issues list is a review of the community centres network.

The review identified that a number of actions are either underway or now regarded as business as usual activity. It is recommended that the AIP be updated by removing completed actions, updating status of other actions, and noting actions that have become business as usual.

As noted above there is potential for the more strategic commentary and high level principles around community centres to be removed from this document and captured in an overall strategy for public facilities.

Impact on LTP –

There is existing budget in the LTP for the development of new community centres in Tauriko and Pāpāmoa East. While the existing plan has the Tauriko centre being developed prior to Wairākei, there may be a need to change this to respond to increasing community need and desire for a facility in Pāpāmoa East to be developed earlier.

Existing budget may only support the purchase of land for a centre but not the construction and operation of the centre.

Reserves and Open Space Action & Investment Plan 2023-2033**Context / background –**

The Reserves and Open Space AIP presents a network approach to investment in reserves and open space that acknowledges that in a growing city a clear roadmap for where and how to invest in open space is crucial to maintain liveability and provide for current and future communities.

The AIP establishes what investment is required in open space and reserves and outlines a prioritised programme of interventions to be delivered over time.

Focus –

The Reserves and Open Space AIP outlines actions that support our reserves and open space network to provide for;

- Space for Nature
- Space for Community
- Space for Culture and Storytelling
- Space for Play.

These focus areas acknowledge that reserves and open space have a broad role in supporting social and community wellbeing. In particular, it responds to demand for better supporting amenities (toilets, shade etc) at reserves, to provide opportunities for environmental restoration

<p>and building climate resilience, and to enable cultural values and partnerships with mana whenua to be embedded in the delivery of reserve and open space projects.</p> <p>Key achievements include enabling investment in non-play attributes (vegetation improvements, wetland creation) often alongside investment in new play spaces.</p> <p>In summary, the Reserves and Open Space AIP is centred on ensuring that residents have equitable access to a well-connected network of quality open spaces, while balancing growth pressures, changing community expectations, and the need for sustainable long-term management of the city's reserve assets.</p>
<p>Stocktake comments and recommendations –</p> <p>High quality reserves and open space that support a range of functions remain fundamental to achieving a well-planned city. The Reserves and Open Space AIP is a crucial tool in responding to growth pressures, understanding our reserves and open space as a network, and prioritising investment. However, there is potentially a stronger role for the plan in articulating the role of the open space network in supporting climate resilience and environmental (ecosystem) services.</p> <p>It is noted that the Open Space Provision Policy for adoption for consultation report which is also being brought to the City Future Committee meeting 30 June recommends <i>'Option B - Provides a greater range of open space experiences as standard for example more specialised play (basketball, skate etc) spaces to connect with nature, vegetation and canopy cover, and options for social and community spaces. Smaller scale experiences are required close to home and larger scale experiences further away. Environmental services are provided as a secondary function of open space.'</i></p> <p>The review identified that a number of actions are either underway or now regarded as business as usual activity. It is recommended that the AIP be updated by removing completed actions, updating status of other actions, and noting actions that have become business as usual.</p>
<p>Impact on LTP –</p> <p>Delivery of the AIP actions is supported through a mix of operational expenditure, renewals, and new capital investment. Capital budgets are currently included in the LTP for investment with some prioritisation anticipated to align with the renewals programme, implementation of PARS actions, and to respond to community feedback.</p>

Play, Active Recreation and Sport AIP 2023-2033

Context / background –

The Play, Active Recreation and Sport Action and Investment Plan (PARS AIP) recognises that Council is a major provider of facilities and infrastructure enabling residents and visitors to lead healthy and active lives. These facilities also provide a range of associated community and social well-being benefits.

The PARS AIP showcases a clear and coordinated investment approach to recreation and sports facilities that recognises the impact of growth and changing community expectations on existing open space and recreation assets. There is increased demand for more accessible flexible and affordable opportunities to participate in sport and recreation alongside a shift away from traditional organised sport and competition.

<p>Focus –</p> <p>The overall aim of the PARS AIP is to increase Tauranga residents' participation in physical activity by providing easily accessible opportunities for organised and informal play, active recreation and sport for people of all ages, background and abilities.</p> <p>More specifically, the broad focus of the PARS AIP is to prioritise investment in sport and recreation facilities ranging from playgrounds to sportsfields to aquatic centres and indoor courts. This investment will ensure the development of a network of sport and recreation facilities across the city.</p> <p>In response to differences in the scale of playground and reserves development across the city, the PARS AIP also introduces a playground hierarchy to ensure equitable access to both local and major neighbourhood playgrounds.</p>
<p>Stocktake comments and recommendations –</p> <p>It is recommended that the AIP be updated by removing completed actions, updating status of other actions, and noting actions that have become business as usual.</p>
<p>Impact on LTP –</p> <p>Significant investment in play and recreation is anticipated through the LTP to meet ongoing demand for sports and recreation facilities.</p>

<p><u>BOP Spaces & Places Strategy 2021-2023</u></p>
<p>Context / background –</p> <p>The Bay of Plenty Spaces and Places Strategy (2024) provides a range of insights to help guide the approach to regional planning for play, active recreation and sport spaces and places (facilities) across the region.</p> <p>The Strategy is a collaboration between Sport Bay of Plenty, Sport New Zealand Ihi Aotearoa, and all district and city councils in the Bay of Plenty region.</p> <p>The original strategy was endorsed in 2017 by the then regional mayors and chair forum.</p>
<p>Focus –</p> <p>The strategy presents a coordinated, sustainable, and inclusive network of spaces and places that meets future demand by working collaboratively and prioritising investment across the Bay of Plenty region. This means that some TCC funded projects are identified as having benefits beyond Tauranga either to the subregion (eg the playgrounds at Hopukiore and Strand) or to the whole of the Bay of Plenty (proposed badminton facility at Tatua Reserve).</p>
<p>Stocktake comments and recommendations –</p> <p>This strategy generally aligns with planned actions included in TCC-owned documents (especially the PARS AIP). However, the strategy is useful in ensuring we understand how TCC or local investment can have broader impacts for the sub-region and wider Bay of Plenty.</p>

Impact on LTP –

As the strategy only presents recommendations, there is no direct impact on the LTP from this plan. However, a number of the recommendations are referenced in the PARS AIP and / or being actioned already (aquatic facility development, sportsfield demand planning).

Urban Design Action & Investment Plan 2024-2034**Context / background –**

Developed as part of Our Direction in 2023, and adopted in May 2024, the AIP assists to achieve the Strategic Framework's outcomes by focusing on the following key directives:

- *Design Leadership - Ārahi Hoahoa*: providing design leadership through processes and projects (planning and investment)
- *Design Excellence - Toi Hoahoa*: supporting and enabling high-quality urban design outcomes throughout Tauranga.

Focus –

The AIP serves as a blueprint for supporting good quality urban design outcomes, assisted by a series of actions, aligned with best practice principles.

The UD AIP focuses on 13 actions to strengthen urban design outcomes through guidance, capability building, cultural design integration, voluntary urban design review services for developers and Council projects, Council project processes, and public place and built form guidelines. It also includes specific principles for engagement with mana whenua on projects of a significant nature, scale and/or of cultural importance to tangata whenua (developed in partnership with mana whenua).

Stocktake comments and recommendations –

The stocktake identified that the AIP remains relevant in achieving good urban design for the city. Much of the foundational work to support the AIP has been completed or is occurring through existing working practices.

Good urban design outcomes continue to be fundamental to achieving a well-planned city and are appropriate to consider on a project-by-project basis, where relevant. Good urban design does not necessarily require additional project cost; rather, when actively considered through the design process, sensible design decisions can lead to positive outcomes and wider community benefits. Council's approach to urban design through the AIP continues to signal the value that good urban design brings, while also providing flexibility to focus effort in areas where it matters most, such as within the City Centre and on significant community projects.

The AIP also continues to support the interests of partners and key stakeholders through consideration of outcomes such as cultural design, safety, and accessibility. Overall, the AIP is considered appropriate in its current form.

Impact on LTP –

Delivery of the AIP actions has and continues to occur through internal resourcing and embedded working practices. No significant changes are anticipated to current focus and funding requirements. Additional guidance will be sought from Council as appropriate.

Water Supply Strategy 2024-2054 (DRAFT)

Context / background –

This Water Supply Strategy was developed at a time of relative uncertainty for the future management of the three waters. Together with the Stormwater and Wastewater Strategies, it forms part of Tauranga City's three waters planning framework, along with the 10-30 year investment plans for each, sourced from the 2024 – 2034 Long Term Plan.

Focus –

Goals of the strategy are –

- Tauranga's water cycle is sustainable over the long term.
- Infrastructure is resilient and affordable.
- Water is used equitably and in a culturally appropriate manner.

Stocktake comments and recommendations –

The three draft Waters strategies will be considered in light of the Water Services Strategy to be developed by 01 July 2027 as part of the Local Waters Done Well transition.

Impact on LTP –

The implications of LWDW will have a major impact on the LTP however these will be considered separately to the strategy stocktake process.

Wastewater Strategy 2024-2054 (DRAFT)

Context / background –

This Wastewater Strategy was developed at a time of relative uncertainty for the future management of the three waters. Together with the Water Supply and Stormwater Strategies, it forms part of Tauranga City's three waters planning framework, along with the 10-30 year investment plans for each, sourced from the 2024 – 2034 Long Term Plan.

Focus –

The strategy has similar goals to the Water Supply strategy –

- Tauranga's water cycle is sustainable over the long term.
- Infrastructure is resilient and affordable.
- The management of wastewater is culturally appropriate & implements Te Mana o te Wai.

Stocktake comments and recommendations –

The three draft Waters strategies will be considered in light of the Water Services Strategy to be developed by 01 July 2027 as part of the Local Waters Done Well transition.

Impact on LTP –

The implications of LWDW will have a major impact on the LTP however these will be considered separately to this (strategy stocktake) process.

Western Bay of Plenty Transport System Plan 2021 (TSP)**Context / background –**

The Western Bay of Plenty Transport System Plan (TSP) 2021 was developed to support the long-term SmartGrowth and UFTI vision for the sub-region. It provides a coordinated, evidence-based transport planning framework to respond to rapid population growth, increasing travel demand, network pressure, and changing transport needs across Tauranga and the Western Bay.

Focus –

The TSP focuses on delivering an integrated, multi-modal transport system that supports connected centres, improved accessibility, mode shift, safety, resilience, and sustainable urban growth. It identifies key transport corridors, future network priorities, and staged investment requirements over the next 30 years.

Stocktake comments and recommendations –

The TSP provides a strong strategic foundation linking land use and transport planning across the sub-region. It clearly aligns with SmartGrowth, UFTI, RLTP and national policy direction.

Continued refinement through the Transport System Operating Framework (TSOF) process is recommended to ensure priorities remain evidence-based, affordable, deliverable, and aligned with changing growth patterns, funding constraints, and asset management pressures. Ongoing integration between strategic planning, asset management, and investment decision-making will remain critical.

Impact on LTP –

The TSP directly informs the transport components of the LTP by identifying priority transport projects, investment timing, and network improvements required to support future growth. It helps guide capital investment decisions, align transport funding bids through the RLTP and NLTP processes, and ensure transport investment supports wider strategic growth outcomes across the Western Bay.

BOP Regional Land Transport Plan 2024-2034 (RLTP)**Context / background –**

The Bay of Plenty Regional Land Transport Plan (RLTP) 2024-2034 is the region's primary transport planning document, developed under the Land Transport Management Act. It brings together transport priorities, activities, and investment proposals from across the Bay of Plenty region and aligns them with national transport policy and funding frameworks.

<p>Focus –</p> <p>The RLTP focuses on prioritising transport investment across the region to improve safety, resilience, accessibility, economic growth, public transport, and environmental outcomes. It provides the framework for regional transport funding requests to NZTA through the National Land Transport Programme (NLTP).</p>
<p>Stocktake comments and recommendations –</p> <p>The RLTP provides a strong regional framework for aligning local transport priorities with national funding requirements and strategic outcomes. It effectively links regional growth, freight movement, resilience, and mode shift priorities. Continued alignment between the RLTP, TSP, UFTI, and local authority LTPs will be important to ensure funding applications remain strategically aligned, affordable, and deliverable within evolving GPS priorities and fiscal constraints.</p>
<p>Impact on LTP –</p> <p>The RLTP directly influences the transport components of the LTP by determining which projects are regionally prioritised and eligible for NZTA co-funding.</p>

<p><u>BOP Regional Public Transport Plan 2022-2032</u></p>
<p>Context / background –</p> <p>The Bay of Plenty Regional Public Transport Plan (RPTP) 2022–2032 sets the strategic direction for public transport services across the region. Prepared under the Land Transport Management Act, it outlines how public transport will contribute to regional growth, accessibility, mode shift, and wider transport outcomes over the next 10 years.</p>
<p>Focus –</p> <p>The RPTP focuses on delivering an accessible, reliable, and integrated public transport network that supports growing communities, improves transport choice, increases patronage, and reduces reliance on private vehicles. It also identifies service improvements, infrastructure needs, and future public transport priorities across the region.</p>
<p>Stocktake comments and recommendations –</p> <p>The RPTP provides a clear strategic framework for future public transport investment and service planning across the Bay of Plenty. It strongly aligns with wider regional strategies including SmartGrowth, UFTI, the TSP, and RLTP. Continued integration between land use planning, corridor protection, and public transport investment will remain important to support future growth areas, improve network efficiency, and strengthen long-term mode shift outcomes.</p>
<p>Impact on LTP –</p> <p>The RPTP influences the Long-Term Plan (LTP) by identifying future public transport infrastructure requirements, service improvements, and associated funding needs. It helps inform local investment priorities such as bus infrastructure, passenger facilities, corridor upgrades, and</p>

supporting transport initiatives required to enable future public transport growth and regional accessibility outcomes.

[Tauranga Parking Strategy 2021](#)

Context / background –

Developed just before Our Direction, the strategy guides Council's approach to the management of Council-owned and controlled parking spaces. It does this by identifying:

- the role of parking in the wider transport network
- current issues
- outcomes that successful parking management can help to achieve
- the approaches to be applied to managing parking and the circumstances under which parking management will be required
- guidance on how, when and where changes to parking management would be considered.

Parking Management Plans (such as the Tauranga Central City Parking Management Plan) are the primary implementation tool, translating the strategy into place-based parking interventions.

Focus –

Outcomes -

- Improving vibrant centres and access to centres
- Enable a multi-modal transport system
- Enable a more attractive and compact urban
- Supporting access for all
- Ensuring value for money and best use of resources

Stocktake comments and recommendations –

Still strategically sound. Any changes needed can be reflected at a Parking Management Plan level. Even though some of the strategic priorities may be more aligned to previous government approach, these can still be adapted through PMPs.

Impact on LTP –

The next two areas flagged for development of PMPs are the Mount (which will be brought to City Future Committee in September) and the area around the Hospital. The hospital (/surrounding area including Historic Village) will be important given the City Deal and planned hospital expansion. This PMP is anticipated to be developed in the short-medium term i.e. early in the LTP period.

[Tauranga Airport Masterplan 2010-2030](#)

<https://airport.tauranga.govt.nz/Portals/3/data/about/files/2016-airport-masterplan.pdf>

Context / background –

The Tauranga Airport Master Plan provides a long-term (around 20-year) strategic framework for managing a key regional transport asset that sits centrally within a rapidly growing urban area.

<p>The airport is a significant economic and connectivity gateway for Tauranga and the wider Bay of Plenty, with strong growth in passenger numbers and general aviation activity driving the need for coordinated planning. It also responds to wider influences such as regional population and economic growth, evolving aviation regulations, and interactions with nearby land uses (including the Port of Tauranga), ensuring the airport can continue operating safely and effectively within its constrained urban setting.</p>
<p>Focus –</p> <p>The master plan focuses on guiding integrated, staged development of airport infrastructure and land to meet future demand while avoiding ad hoc growth.</p> <p>It allocates space for core operational needs (runways, taxiways, terminal expansion), as well as supporting facilities such as parking, hangars, maintenance, and commercial services. Overall, it aims to balance operational efficiency, customer experience, commercial viability, and long-term flexibility—ensuring the airport can expand in a coordinated way alongside airline growth and regional development pressures.</p>
<p>Stocktake comments and recommendations –</p> <p>A 2024 version of the master plan which future proofs the current master plan out to 50 years is still in draft, with the 2009 version having been amended by a new version in 2015.</p> <p>Various bigger picture strategic challenges may impact the Master Plan in the medium term including shifts in energy sources and aviation fuel moving to electric or hydrogen (meaning the airport would have to adapt); and reform / changes to CCOs (meaning assets such as the airport might need to be realigned), however these will be considered as the national and global context evolves.</p> <p>From 26 June City Delivery report (March 2025 update): <i>As of 31 March 2025, significant progress has been made on the Tauranga Airport Master Plan. The construction of an additional 300 public car parks and two new aircraft stands is complete. Operational efficiency remains high, with the airport handling over 515,000 passengers annually and maintaining its status as the second busiest for general aviation (all civil aviation activities other than scheduled commercial airline services and military operations) in New Zealand. Financially, the airport continues to perform well, generating an annual revenue of \$9.6m (2025) and an operating surplus exceeding \$6.8m (2025).</i></p>
<p>Impact on LTP –</p> <p>Tauranga Airport is run as a commercial business unit of council and does not rely on general ratepayer funding. The impact of the Tauranga Airport Master Plan on the Long-Term Plan (LTP) is mostly indirect and strategic, rather than a large direct cost driver on rates.</p>

(Place-based)

<p><u>Te Papa Spatial Plan 2020-2050</u></p>
<p>Context / background –</p>

<p>Developed to support the growth of Te Papa Peninsula by setting the strategic direction on how Council will manage the future needs, opportunities and challenges in the area over a 30-year period. Adopted on 13 October 2020, UR6/20/6.</p> <p>Developed in partnership with NZTA Waka Kotahi, Bay of Plenty Regional Council and mana whenua, the spatial plan is underpinned by an endorsed Te Papa Transport Programme Business Case. The development process also included significant engagement with partners, stakeholders and the wider community.</p>																
<p>Focus –</p> <p>The identified outcomes are:</p> <ul style="list-style-type: none"> • More liveable neighbourhoods with stronger culture and identity • Improved environmental quality • Housing meets current and future needs • Strengthened economic growth and employment • Better access to social and economic opportunities <p>The Te Papa Spatial Plan is a 30-year strategy, providing a coordinated and integrated approach to:</p> <ul style="list-style-type: none"> • the way we move around (transport) • where we live (urban form) • where we work (economy) • where we play (open space, community facilities) • how we are supported (health, social services, commercial activity, education) • who we are (culture, identity). <p>While the strategy is 30 years, the focus is on 10-year planning to align with LTPs.</p>																
<p>Stocktake comments and recommendations –</p> <p>The spatial plan continues to align with Council’s strategic direction from ‘Our Direction’, the requirements of the National Policy Statement for Urban Development (NPS-UD) and the SmartGrowth Strategy 2024-2074. It also supports the outcomes of Plan Change 33 – Enabling Housing Choice which enabled considerable upzoning in Te Papa.</p> <p>While it will take time for the impacts of Plan Change 33 to be seen on the ground, intensification along the Te Papa peninsula is already occurring. Between 2019 and 2025 dwellings increased by 11%, from 7,600 to 8,424:</p> <table border="1"> <thead> <tr> <th>2019</th> <th>2020</th> <th>2021</th> <th>2022</th> <th>2023</th> <th>2024</th> <th>2025</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>75</td> <td>97</td> <td>230</td> <td>78</td> <td>175</td> <td>106</td> <td>63</td> <td>824</td> </tr> </tbody> </table> <p>For the 2027-2037 LTP period, projected additional dwellings for the area are 2,123. In this regard, Te Papa Peninsula is likely to see some of the highest growth in the city over the next ten years.</p> <p>Growth is supported by the actions within the spatial plan. Since adoption in 2020, progressive delivery of actions has occurred. Of the 54 actions over the 10-year period, 24 actions are complete or in implementation, and 13 are in planning or being delivered as part of wider Council programmes.</p> <p>Key actions that have been delivered include Cameron Road Stage 1, Plan Change 33, the City Centre AIP, City Centre transformation projects, the Merivale Community Centre, and commencement of Cameron Road Stage 2 planning.</p>	2019	2020	2021	2022	2023	2024	2025	Total	75	97	230	78	175	106	63	824
2019	2020	2021	2022	2023	2024	2025	Total									
75	97	230	78	175	106	63	824									

For the actions that were scheduled to have been in implementation or completed by now but have not, this has most often been due to reprioritisation of funding through the LTP and the NZTA / National Land Transport Fund. In addition, actions relating to regeneration in the Gate Pa and Merivale areas have not moved forward, due to current market conditions, feasibility and funding constraints across key stakeholders, current focus areas of partners. While the aspiration for regeneration remains between parties, given current circumstances, it is likely to be delivered in a less consolidated manner over time.

Of note are the following matters which include actions that have been paused, delayed or reconsidered due to funding constraints and/or other Council decisions – yet remain important to delivering on the strategic intent of the spatial plan:

- Various active mode related projects, including low-cost, low risk programme delivery, due to reduction in Council and NZTA partner funding
- Greenways studies and implementation, due to funding limitations
- Memorial Park to City Centre Pathway, due to funding limitations
- Open space needs assessment and acquisition study, currently being managed through level of service policy
- Regeneration of Gate Pā / Pukehinahina and Merivale residential areas, due to current market conditions, feasibility and funding constraints across key stakeholders, current focus areas of partners. In particular, Kainga Ora is no longer investing in large scale residential development, and Accessible Properties are currently focused on short term delivery.
- Greerton Maarawaewae future options, noting that Government has now signaled that the Tauranga Hospital will remain on the existing site.

Overall, the spatial plan is still fit for purpose, however given it is now 6 years into its 10-year action plan, it is recommended that:

- Key action areas are identified to the teams responsible for their delivery to ensure awareness of the actions for consideration as part of the LTP process
- Undertake a review of actions in 2027 to consolidate actions to better reflect outcomes from the LTP process and funding priorities between Council and partners. Engage with Council, partners and community (subject to Council direction) on future actions beyond 2030.

Impact on LTP –

- Actions and projects to be taken through the LTP process to seek direction from Council on prioritisation and budgets.
- Funding allocation in the LTP for any engagement (subject to Council direction) associated with future review of the spatial plan actions.
- Consideration of review of DCs, development incentives and other mechanisms to encourage intensification, particularly in and around the City Centre

City Centre AIP 2022-2032

Context / background –

Revitalising the city centre is identified as a priority focus in Our Direction Strategic Framework. This action and investment plan delivers to this priority with actions and outcomes.

Tauranga's city centre is also recognised through a variety of other growth strategies as the commercial and cultural hub of the sub-region. SmartGrowth's Urban Form and Transport Initiative

<p>(UFTI, 2020) identifies a 'connected centres' approach for the sub-region based around an integrated land use and transport programme.</p> <p>The Te Papa Spatial Plan (2020) also identifies the strategic role the city centre has to play as the commercial, cultural and civic heart of the sub-region and the need for an immediate focus on city centre regeneration.</p> <p>The City Centre AIP was prepared alongside Priority One's Tauranga CBD Blueprint, which showcased the growth expected to take place in the city centre from 2022 to 2030.</p>
<p>Focus –</p> <p>The focus of this AIP is to have one central strategy to create a city centre for people; a great place to live, work, learn and play, that prioritises people at its heart.</p> <p>This work is underpinned by collaboration across our city centre ecosystem, including with the University of Waikato, Priority One, private developers, and Downtown Tauranga (Mainstreet Business Network), to support a shared vision and keep stakeholders aligned.</p> <p>The strategy sets out six strategic outcomes:</p> <ol style="list-style-type: none"> 1. <i>A city centre for people</i>: A city centre for people, a great place to live, work, learn and play, that prioritises people at its heart. 2. <i>An accessible city centre</i>: An accessible city centre, that supports walking, cycling, micro-mobility and public transport for all ages and abilities. 3. <i>A waterfront city centre</i>: A waterfront city centre 4. , where high-quality, vibrant spaces connect people with the moana 5. <i>A city centre with identity and culture</i>: A city centre with identity and culture, that represents our culture and heritage, and enhances our sense of place 6. <i>An engaging city centre</i>: An engaging city centre, that is vibrant and inclusive, with exciting things to do for people of all ages, stages and abilities 7. <i>A city centre in nature</i>: A city centre in nature, that embraces its natural environment, integrating with waterways and open space. <p>Key actions to achieve these outcomes include:</p> <ul style="list-style-type: none"> • Creation of distinct precincts to build identity and development potential • Implementing a programme to attract, coordinate and incentivise new residential development • A movement framework to guide transport initiatives • Connection to Tauranga Moana Harbour • Building identity and culture • Vibrant and inclusive spaces and experiences • Delivering the Te Manawataki o Te Papa – Civic Precinct <p>Appendix A to the AIP includes a full table of actions.</p>
<p>Stocktake comments and recommendations –</p> <p>The City Centre AIP has now been in place for almost four years and remains an important framework for aligning the strategic outcomes needed to support a thriving city centre. Its six</p>

directions remain relevant and provide a strong foundation for delivering community outcomes. Some actions have already been completed, with others still to be delivered over the coming years, including Te Manawataki o Te Papa – Civic Precinct.

Recommended next steps

In the immediate term, it is recommended that a 'spatial mapping' stocktake be undertaken alongside Priority One's CBD Blueprint to illustrate:

- What private and public investment has been delivered since the inception of the City Centre AAIP. This includes private developments, and investments by Council such as waterfront improvements.
- What private and public development is currently being delivered or planned in the next three years. This includes public projects such as Te Manawataki o Te Papa.
- What other initiatives are being considered over the next three years to support development in the City Centre. This will include identifying any matters that need further exploration through issues and options papers.

Working through this stocktake alongside Priority One will allow a focus on aligning private and public investment opportunities moving forward. The stocktake will also provide an opportunity to reflect current Council priorities into the programme for the next three years, to support key City Centre outcomes going forward.

Future review of actions

In due course, it will be appropriate to undertake a refresh of the City Centre's AIP's action plan to align actions with key priorities and the reflect the next phases of city centre development including outcomes from the stocktake.

As new projects are completed and more people live, work and visit the city centre, greater emphasis will be needed on streetscape improvements, accessibility, activation and storytelling to support a high-quality experience. The review of actions will allow a shift from the original "step-change" framing to a more business-as-usual approach that sustains momentum, builds on existing investment, and supports resilient long-term growth.

Ongoing areas for focus

- **Strong integration and coordination:** Strong integration needs to continue with related work programmes, including the University of Waikato Tauranga Plan and Priority One initiatives, to maximise alignment and collective impact. This includes integration between public and private investment to align timing and achieve the best outcomes for the city as a whole.
- **Attracting private development:** Continued focus is needed on attracting private development, particularly residential, to increase the number of people living in and around the city centre and to maximise the value of recent public investment.
- **Connecting precincts:** Ongoing emphasis is needed on how precincts connect and function as a whole, with seamless physical and experiential transitions across the city centre. With significant progress in the Civic and Waterfront Precincts, and momentum building in the Education and Justice Precincts, there is opportunity to place more emphasis on the Retail/Commercial and southern Mixed-Use Precincts, along with the Historical/Cultural and Sports/Events Precincts to the north.
- **Waterfront masterplan:** Ongoing work needs to consider the future direction of the waterfront masterplan. With the Fisherman's Wharf upgrade and the Wharewaka projects on the horizon, these works should be planned as part of a wider waterfront experience.

- **A focus on effective delivery:** An ongoing focus on delivery will assist in improving planning, impact, and value for money.

Impact on LTP –

- Actions and projects, including outcomes from the spatial mapping stocktake, will be taken through the activity planning, budgeting, and capex prioritisation LTP processes to seek direction from Council on prioritisation and budgets (including resourcing).
- Consideration of review of DCs, development incentives and other mechanisms to encourage intensification, particularly in and around the City Centre will be brought forward as issues and options papers.

Ōtūmoetai Spatial Plan 2023-2050

Context / background –

Developed to help support the growth of Ōtūmoetai by setting the strategic direction on how TCC will manage the future needs, opportunities and challenges in the area over a 30-year period. Adopted on 1 May 2023, CO6/23/1.

Developed in partnership with NZTA Waka Kotahi, Bay of Plenty Regional Council, Ministry of Education, Kainga Ora and mana whenua. It also included significant engagement with stakeholders and the wider community.

Focus –

The identified outcomes are:

- Neighbourhoods that are unique
- More liveable neighbourhoods
- Better connected neighbourhoods
- Healthier neighbourhoods

The Ōtūmoetai Spatial Plan is a 30-year strategy, providing a coordinated and integrated approach to:

- the way we move around (transport)
- where we live (urban form)
- where we work (economy)
- where we play (open space, community facilities)
- how we are supported (health, social services, commercial activity)
- where we learn (education, culture, identity).

While the strategy is 30 years, the focus is on 10-year planning to align with the LTP.

Stocktake comments and recommendations –

The spatial plan continues to align with Council's strategic direction from 'Our Direction', the requirements of the National Policy Statement for Urban Development (NPS-UD) and the SmartGrowth Strategy 2024-2074. It also supports the outcomes of Plan Change 33 – Enabling Housing Choice which enabled considerable upzoning in Ōtūmoetai.

It will take time for the impacts of PC33 to be seen on the ground, intensification of Ōtūmoetai is already occurring. From 2019 to 2025 dwellings increased over 4%, from 10,300 to 10,722:

2019	2020	2021	2022	2023	2024	2025	Total
118	47	71	55	36	52	43	422

For the 2027-2037 LTP period, projected additional dwellings for the area are 1,189.

Growth is supported by the actions within the spatial plan. Since adoption in 2023, delivery of actions in the Otūmoetai area has been primarily through wider Council programmes and business as usual, with many actions impacted by Council and Government funding changes, in particular as they relate to the active modes and other transport projects (which make up 40% of the projects overall). It is also noteworthy that 75% of the projects are scheduled to start either in the short- to medium-term (2027-2028), long-term (from 2029), or are considered ongoing.

Having regard to the above, of the 77 actions over the 10-year period, 7 actions are complete or in implementation, and 24 are in planning or being delivered as part of wider Council programmes. The majority of these projects sit in the open space area, and also include delivery of Plan Change 33, the Bureta Road/Vale Street roundabout and safety improvements and the review of the Ōtūmoetai Pool.

For the actions that were scheduled to have been in implementation or completed by now but have not, this has most often been due to reprioritisation of funding through the LTP and the NZTA / National Land Transport Fund. In particular, the withdrawal of NZTA funding for the Accessible Streets programme has had a key impact.

Of note are the following matters which include actions that have been paused, delayed or reconsidered due to funding constraints and/or other Council decisions – yet remain important to delivering on the strategic intent of the spatial plan:

- A high number of active mode related projects, including low-cost, low risk programme delivery and bus facility improvements, due to reduction in Council and NZTA partner funding
- Short, medium and longer term upgrades to enhance placemaking, activation and amenity of the centres, due to funding and resourcing limitations
- Implement Accessibility Audit and CPTED recommendations in the area, due to funding and resourcing limitations
- Open space needs assessment and acquisition study, currently being managed through level of service policy.

Overall, the spatial plan outcomes and directions are still fit for purpose. Moving forward it is recommended that:

- Key action areas are identified to the teams responsible for their delivery to ensure awareness of the actions for consideration as part of the LTP process
- Undertake a review of actions in 2027 to consolidate actions to better reflect outcomes from the LTP process and funding priorities between Council and partners.

Impact on LTP –

- Actions and projects to be taken through the activity planning, budgeting, and capex prioritisation LTP processes to seek direction from Council on prioritisation and budgets.

<u>Mount to Arataki Spatial Plan 2024-2054</u>							
Context / background –							
<p>Developed to help support the growth of Mount Maunganui by setting the strategic direction on how TCC will manage the future needs, opportunities and challenges in the area over a 30 year period. Adopted on 25 March 2024, SFR2/24/13.</p> <p>To develop the spatial plan TCC worked closely with mana whenua, Waka Kotahi NZ Transport Agency, Bay of Plenty Regional Council – Toi Moana, Ministry of Education, Kāinga Ora and other partners, including local businesses. It also included significant community engagement to create a shared future vision for the area.</p>							
Focus –							
<p>The identified outcomes are:</p> <ul style="list-style-type: none"> • Foster a thriving Mount to Arataki community that centres on manaakitanga (care for people), emphasising wellbeing and health of the community, economy and environment • Preserve and celebrate the unique cultural heritage and local identity, including the significance of Mauao and the wider natural environment • Provide opportunities for housing to better meet our social and economic needs • Improve accessibility and movement • Proactively manage natural hazards and land use activities to enhance the wellbeing of our community • Support an economically productive, healthy and connected industrial area that fits with the surrounding environment and communities. <p>The Mount to Arataki Spatial Plan is a 30-year vision, providing direction on the actions and investments necessary to support anticipated growth, with particular regard to:</p> <ul style="list-style-type: none"> • The wellbeing of our communities • The way we move around • Culture and heritage • The natural environment and the features we want to protect • Public open space: playgrounds, parks, and community facilities • The economic development of the city including business, the Port of Tauranga and industry • How to manage the different land uses in the area, including industrial, residential and commercial <p>While the strategy is 30 years, the focus is on 10-year planning to align with the LTP.</p>							
Stocktake comments and recommendations –							
<p>The spatial plan continues to align with Council’s strategic direction from ‘Our Direction’, the requirements of the National Policy Statement for Urban Development (NPS-UD) and the SmartGrowth Strategy 2024-2074. It also supports the outcomes of Plan Change 33 – Enabling Housing Choice which enabled considerable upzoning in the Mount to Arataki area.</p> <p>While it will take time for the impacts of Plan Change 33 to be seen on the ground, intensification of the Mount to Arataki area is already occurring. Between 2019 and 2025 there have been 867 new dwellings:</p>							
2019	2020	2021	2022	2023	2024	2025	Total
141	104	151	145	57	26	63	687

For the 2027-2037 LTP period, projected additional dwellings for the area are 992.

Growth is supported by the actions within the spatial plan. Since adoption in 2024, progressive delivery of actions has occurred. Of the 57 actions over the 10-year period, 11 actions are complete or in implementation, and 21 are in planning or being delivered as part of wider Council programmes. It is noteworthy that 33 projects, which represents 58% of total projects, are scheduled to start either in the short to medium-term (2028-2030), long-term (from 2031) or are considered ongoing.

Key actions that have been delivery include the Arataki Bus Interchange, improving transport connections around Mount North and Arataki, Plan Change 33, and the delivery of an environmental accord with business in the industrial area, led by Priority One. Connecting Mount Maunganui project, which includes many of the transport related actions, is currently in the business case phase.

For the actions that were scheduled to have been in implementation or completed by now but have not, this has most often been due to reprioritisation of funding through the LTP and the NZTA / National Land Transport Fund. In addition, resource management reforms have slowed a number of actions relating to future land use considerations.

Of note are the following matters which include actions that have been paused, delayed or reconsidered due to funding constraints and/or other Council decisions – yet remain important to delivering on the strategic intent of the spatial plan:

- A number of active mode related projects, including Grenada Street improvements, low-cost, low risk programme delivery and bus facility improvements, due to reduction in Council and NZTA partner funding (noting some projects continue as part of the Connecting mount Maunganui project)
- Implementation of accessibility and safety assessments in the area, due to funding and resourcing limitations
- Preparation of built form and urban design guidance, due to resource management reforms
- Consideration of land use planning for the industrial area, particularly transition areas adjacent to residential and Whareroa Marae, due to resource management reforms
- Ongoing 3-waters infrastructure capacity reviews and implementation of subsequent infrastructure projects.

Overall, the spatial plan outcomes and directions are still fit for purpose. Moving forward it is recommended that:

- Key action areas are identified to the teams responsible for their delivery to ensure awareness of the actions for consideration as part of the LTP process
- Undertake a review of actions in 2027 to consolidate actions to better reflect outcomes from the LTP process and funding priorities between Council and partners.
- Consider implications of the Mauao recovery on the spatial plan and related actions, where appropriate.

Impact on LTP –

- Actions and projects to be taken through the activity planning, budgeting, and capex prioritisation LTP processes to seek direction from Council on prioritisation and budgets.

9.3 Greenfields Growth Planning - Western Corridor

File Number: A20326584

Author: Andrew Mead, Head of City Planning & Growth
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Authoriser: Christine Jones, General Manager: Strategy, Partnerships & Growth

Please note that this report contains confidential attachments.

Public Excluded Attachment	Reason why Public Excluded
Item 9.3 - Greenfields Growth Planning - Western Corridor - Attachment 2 - Attachment 2: SmartGrowth Development Opportunities	s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).

PURPOSE OF THE REPORT

- The purpose of the report is to provide an update on Western Corridor infrastructure and growth planning, including proposed Urban Growth Areas ('UGAs'), and seek confirmation of next steps.

RECOMMENDATIONS

That the City Future Committee:

- Receives the report "Greenfields Growth Planning - Western Corridor".
- Approves staff to continue the following planning activities for Western Corridor growth planning:
 - Keenan UGA: Completing the current feasibility study, including further option development and assessment to respond to the key issues.
 - Upper Belk UGA:
 - Completing assessment of yield, including options for apportionment between industrial land and housing, and infrastructure costs, to inform the feasibility analysis; and
 - Engaging with WBOPDC on findings to date and opportunities for engagement with WBOPDC councillors.
 - SmartGrowth development opportunities: continue to work with SmartGrowth partners and key stakeholders to further investigate opportunities in the Western Corridor.
- Notes that staff will report back to the City Future Committee on the outcomes of, and proposed next steps arising from, the work identified in (b)(i) to (iii).
- Attachment 2 can be transferred into the open subject to the landowner / developer making the proposal public, or the matter otherwise being reported in public by Council and/or SmartGrowth.

EXECUTIVE SUMMARY

2. This report on Western Corridor infrastructure and growth planning includes an update on the following matters, including recommended next steps:
 - (a) Current growth planning for the Western Corridor
 - (b) Planning for the Keenan Road UGA
 - (c) Planning for the Upper Belk UGA
 - (d) Other potential UGAs and opportunities.
3. The Western Corridor is a critical component of Tauranga and the Western Bay sub-region's long-term growth strategy, identified through SmartGrowth and subsequent planning as a key location to accommodate housing and employment over the next 30–50 years. It is well positioned to support this growth due to its proximity to the Tauriko Business Estate, access to strategic transport networks, and availability of large greenfield areas.
4. These outcomes are supported by commitments made in the Western Bay of Plenty Regional Deal which support unlocking housing and business growth opportunities in the Western Corridor, including developments in Tauriko West, Tauriko Business Estate, Belk Road, and Keenan Road.
5. Current work is focused on integrated growth and infrastructure planning across the corridor, including detailed planning and feasibility studies for the Keenan Road UGA and preliminary feasibility studies for Upper Belk UGA. This includes transport planning in partnership with the NZTA, three waters infrastructure planning, and assessments to understand infrastructure requirements, staging, and funding implications.
6. Key issues identified to date relate to infrastructure capacity, cost, and timing. Across the corridor, existing transport and three waters networks have limited capacity to support growth beyond currently committed areas, and significant investment that would be required to enable development. Additional challenges within the UGAs include land constraints, fragmented ownership, and the need to balance staging of development with future corridor-wide infrastructure requirements.
7. These challenges are materially impacting development feasibility, particularly under a “growth pays for growth” model, with impacts most acute at Keenan Road.
8. Notwithstanding the challenges, there is existing capacity in water supply and wastewater infrastructure (with modest network upgrades) to provide for growth in the short to medium term, with potential to move forward initial stages within some of the UGAs.
9. Further work is ongoing to refine development scenarios and infrastructure solutions to improve feasibility. For Keenan Road, this includes investigating staging and sequencing options, alternative land use patterns and densities, and opportunities to reduce infrastructure costs or defer investment. Further technical work and modelling is also underway for water infrastructure to confirm capacity and requirements.
10. Key next steps are expected to include:
 - (a) **Keenan UGA:** Completing the current feasibility study and including the further option development and assessment that responds to the key issues.
 - (b) **Upper Belk UGA:** Assessment of yield, including options for the apportionment between industrial land and housing, and costs of providing infrastructure will feed into the feasibility analysis to be completed; engage with WBOPDC on outcomes to date and opportunity for engagement with WBOPDC councillors.
 - (c) **SmartGrowth development opportunities:** continue to work with SmartGrowth partners and key stakeholders to further investigate SmartGrowth development opportunities.
 - (d) Formal reporting to the City Future Committee on outcomes and next steps following completion of (a) to (c) above.

WESTERN CORRIDOR STRATEGIC CONTEXT

11. The Western Corridor (refer **Attachment 1A**) has been identified through the SmartGrowth partnership since 2004 as a key area to support housing and urban growth over the next 50 years, reinforced through the Urban Form and Transport Initiative 2020 and the SmartGrowth Strategy 2024–2074. It forms part of the SmartGrowth Connected Centres programme which supports both intensification and new growth areas with strong access and connections to social and economic opportunities. This includes intensification of existing urban areas such as Te Papa Peninsula, Mount to Arataki, and Otumoetai/Brookfield, and development of new growth areas in the eastern and western corridors.
12. It is anticipated that growth in the Western Corridor will be required to meet the Government's 30-year development capacity requirements under the Going for Housing Growth policy, signalled for implementation through upcoming resource management reform and associated national direction.
13. The Western Corridor is strategically well placed to accommodate this growth due to the following:
 - (a) It is anchored by the Tauriko Business Estate and surrounding commercial/industrial areas, enabling co-location of housing, employment and services in line with the SmartGrowth Connected Centres and Live / Learn / Work / Play approach.
 - (b) It contains some of the city's largest remaining contiguous greenfield areas for industrial and residential growth.
 - (c) It is identified as a priority location for future industrial land, particularly around Belk Road and the wider Tauriko area.
 - (d) It is serviced by two major inter-regional state highways and growth is aligned with NZTA's investment programme. The corridor provides key connections through to the Waikato Region, the Te Papa peninsula, Tauranga city centre, and the Port of Tauranga, and is a strategic freight corridor.
 - (e) It provides opportunity for growth to be sequenced over time in line with infrastructure delivery, funding availability and market demand.
14. Growth in the Western Corridor is supported by commitments made in the Western Bay of Plenty Regional Deal to unlock housing and business growth opportunities. This includes existing UGAs where development has commenced, i.e. Tauriko West and Tauriko Business Estate, and planned UGAs such as Lower Belk Road and Keenan Road as well as the SH29 Road of National Significance project.

15. Existing and proposed UGAs within the Western Corridor are outlined in the table below. This includes indicative dwelling and business land allocations from the SmartGrowth Strategy 2024–2074 and updated estimates based on current planning work if these areas were developed in future.

Urban Growth Area	SmartGrowth timing	Status	SmartGrowth Strategy total allocations	Current 2026 total allocations
Tauriko West	Short term	Zoned, under development	3,500 dwellings	Up to 3,000 dwellings
Tauriko Business Estate – Stage 4	Short, Medium and Long term	Zoned, under development	117 hectares	100ha of industrial business land
Keenan Road – residential	Medium term	Initial structure planning investigations underway	2,000 dwellings	Approximately 1,800 – 2,250 dwellings at 20 – 25 dwellings per hectare
Upper Belk Road, stage 1A North (Griffin Road) – industrial business	Medium term	Initial planning investigations have commenced	150-200ha of industrial business land	Approximately 80ha of industrial business land
Upper Belk Road, stage 1B North –	Medium to long term	Initial planning investigations have commenced		Approximately 113ha of developable land – land use TBC
Upper Belk Road, stage 2 South – Residential	Medium to long term	Initial planning investigations have commenced	12,000 -14,000+ dwellings, across Upper Belk, Merrick and Joyce	Approximately 2,500 - 3,125 dwellings at 20 – 25 dwellings per hectare OR Approximately 125ha of industrial business land
Merrick Road and Joyce Road – residential	Long term	No detailed planning investigations to date		Approximately 7,100 - 8,870 dwellings at 20 – 25 dwellings per hectare.
Totals				17,500 – 19,500 dwellings 267-317ha of industrial business land

*Assumes Upper Belk Stage 1B (113ha) and 2 (125ha) is developed for Residential and not Business land.

GROWTH PLANNING FOR THE WESTERN CORRIDOR

16. Planning is underway to ensure a coordinated, sustainable approach to growth occurs in the western corridor. This includes integrated infrastructure planning at a corridor wide scale, and detailed planning for medium term UGAs. We are assuming that the new resource management system will require additional growth in the Western Corridor to be identified and zoned through upcoming Regional Spatial Plan and Land Use Plan processes and are seeking to be prepared for this.
17. Infrastructure costs, particularly for transport, stormwater, wastewater, and water supply, are a significant driver of development feasibility across the Western Corridor on the basis that 'growth pays for growth'. Substantial upfront investment will be required over time and will need to be guided by further infrastructure studies and UGA planning to ensure appropriate sequencing and timing of growth. Identifying and rezoning areas for development does not compel Council to invest in infrastructure to enable development to proceed. These matters are considered separately through processes such as Long-Term Plans.
18. To support growth planning, the LTP 2024-2034 funds early-stage infrastructure investigations and feasibility studies, including:
 - (a) Western Corridor infrastructure studies, to assess needs, viability, timing, and affordability
 - (b) Keenan Road feasibility and structure planning.
19. The SmartGrowth Strategy Implementation and Funding Plan (IFP) also includes agreed priority actions for the Western Corridor in the short-term (2024-2027):
 - (a) Structure Planning for Upper Belk Road
 - (b) Western Corridor feasibility studies and developing funding / financing plans for infrastructure needs, including planning for wastewater treatment for the long term.
20. Having regard to the above, on 12 November 2024¹, Council approved funding within the 2025/26 Annual Plan for:
 - (a) Upper Belk Road Structure Planning and associated activities totalling \$280,000
 - (b) City Waters budgets for Keenan Road Urban Growth Area wastewater feasibility design totalling \$200,000
 - (c) City Waters budgets for Upper Belk / Western Corridor wastewater feasibility and options study, including concept plan and consenting options totalling \$300,000.

Existing Water and Wastewater Capacity

21. For water and wastewater, there is capacity in the current infrastructure networks, including projects under construction, for:
 - (a) Tauriko West and TBE4
 - (b) Initial industrial development as part of Upper Belk UGA
 - (c) Approximately 1,000 dwellings at the northern end of Keenan Road UGA.
22. More detailed assessments of short-term capacity are underway and the interim strategy will still require some upgrades and investment, mainly within the Western Corridor. Beyond this, more significant western corridor upgrades and broader interventions will be required to service the full build-out if each of the growth areas were developed.

Water and Wastewater Planning

23. As reported to the City Future Committee on 31 March 2026, City Waters Planning is working on a range of projects to address current and future issues. Those relating to the Western Corridor include:

¹ https://infocouncil.tauranga.govt.nz/Open/2024/11/CO_20241112_MIN_2699.PDF

- (a) Water supply re-consenting of the Joyce and Oropi water takes (lodged March 2026)
- (b) Western Corridor wastewater servicing studies including:
 - (i) Memorial Park Pump Station and Southern Pipeline capacity and condition assessment
 - (ii) Western Corridor wastewater treatment plant options assessment
 - (iii) Western Corridor wastewater servicing feasibility assessment.

A Western Corridor Wastewater Servicing Strategy update will be provided to the City Future Committee alongside this report on 30 June.

- 24. These growth planning projects are LTP funded and have associated planning budgets this financial year. A review is currently being carried out as part of the upcoming LTP/Water Services Strategy to re-prioritise projects and develop a revised forward works programme.
- 25. An overarching strategy for servicing the Western Corridor Growth Areas with water supply is in place, which can be adjusted as more certainty on population numbers for growth areas become available. Currently small investigations are being carried out testing staging proposals.

Stormwater Planning

- 26. With regard to stormwater, future urban development would have significant impacts on catchments, both in terms of higher flood levels and poorer water quality without appropriate interventions. This requires updated modelling, flood risk analysis (including downstream), stormwater management planning, and consenting in advance of development occurring. Consideration needs to be given to on-site and off-site storage and treatment and disposal options. This is being considered as part of the planning for specific UGAs.

Western Corridor Transport Planning

- 27. A significant challenge to unlocking the urban development potential of the Western Corridor is the limited capacity of the existing transport network to accommodate greater demand. Significant investment in transport infrastructure from Council and NZTA will be required to support urban development and growth in the Western Corridor.
- 28. Existing projects such as the Tauriko Enabling Works, currently in implementation stage, are key infrastructure projects aimed at enabling the initial development of Tauriko West and further development of the Tauriko Business Estate only. These works focus on providing access, through upgrades to State Highway 29 (SH29) for all modes of transport and local roads as well as delivering water and wastewater trunk main connections to the boundary of the Tauriko West UGA.
- 29. In parallel, the Tauriko Network Connections (now also referred to as one of the Roads of National Significance, RONS) project is a long-term plan to deliver a high-capacity transport corridor that will support Tauriko West and TBE4 full urban development and wider planned growth in the western corridor (e.g. at Keenan Road and Upper Belk Road UGAs). The project includes a new offline SH29 and SH29A to Barkes Corner, and improved connections to State Highway 36 (SH36).
- 30. Currently NZTA intends to deliver the project in stages with improvements focused on improving network resilience, efficient freight movement and enabling local planned growth. The project is currently funded for designations, consenting, specimen design and site investigations and these packages of work are underway. Funding for construction is not confirmed. This programme of work has a strong commitment from partners and is crucial for unlocking the Western Corridor's potential. However, potential longer term funding probability for certain sections, including improvements to Barkes corner, could have implications for releasing growth capacity.
- 31. The Western Bay of Plenty Regional Deal identifies the region's preference for the widening of existing SH29A as a priority for completion. As part of the Deal, the Crown has committed to identifying the project as a priority in the Government Policy Statement on land transport

2027 (GPS 2027). The NZTA Board will be responsible for the prioritisation of these activities in the next NLTP and for approving any funding from the National Land Transport Fund (NLTF).

32. The extension of Kaweroa Drive (which completes a local arterial connection between SH29 and SH36, and part of the proposed western corridor ring road) is a key component of the broader transport programme for the Western Corridor needed to support planned growth. Further transport modelling is to be undertaken to inform project benefits and timing. It is likely this connection will be required to support urban growth in the Belk Road UGA.

Proposed next steps

33. Wastewater: Western Corridor capacity assessment, feasibility and options studies, as outlined above.
34. Transport:
- (a) NZTA Tauriko RoNS SH29 and SH29A: consenting, land purchases and specimen design.
 - (b) TCC in partnership with NZTA: Transport modelling of SH29 to SH36 Ring Road via Kaweroa Drive.

KEENAN ROAD URBAN GROWTH AREA

35. The Keenan Road UGA is located approximately 11km south of the Tauranga CBD. It is bound by the Kopurererua Stream in the west, SH36/Takitimu Drive/ Pyes Pa Road to the north and east, and the Tauranga City's boundary in the south. It adjoins the Tauriko Business Estate to the west and The Lakes residential area to the north. Refer **Attachment 1B** – Keenan Road UGA Map.
36. On 1 March 2021, Keenan Road was transferred to the Tauranga City Council from the Western Bay of Plenty District Council jurisdiction as an initial step to enable future urbanisation.
37. Structure planning for Keenan Road has been underway since 2023, initially targeting plan change notification by mid-2026. However, with resource management reforms expected to come into effect from late 2026, rezoning is now anticipated to occur through the new system. Progress has also been delayed due to significant development feasibility challenges, as outlined below.
38. The 337ha study area boundaries are based around the wider gullies and streams and include significant flood areas and slopes. The overall net developable area² suitable for residential development is approximately 90.5ha, which would provide for approximately 1,800 to 2,250 dwellings at 20dw/ha to 25dw/ha.

Planning and outcomes to date

39. Planning to date on the structure plan has included:
- (a) Site analysis: geotech, cultural, ecological, archaeological, contaminated land, landownership, natural hazard assessments (refer **Attachment 1C** – Natural Hazards Map), and neighbourhood centres economic analysis
 - (b) Infrastructure investigations: Transport, Stormwater, Water Supply and Wastewater
 - (c) Investigation of landform options
 - (d) Open space and recreation planning: neighbourhood reserves, blue-green corridors, walkable community
 - (e) Ongoing engagement, including: Ngāi Tamarāwaho, Ngāti Ruahine, NZTA, MoE, landowners and developers within the Keenan Road UGA, and SmartGrowth partners.

² A number of factors could reduce the developable area further including requirement for stormwater ponds within the developable areas, neighbourhood centres and/or primary school.

- (f) Draft land use structure plan preparation
 - (g) Preliminary feasibility work.
40. Based on the above, significant challenges have been identified including:
- (a) Water and Wastewater – limited capacity in infrastructure within the adjoining area of The Lakes; no existing on site infrastructure; considerable upgrades required on and off site, high costs to enable full build out.
 - (b) Transport – growth is dependent on state highway SH29A (Barkes Corner) improvements, as well as improved access from the UGA to SH36. In addition, local road improvements within the growth area, which require significant ongoing staged investment. It is noted that a draft indicative transport business case has been prepared, however is currently on hold.
 - (c) Stormwater – need to manage both water quality and quantity due to downstream flood effects; significant on-site infrastructure required, with impacts on developable land, high costs to Council and developers.
 - (d) Land ownership is highly fragmented meaning that Council and the Water Organisation will likely need to deliver infrastructure upfront and recoup costs as development occurs.
 - (e) Low amount of developable area – gullies, setbacks, limited scope for bulk earthworks, impacts from Geotech, flooding and other natural hazards.
 - (f) High underlying land values e.g. especially gold kiwifruit orchards.
 - (g) Need to consider futureproofing for future urban development in Merrick Road to the south, especially transport corridors

Feasibility

41. A high-level feasibility assessment indicates that urban development of the entire 90.5ha of net developable area is currently not commercially viable, with roading, stormwater, and wastewater infrastructure costs being the primary drivers. Costs outweigh projected revenues, resulting in negative profitability, particularly under a “growth pays for growth” model unless costs reduce or revenues increase significantly. While the area is technically developable from an engineering perspective, the cost of development in its current form is likely to be prohibitive.

Further option development

42. Lower cost infrastructure upgrades that can cater for limited growth in the short to medium term may result in a feasible development outcome. Staff are currently testing this as a possible staging approach. This includes consideration of:
- (a) Focusing on the northern area of Keenan Road where the greatest opportunity exists, i.e., less land fragmentation and larger land holdings, proximity to existing infrastructure, and higher ratio of developable land.
 - (b) Staging and sequencing of development and infrastructure that builds off existing capacity with minimal investment at early stages, i.e. building within the existing capacity for approximately 1,000 dwellings.
 - (c) Consideration of alternative land use densities
 - (d) Exploring infrastructure efficiencies, such as:
 - (i) Reduce imperviousness surface assumptions for some part of the site that may remain rural or be developed into lifestyle blocks to reduce stormwater requirements
 - (ii) Lower-cost stormwater approaches (LIDs, swales, distributed storage)
 - (iii) Target minimum viable transport upgrades rather than full build-out

- (e) This option development will assist in determining whether there is a feasible pathway for development at Keenan Road UGA in the short to medium term.

Planning budgets

- 43. The 2025/26 budget for Keenan Road UGA planning is \$266,000. Total forecast spend for 2025/26 is \$15,000, as much work has been undertaken in-house.
- 44. The 2026/27 budget for Keenan Road UGA planning is \$388,000.
- 45. Planning budgets for Keenan Road UGA beyond the 2026/27 will need to be considered as part of the 2027-37 Long Term Plan process, subject to outcomes of current work.

Keenan Road UGA – proposed next steps

- 46. It is recommended that staff complete the feasibility studies based on the structure plan development to date and including the further option development and assessment described above, with the outcomes reported back to Council in the third quarter of 2026.
- 47. Should a feasible pathway be determined, it is likely staff will recommend an indicative timeframe for next steps as follows:
 - (a) **2026/2027** – ongoing option development and assessment; feasibility testing; engagement; draft structure plan preparation; Long Term Plan funding recommendations, as appropriate.
 - (b) **2027/2028** – detailed structure plan development; engagement; integration of UGA into Regional Spatial Plan.
 - (c) **2028/2029 onwards** – finalise structure plan and integration of zoning into Land Use Plan under new resource management system.

UPPER BELK PROPOSED GROWTH AREA

- 48. The Upper Belk UGA is located in the Western Bay of Plenty District territorial boundary, bounded by Omanawa River to the west and the Kopurererua Stream to the east. Access is via Taurikura Drive and Kaweroa Drive following the completion of the Enabling Works at SH29/Redwood Lane in November 2025. Refer **Attachment 1D** – Upper Belk UGA Map.
- 49. Based on early studies, the Upper Belk area includes approximately 318 hectares of net land suitable for development. The SmartGrowth Strategy 2024-2074 has a provisional allocation of 150-200 hectares of business land in the UGA, with the balance being provided for as either business (industrial) and/or residential.
- 50. Acknowledging that the land area currently sits within the Western Bay of Plenty District, TCC is working with Western Bay of Plenty District Council (WBoPDC) to progress planning for this area.

Planning and outcomes to date

- 51. Planning for Upper Belk is less progressed than Keenan Road UGA, being at a desktop phase and not having commenced any detailed technical studies. Planning is intended to take place as follows:
 - (a) **2025/2026** – currently underway – internal project planning, high level yield analysis and identification of key matters for feasibility.
 - (b) **2026/2027** – detailed desktop analysis and feasibility testing, focus on potential fatal flaws, mana whenua and key stakeholder engagement, integration of UGA into Regional Spatial Plan; investigations (in partnership with WBOPDC) relating to the potential need for a boundary change would also need to commence if not addressed through other processes.
 - (c) **2027/2028** – detailed structure plan development; engagement; integration of UGA into Regional Spatial Plan.

- (d) **2028/2029 onwards** – finalise structure plan and integration of zoning into Land Use Plan under new resource management system.
52. Based on the above, and allowing for detailed development design, consenting and construction of infrastructure to follow subject to the outcome of processes such as future LTPs, starting the process now is required to have development commencing from 2034 onwards (and ideally earlier to ensure continuity of industrial land supply).
53. Early-stage desktop analysis for Upper Belk has progressed since 2025 to understand:
- (a) Likely developable land area and potential yield
 - (b) Potential infrastructure servicing solutions
 - (c) Preliminary feasibility assessment.
54. As the project is in its initial stages, no formal engagement has occurred to date. Given that the land lies within the Western Bay of Plenty District, engagement with tangata whenua and the community will be directed by WBoPDC.
55. A number of key challenges are similar to those of the Keenan Road UGA, although not as acute:
- (a) Water and Wastewater – limited capacity; no existing on site infrastructure; considerable upgrades required on and off site, with significant cost.
 - (b) Transport – growth dependent on state highway improvements, and local road improvements, significant ongoing staged investment.
 - (c) Stormwater – need to manage both quality and quantity due to downstream flood effects.
 - (d) Land ownership is fragmented to the south, however there is some good, consolidated landownership, particularly in the north.
56. Notably, the stormwater challenges, landownership and landform are unlikely to be as significant for Upper Belk UGA as they are for Keenan Road UGA, potentially resulting in better feasibility.
57. Further assessment is required for options to determine the most appropriate use for the southern end of Belk Road. However, for the purposes of undertaking the development feasibility assessment, the developable area is assumed to be allocated to industrial and residential uses at an approximate 60:40 ratio, resulting in around 193 ha of net industrial business land and 125 ha of net developable residential land after accounting for roads and reserves.
58. The current findings confirm it is preferable for industrial land to be at the northern end of Belk Road due to:
- (a) Access to key transportation routes (SH29, Taurikura Drive, SH36)
 - (b) Adjoins an existing industrial zone
 - (c) Shorter distance for heavy vehicles
 - (d) Heavy vehicles not travelling through a residential area to get to their destination.

Feasibility

59. To date, feasibility has been based on a desktop basis and further technical work is required. Similar to the key findings of the high-level feasibility assessment for Keenan Road, the cost of major infrastructure for the development of Upper Belk is likely to be very high. In particular, the cost of new bulk wastewater infrastructure and roading updates will have a significant impact, particularly in later stages. For Stage 1 in Griffin Road, costs are likely to be lower and more affordable, as development capitalises on existing infrastructure capacity and connections and can largely be developer funded and delivered.

60. Based on the above, it is considered appropriate that planning and development (including zoning and infrastructure delivery) of the UGA be staged, with current assessment focusing on an initial industrial stage at the northern end (adjoining TBE4), supported by planned infrastructure upgrades and existing developer interest. This includes an emerging opportunity to progress approximately 80ha ("Stage 1A") with a willing landowner. Further investigation with the developer is proposed as the next step. Any option progressed will require coordination with WBOPDC.

Other matters

61. Land in Upper Belk drains in part to a tributary of the Wairoa River. To assist with understanding the feasibility of development, an extension to the existing Wairoa flood model is required to include the upper catchment. This work has now commenced and will be completed mid-2026. Wastewater dynamic modelling will be undertaken to 'stress test' current capacity.
62. Futureproofing of infrastructure through the Tauriko Business Estate Stage 4 is required to provide for urban development in Upper Belk Road (e.g. wider road corridors and space for future water/wastewater mains). There is some provision in the current LTP for this, and the existing developer is also moving forward with future proofing through Stage 4A which is underway at their own risk and cost.

Planning budgets

63. The 2025/26 budget for Upper Belk UGA planning is \$280,000. \$83,000 is being used for extending the existing Wairoa flood model, and \$15,000 for wastewater dynamic modelling. No other costs are anticipated in this financial year.
64. The 2026/27 budget for the Upper Belk UGA planning is \$450,000. This budget may need to be shared across wider Western Corridor growth areas.
65. The 2027/28 budget for the Upper Belk UGA planning is \$1,303,000. This budget will be further considered through the 2027-37 Long Term Plan process, including broader Western Corridor planning needs that relate to the Regional Spatial Plan preparation.

Upper Belk UGA – proposed next steps

66. Next steps are proposed as:
- (a) Complete the assessment of yield, including options for the apportionment between industrial land and housing, and costs of providing infrastructure will feed into the feasibility analysis to be completed.
 - (b) Engage with WBOPDC on outcomes to date and proposed next steps, including collaboration as appropriate.
67. Subject to the outcomes of above and refined structure plan being prepared, an indicative timeframe for next steps is:
- (a) **2026/2027** – commence detailed desktop analysis and feasibility testing, including:
 - (i) Staging options, focusing on an initial industrial stage at the northern end
 - (ii) Detailed understanding of constraints and opportunities
 - (iii) Mana whenua and key stakeholder engagement (including NZTA and landowners)
 - (iv) Consideration of options for boundaries adjustment if not addressed through other processes
 - (v) Integration of UGA into Regional Spatial Plan.
 - (b) **2027/2028** – detailed structure plan development; engagement; integration of UGA into Regional Spatial Plan.
 - (c) **2028/2029 onwards** – finalise structure plan and integration of zoning into Land Use Plan under new resource management system.

68. Staff will report back to Council for further decision in the third quarter of 2026.

OTHER IDENTIFIED AND POTENTIAL GROWTH AREAS

Merrick Road UGA and Joyce Road UGA

69. Merrick and Joyce Road potential future UGAs are located in the Western Bay of Plenty District territorial boundary. Merrick Road adjoins directly south of Keenan Road, bounded by the Kopurererua Stream in the west and SH36 to the east. Joyce Road is most eastern area in the Western Corridor, bounded by the Waiorahi Stream to the west, Oropi Road to the east, and Pyes Pa to the north. Refer **Attachment 1A** – Western Corridor Urban Growth Areas map.
70. Merrick and Joyce Road are identified as potential long-term growth areas. The SmartGrowth Strategy 2024-2074 has a provisional allocation of 12,000-14,000+ dwellings across Upper Belk, Merrick and Joyce. No detailed planning investigations have been undertaken to date, however, a high-level desktop assessment to calculate the potential developable land areas of the UGAs is ongoing. Based on this desktop assessment, approx. 290ha (gross) of land in Merrick, and 209ha (gross) of land in Joyce may be suitable for development.
71. No planning work is intended to take place at this time in relation to these UGAs. However, given the strategic location of Merrick Road adjoining Keenan Road future-proofing of infrastructure through Keenan may be required to provide for future urban development in Merrick Road. Further detailed desktop analysis and feasibility testing may be required for integration of the UGAs into the Regional Spatial Plan under the new resource management system.
72. Given that the land lies within the Western Bay of Plenty District, TCC will need to work with WBoPDC to progress any future planning work for Merrick and/or Joyce Road UGAs.
73. There is currently no budget allocated for Merrick and/or Joyce UGA planning.

SmartGrowth Development Opportunities

74. In July 2025 SmartGrowth invited expressions of interest for significant housing or business land development proposals, specifically for proposals that fall outside the current SmartGrowth Future Development Strategy.
75. This process gives effect to the National Policy Statement on Urban Development by supporting responsive planning and enabling early engagement on proposals that may be included in the upcoming regional spatial plan. It will assist the future identification and sequencing of urban growth areas, infrastructure needs, and long-term investment priorities.
76. Further details on an expression of interest relating to the Western Corridor are contained in the Confidential Attachment 2. It is intended that Council continue to work with SmartGrowth partners and key stakeholders to further investigate this opportunity.

STATUTORY CONTEXT

77. Government is currently progressing resource management reform to replace the Resource Management Act with a new framework centred on the proposed Planning Act and Natural Environment Act. As signalled through the reform programme and reported previously, future growth planning is expected to be undertaken through Regional Spatial Plans and new Land Use Plans, with a stronger emphasis on development capacity, infrastructure alignment, and greater national direction. As part of these reforms, councils have been directed to cease work on proposed plan changes, with future urban growth area (UGA) rezoning intended to be considered and provided for through the new planning framework.
78. The new planning system will have requirements around provision of sufficient residential and business development capacity to meet long-term future growth projections.

STRATEGIC ALIGNMENT

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

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

80. This work contributes to TCC’s strategic community outcome of being a well-planned city that is easy to move around by helping ensure future growth in the Western Corridor is identified, sequenced and planned in an integrated way. It supports a coordinated approach to land use, transport and three waters infrastructure planning, enabling Council to make informed decisions about where and when growth should occur, how it can be serviced efficiently, and how development can be aligned with wider city and sub-regional outcomes.

81. Without the provision for growth, there will be significant impacts on housing choice, supply and affordability, availability of business land, and the way we move around. Planning also places significant emphasis on protecting and enhancing the environment but providing for growth and infrastructure in the right places and in a sustainable manner.

OPTIONS ANALYSIS

Option 1 – Continuation of Planning for Western Corridor UGAs

82. **Description:** This option includes continued planning for the Western Corridor’s UGAs in line with the recommendations outlined in this report and current budget allocations for 2026/2027.

83. **Advantages and disadvantages:**

Advantages	Disadvantages
<ul style="list-style-type: none"> • Potential delays to the project and subsequent impacts on potential to enable housing for the city are avoided. • Potential non-compliance with Government housing growth targets and other legislative requirements is likely to be avoided or otherwise minimised. • Proposed funding allows for appropriate planning processes in line with legislative requirements and best practice. • Avoids potential for ad hoc planning within the subject areas, including developer-led proposals. • Demonstrates to the Government that TCC is actively progressing matters aligned with Government direction and our Regional Deal. • Planning for growth does not commit TCC to infrastructure investment. 	<ul style="list-style-type: none"> • Ongoing feasibility challenges associated with each specific UGA may show that development is unfeasible in the short to medium term on some areas.

84. **Budget – Capex:** No immediate impact, noting that capex funding requirements will evolve from current planning for UGAs.

85. **Budget – Opex:** Nil additional – budgets are currently provided for the 2026/27 financial year (refer paragraphs 20, 43-45 and 63-65 for details).

86. **Key risks:** Ongoing feasibility challenges associated with each specific UGA may show that development is unfeasible in the short to medium term on some areas.
87. **Option 1 is the recommended option.**

Option 2 – Stop or defer planning for the Western Corridor’s UGAs

88. **Description:** This option stops or defers planning for the Western Corridor’s UGAs.
89. **Advantages and disadvantages:**

Advantages	Disadvantages
<ul style="list-style-type: none"> No additional operational costs. 	<ul style="list-style-type: none"> Delays to the project and subsequent impacts on potential to enable housing for the city, along with associated economic and social impacts. Potential non-compliance with Government housing growth targets and other legislative requirements. Not aligned with the broader direction from Government or Regional Deal commitments and therefore not positive in terms of engaging with Ministers. Potential for ad hoc planning, including developer-led proposals, within the subject areas. Potential for re-prioritisation of other operational budgets to be required to meet SmartGrowth and legislative requirements, resulting in implications on delivering other priority projects.

90. **Budget – Capex:** Nil
91. **Budget – Opex:** Potential for re-prioritisation of other operational budgets to be required to meet city growth needs.
92. **Key risks:** This option will not assist the Tauranga to meet housing and business land needs, exacerbating the housing crisis over the long term and associated economic and social impacts. There is potential for costs to increase in the meantime.
93. **Option 2 is not the recommended option.**

FINANCIAL CONSIDERATIONS

94. Work completed to date, together with the completion of existing feasibility studies, will assist to inform Long-term Plan recommendations on planning and infrastructure funding, including operational funding for structure, transport and open space planning, as well as capital investment funding for transport, recreation and open space projects, where appropriate.

LEGAL IMPLICATIONS / RISKS

95. As noted above, Council has legal requirements to meet growth targets, and this is likely to be furthered by Government’s Going for Housing Growth Policy requirements. The proposed projects are also required to fulfil Council’s commitments to deliver on the SmartGrowth Strategy and Regional Deal.

TE AO MĀORI APPROACH

96. Engagement with tangata whenua has occurred through the SmartGrowth Strategy 2024-2074 and IFP preparation. The SmartGrowth Strategy includes consideration of te ao Māori values and outcomes.
97. For Keenan Road, the UGA is located within the rohe of Ngai Tamarawaho, with Ngati Ruahine having interests in the area. Hapu representatives are part of the core project team and are invited to project team meetings and workshops (where relevant). This approach

assists to empower hapū representatives by keeping them well informed and providing opportunity to provide advice on cultural and related technical matters throughout the planning process.

98. As part of any future work on Upper Belk Road Structure Plan and 3-waters planning for growth, Council will engage early with tangata whenua to understand and incorporate relevant te ao Māori and other cultural values into the projects. There was tangata whenua involvement in the last SmartGrowth Strategy review which led to Belk Road being identified as a location for future urban growth. As the area in the WBOPDC district, that Council will take a lead role in engaging with Tangata Whenua.

CLIMATE IMPACT

99. The impact of climate change, particularly in respect of natural hazard management (e.g., flooding) is a key component of planning for future growth areas such as Upper Belk Road and 3-waters planning. The funding sought provides for the appropriate assessments to be undertaken to appropriately manage responses to climate change and natural hazards as growth occurs.

CONSULTATION / ENGAGEMENT

100. Public consultation has occurred through a special consultative process on the SmartGrowth Strategy 2024-2074, leading to the identification of priority actions relating to Western Corridor UGAs and infrastructure planning.
101. For Keenan Road, communications and engagement with the wider community was initially led through the transport single stage business case and has evolved into regular newsletters and direct contact with key landowners and developers. To date, this has involved public drop-in sessions, regular newsletters to stakeholders, and retaining a log of any queries relating to the structure plan area. Further engagement is proposed following completion of current planning steps.
102. As part of progressing planning for Upper Belk Road, consultation and engagement with mana whenua, key stakeholders and the community will occur as appropriate – undertaken in collaboration with WBOPDC, as appropriate. Moving forward, it will be important for the two Council's to work together, acknowledging that the Upper Belk Road area sits within the Western Bay of Plenty District.
103. Consultation will also occur on future planning budgets through the 2027-30 Long Term Plan process, as well as through the Regional Spatial Plan preparation and subsequent Land Use Plan preparation processes.

SIGNIFICANCE

104. 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.
105. 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.
106. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of medium significance given that it has significant

implications for providing for and managing growth yet remains in-line with broader strategic direction that has been well communicated to date.

ENGAGEMENT

107. Taking into consideration the above assessment, that the decision is of medium significance, officers are of the opinion that no further engagement is required prior to Council making a decision. This takes into consideration that the proposed funding is in line with strategic direction and engagement will occur as part of any future planning for future growth projects and under Annual Plan and LTP processes.

NEXT STEPS

108. In summary, the overall intended next steps for the Western Corridor UGAs are as follows:

- (a) **Keenan UGA:** Completing the current feasibility study, including further option development and assessment to respond to the key issues.
- (b) **Upper Belk UGA:** Completing assessment of yield, including options for apportionment between industrial land and housing, and infrastructure costs, to inform the feasibility analysis; and engaging with WBOPDC on findings to date and opportunities for engagement with WBOPDC councillors.
- (c) **SmartGrowth development opportunities:** continue to work with SmartGrowth partners and key stakeholders to further investigate opportunities in the Western Corridor.
- (d) Notes that staff will report back to the City Future Committee on the outcomes of, and proposed next steps arising from, the work identified in clauses (b)(i) to (iii).

ATTACHMENTS

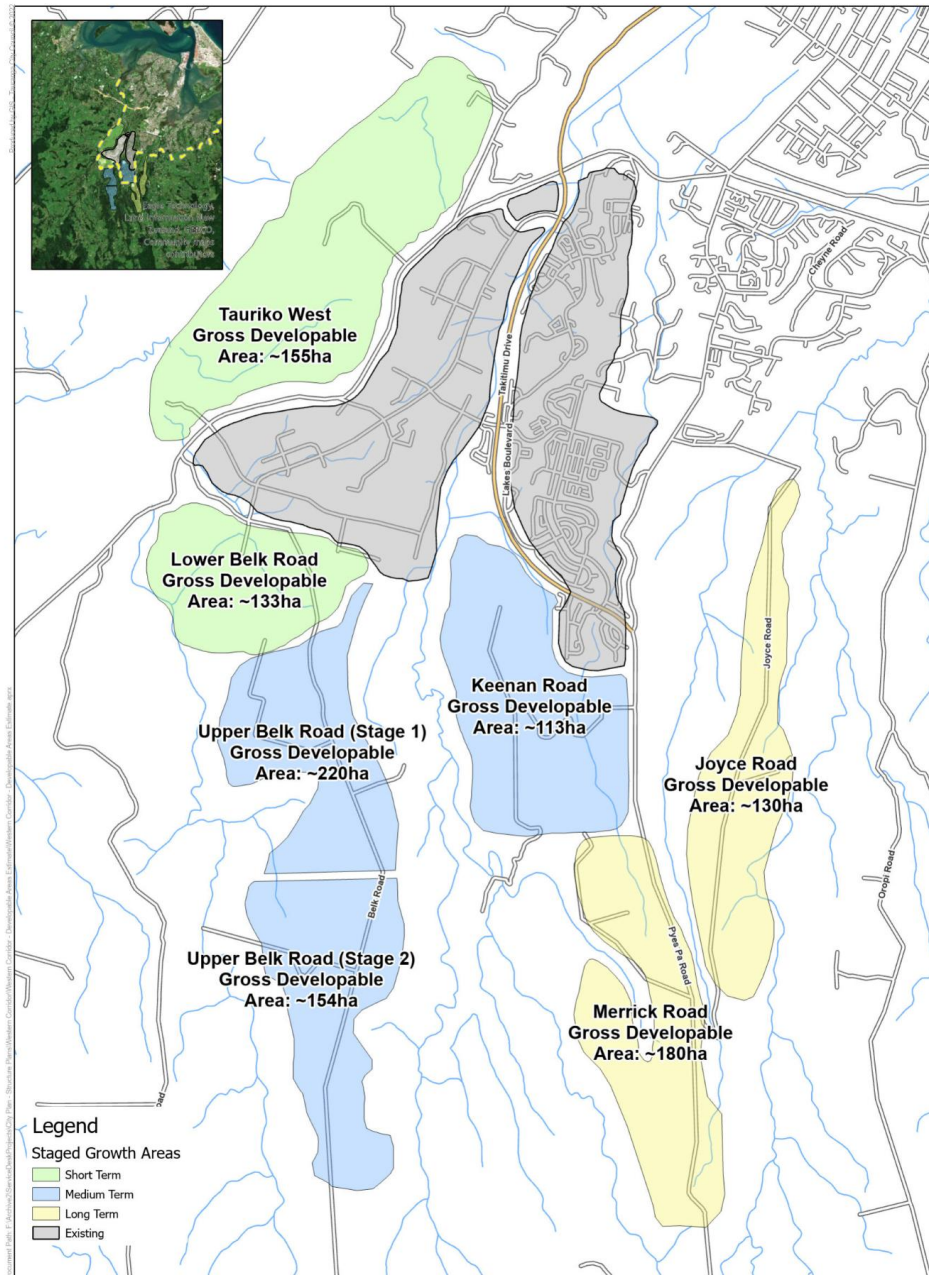
1. **Attachment 1: Western Corridor Urban Growth Areas Maps - A20387377**  
2. **Attachment 2: SmartGrowth Development Opportunities - A20387378 - Public Excluded**



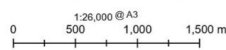
Tauranga City

Attachment 1: Urban Growth Area Maps

Map 1A – Western Corridor Urban Growth Areas



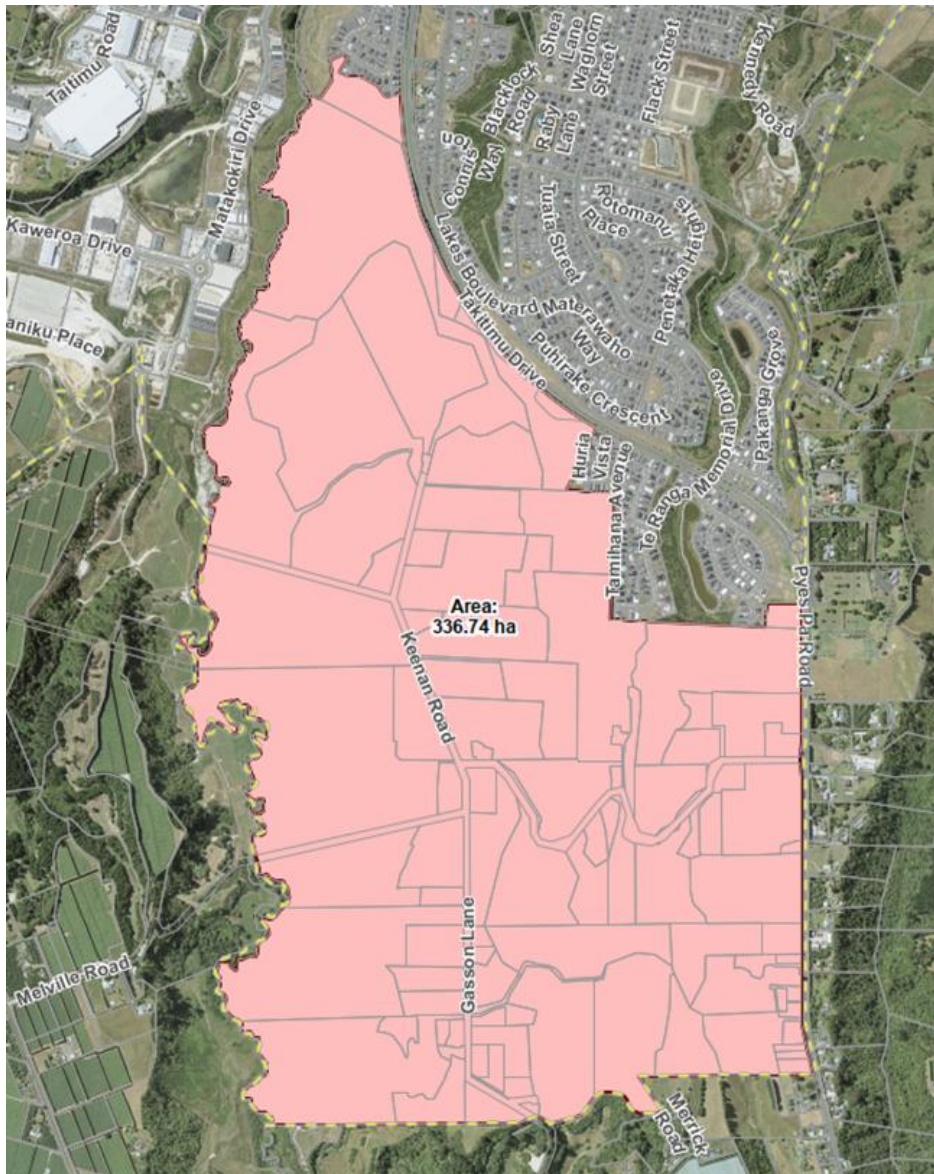
Western Corridor Developable Area Estimates



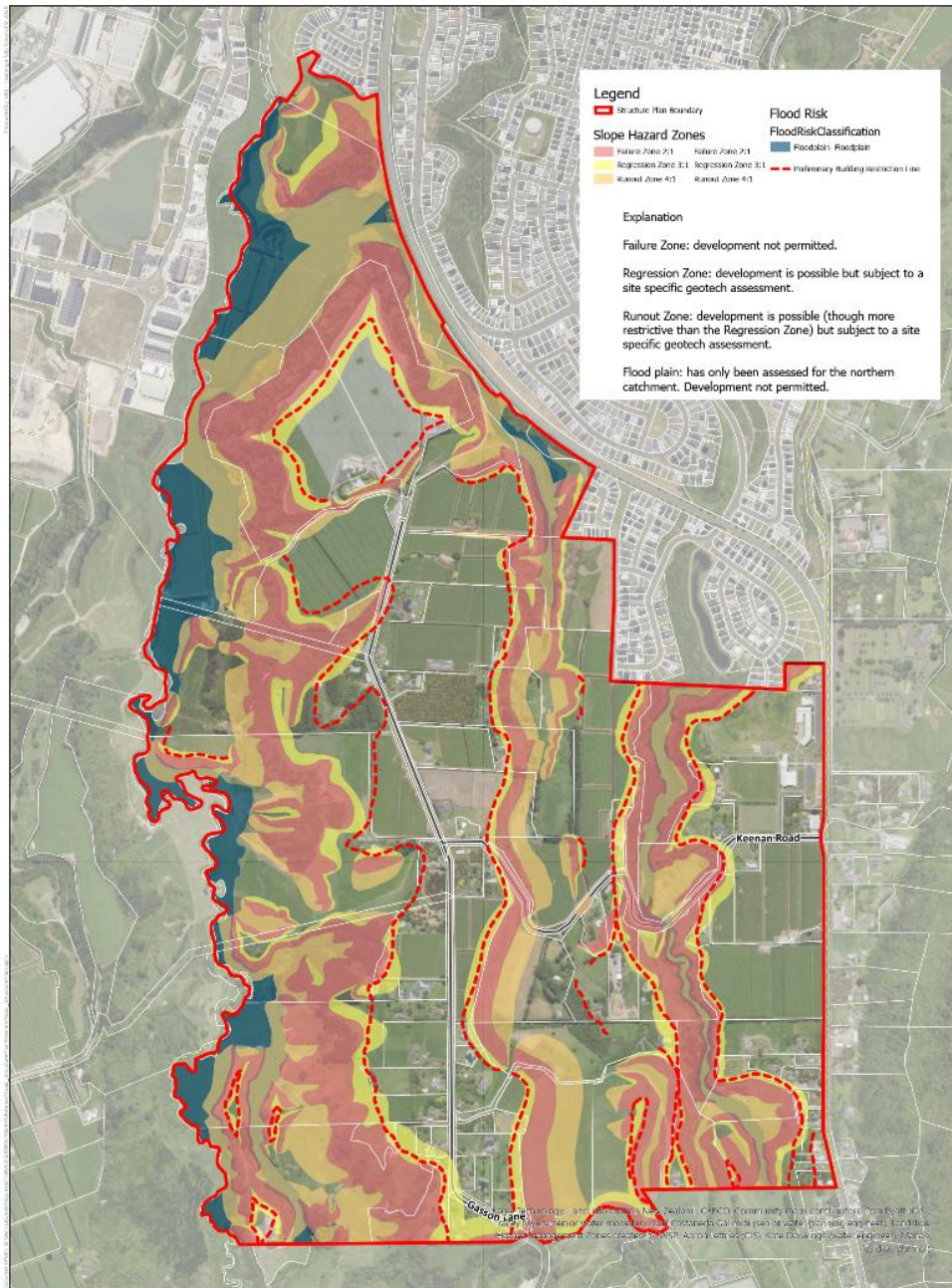
Information shown on this plan is indicative only. The Council accepts no liability for its accuracy and it is your responsibility to ensure that the data contained herein is appropriate and applicable to the end use intended.



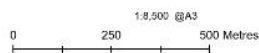
Map 1B – Keenan Road Urban Growth Area



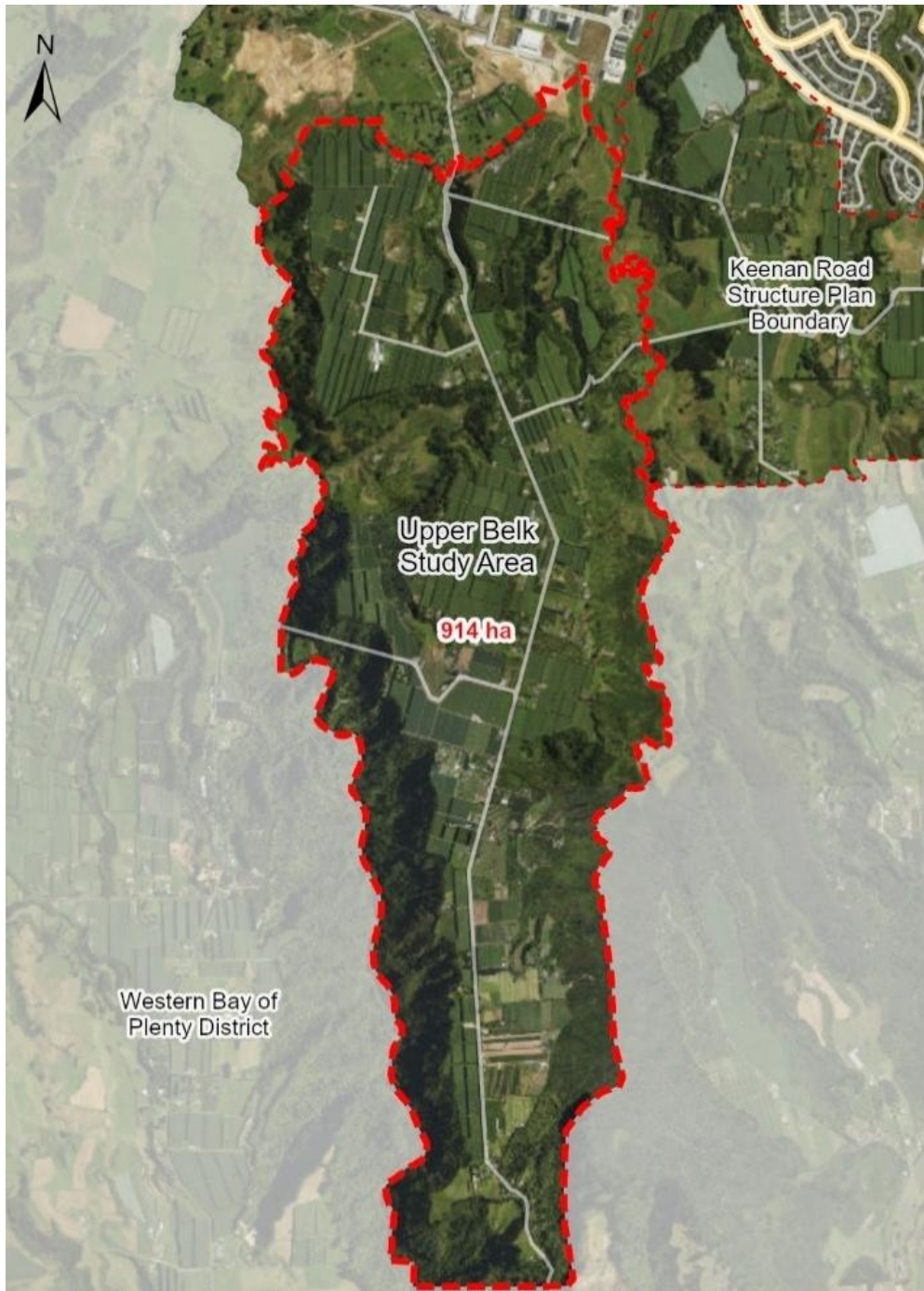
Map 1C – Keenan Road Urban Growth Area – Natural Hazards



Keenan Road Structure Plan
Natural Hazards



Map 1D – Upper Belk Urban Growth Area



9.4 Western Corridor Wastewater Servicing Strategy Update

File Number: A19930257

Author: Claudia Hellberg, Team Leader: City Waters Planning

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

PURPOSE OF THE REPORT

1. Update the City Future Committee about progress on the Western Corridor Wastewater Servicing Strategy review.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Western Corridor Wastewater Servicing Strategy Update".

EXECUTIVE SUMMARY

2. The Western Corridor is located to the southwest of Tauranga city and is proposed for a mixture of industrial and residential development. Development of this greenfield area will result in additional wastewater flow that will need to be managed.
3. A review of the strategic servicing plan is underway to consider how increased development aspirations in this area can be serviced. This will require upgrades to the existing trunk infrastructure as well as potentially new large infrastructure to direct flow towards the Te Maunga WWTP for treatment and disposal from the existing outfall.
4. The current strategy plans to connect the new growth areas to the existing Southern Pipeline via the Maleme Street and Memorial Park pump stations. An alternative strategy, to connect the new areas to new decentralised wastewater treatment plant(s), is also being investigated.
5. A capacity and condition study has identified that there is more available capacity within the current infrastructure than originally modelled for servicing short to medium term growth. This could reduce the scale and delay the timing of some of the future upgrades required. The next step will be to update the modelling as well as scoping proposed upgrades, triggers and sequencing.
6. The treatment and disposal study has considered what may be required for short to medium term as well as for a full build out (so including areas of Merrick and Joyce). At a very high level, there are no fatal flaws with considering local treatment options within the Western Corridor and high-level costs indicate that further scoping of options should continue. Disposal is more complex but again, from a technical perspective only, it is not fatally flawed. Options require refinement, considering possible locations and conveyance - this aspect is being developed further.
7. High level treatment costs (not including conveyance and disposal costs) range for centralised treatment options from \$76M – 163M for Keenan and Upper Belk areas only and \$129M – 276M for the whole of the western growth areas.
8. High level treatment costs for decentralised treatment ranges from \$35 – 65M for Keenan Road to \$64 - 137M for Upper Belk growth area.
9. The findings of this re-assessment are being feed into the overarching feasibility study for these growth areas, which is being carried out by the growth planning team. Elected

members received a briefing about the initial findings of this feasibility study on the 30th of May 2026.

BACKGROUND

1. Tauranga City Council (TCC) has been planning for growth and development within the Western Corridor for several years. The Western Corridor area is located to the southwest of Tauranga City and extends into the Western Bay of Plenty, Figure 1.

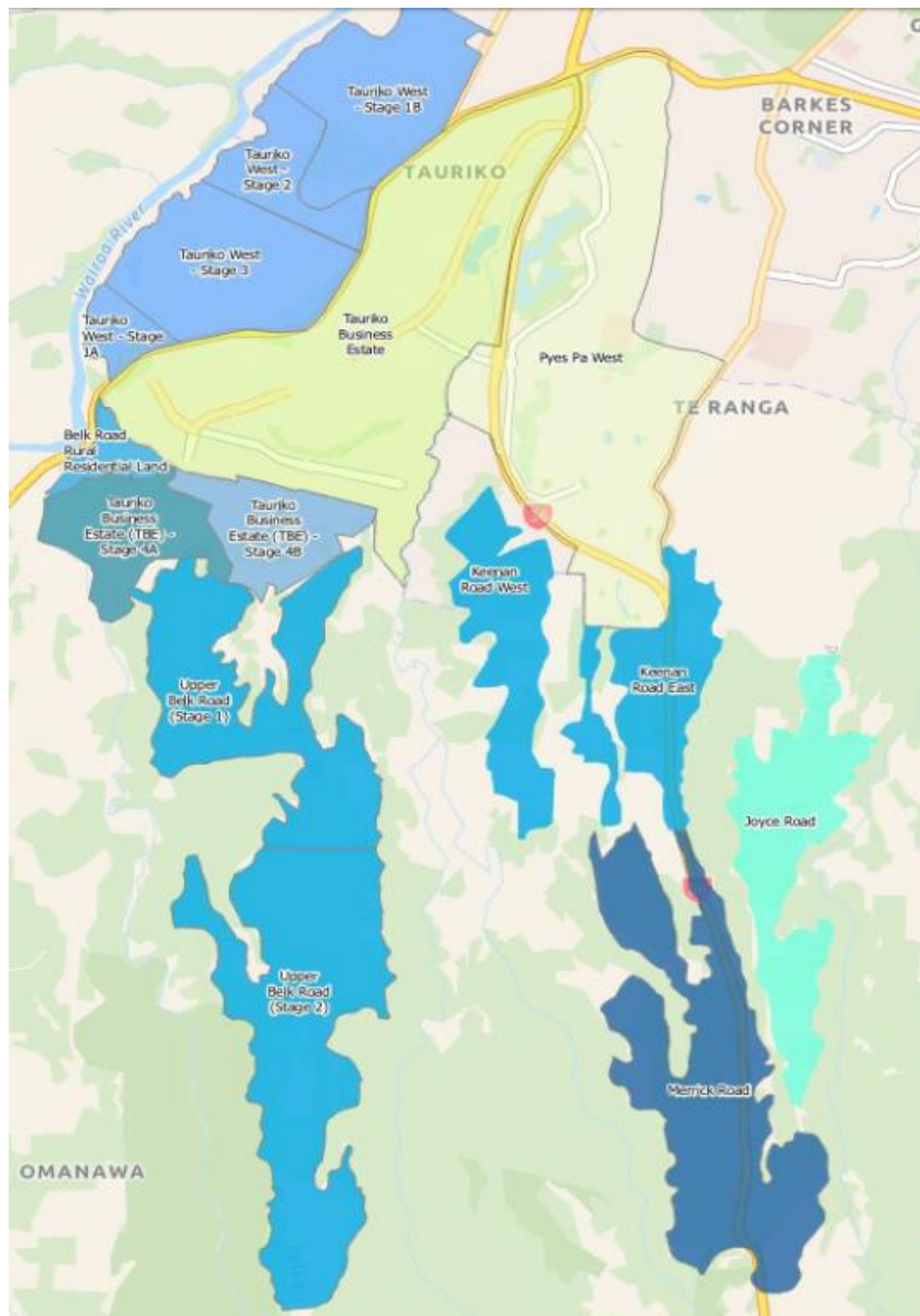


Figure 1 – Western Corridor growth area overview

2. Development areas within the Western Corridor include
 - (a) Tauriko Business Estate (TBE), Lower Belk and Tauriko West (already zoned for development),
 - (b) Upper Belk and Keenan Road (medium term growth areas)
 - (c) Merrick Road and Joyce Road (long term growth areas)

3. Growth in the Western Corridor will result in additional residential and industrial development. Once fully developed this could generate additional wastewater flows equivalent to a population of approximately 76,000 people. The current servicing approach is to convey wastewater flows from the Western Corridor towards TCC's existing trunk network, and ultimately to the Te Maunga Wastewater Treatment Plant (WWTP).
4. In May 2025, a dynamic capacity assessment of the Western Corridor wastewater network was completed, identifying major infrastructure needs to support the area's projected growth. This also looked at the potential impact on downstream wastewater assets, specifically the Memorial Park Pump Station (PS), the Southern Pipeline and the Te Maunga WWTP.
5. The outcomes from this capacity assessment indicated that the full long-term development of the Western Corridor will have an impact on the capacity of downstream wastewater assets, and that significant upgrades (or new infrastructure) of the existing network would be needed to service this population. This was based on some assumptions that required validation, due to the potential impact on the scale of future upgrades required. Required investigations were:
 - (a) Revised modelling assumptions based on flow monitoring.
 - (b) Confirmation of current capacity of critical existing assets, to allow upgrades to be costed with increased confidence.
 - (c) Development of alternative servicing scenarios (ie, alternatives to Te Maunga WWTP) to inform decision-making.
6. The results from a), b) and c) above have been completed and are captured in this update.
7. Next step is to refine investment needs before a revised servicing strategy can be finalised.

STATUTORY CONTEXT

8. The Western Corridor is a growth area that has been identified as part of Tauranga City's overall alignment with SmartGrowth and the requirements of the NPS - Urban Development.

STRATEGIC ALIGNMENT

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

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

10. A well-planned wastewater network aligned with growth expectations reduces the potential of wastewater overflows and protects the environment.
11. Provision of an effective servicing strategy for this area will enable efficient progression of growth in the Western Corridor.

OPTIONS ANALYSIS

12. There are two core options available for the Western Corridor servicing:
 - (a) The first servicing option is to continue with wastewater flows being directed to the Te Maunga WWTP (and disposal via the existing outfall). This requires an understanding of current capacity and condition/remaining life of existing key assets both within the Western Corridor, and downstream of the Western Corridor. This servicing approach

- has been the basis for the current 30-year infrastructure servicing strategy and strategic wastewater modelling used to develop Long-Term Plan projects.
- (b) The second servicing option is to consider alternative treatment and disposal options in the Western Corridor area, instead of directing flows through the existing system to Te Maunga WWTP and the marine outfall.
13. To inform the first servicing strategy (with flows going to Te Maunga WWTP), a capacity and condition assessment of current assets was undertaken. Based on the capacity and condition assessments completed to date (looking at pump stations and rising mains):
- (a) At an overarching level, results indicate that there is more capacity within the system than previously assumed and there is a long remaining life of assets.
- (b) This will not negate the need for upgrades to accommodate wastewater flows from the Western Corridor but has the potential to delay the timing for when they are required and may reduce the scale of some of the upgrades.
14. To inform the second servicing strategy, alternative treatment and disposal options were investigated.
15. The alternative treatment study considered a centralised WWTP located in the Western Corridor as well as options for localised treatment for individual development areas. Treatment assumed a high performing treatment process such as membrane bioreactors (MBR) for centralised and decentralised options. High level treatment costs (not including conveyance or disposal costs) are presented below.
16. For centralised treatment:
- (a) For Keenan Road and Upper Belk areas only the capital costs could be in the order of \$76-163M.
- (b) For Keenan Road, Upper Belk, Merrick and Joyce areas, the capital costs could be in the order of \$107-228M.
- (c) If current growth areas Tauriko West and Lower Belk areas are included to the above then capital costs could be in the order of \$129-276M.
17. For decentralised treatment:
- (a) For Keenan Road, a decentralised system could be in the order of \$35-65M
- (b) For Upper Belk capital costs could be in the order of \$64-137M
- (c) For Merrick and Joyce combined then treatment could be in the order of \$62-132M
18. The disposal study considered options for disposal of treated effluent without looking at conveyance to and from a specific treatment location. If the indicative costs (treatment and disposal) were sufficiently high or fatally flawed at this initial stage, then alternative servicing options would be unlikely to be progressed further for the Western Corridor.
19. Disposal of treated effluent looked at options of both discharge to land and discharge to water. A high-level assessment was undertaken considering the comparative feasibility of different disposal types. The overall outcomes are summarised in the following figure:

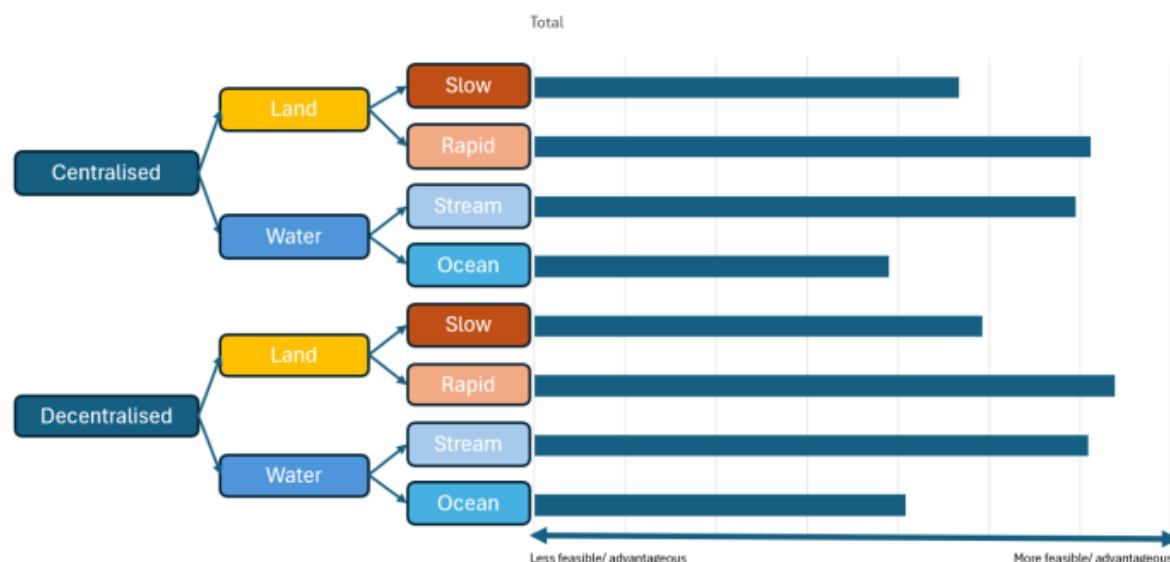


Figure 2: Summary of disposal options

20. Disposal of treated effluent is complex and has significant uncertainties and risks that would need to be managed in subsequent development of options – this applies to centralised and decentralised options. What the disposal assessment has highlighted is that core options (such as rapid disposal of treated effluent to land or discharge to a stream) are not fatally flawed at this initial level from a technical perspective.
21. Following internal stakeholder discussions, additional work has commenced on developing conveyance costs for a more refined suite of treatment and disposal options to inform servicing discussions.
22. The findings of this re-assessment are being feed into the overarching feasibility study for these growth areas, which is being carried out by the growth planning team. Elected members received a briefing about the initial findings of this feasibility study on the 30th of May 2026.

FINANCIAL CONSIDERATIONS

23. Based on the above initial assessment, the cost of treatment within the Western Corridor area is comparable (at a high level) with the cost of large new infrastructure that could otherwise be required to direct flows to Te Maunga in the long-term. Additional investigation into the costs of conveyance and disposal is therefore underway to inform final decision-making on a preferable servicing strategy.
24. The servicing strategy will ultimately identify the size and timing of upgraded or new trunk infrastructure required. The cost of the recommended infrastructure (including indicative whole of life costs) will be estimated and reported in the draft servicing strategy to inform financial planning and engagement.

LEGAL IMPLICATIONS / RISKS

25. While it is likely that there will be short to medium term improvements to the trunk network that will offer sufficient flexibility and resilience for some growth in the short to medium term, the final servicing strategy will need to be adaptive, to dovetail into long-term strategic wastewater planning underway for the wider Tauranga area and surrounds.
26. If an alternative servicing strategy is progressed for the Western Corridor, then while decentralised systems offer flexibility in implementation, there can be risks and challenges with how they are operated and maintained long term that would need to be managed to avoid exposing TCC to additional future risk.

27. The key risks are financial affordability with wastewater servicing being one factor of high costs for servicing these areas, consentability for a range of potential options and Tangata Whenua buy in.

TE AO MĀORI APPROACH

28. The treatment and disposal of wastewater for the Western Corridor will be of significant interest to Tangata Whenua.
29. Considering the principle of Kaitiakitanga, the provision of wastewater infrastructure (of the right size, at the right time) is critical to protect the environment from uncontrolled wastewater overflows into the natural environment. Also, since the study is considering treatment options, the level of treatment and nature of disposal options will be off specific cultural interest. Options such as land disposal have been included in the assessment to date, as this offers the potential for better alignment with te ao Māori approaches.
30. Initial engagement was undertaken in 2025 – however at that time, there was limited input received from Tangata Whenua. More targeted engagement is planned once options are better defined but still in draft form so that engagement can be focused. Relevant iwi and hapu groups in this area will be approached again in early 2027 after the initial scoping of improvements that will be required for servicing of medium-term growth has been received in December 2026.

CLIMATE IMPACT

31. Climate impacts will be considered in the evaluation of options for the draft servicing strategy.

CONSULTATION / ENGAGEMENT

32. As noted previously, the approach has been to inform Tangata Whenua about this study and further engagement is being planned once there is something more tangible to discuss. In person engagement is proposed to provide a detailed update on options considered and to allow for discussion and feedback to input into the draft servicing strategy.
33. Consideration has been given in the assessment undertaken to date on likely points of interest to Tangata Whenua, namely discharge methods, cross-boundary implications, and alternatives to Te Maunga for servicing.
34. Similarly, community and stakeholder engagement will be required once the servicing strategy is developed and possible infrastructure corridors have been identified.

SIGNIFICANCE

35. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
36. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
 - (a) the current and future social, economic, environmental, or cultural well-being of the district or region
 - (b) any persons who are likely to be particularly affected by, or interested in, the issue.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
37. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the issue is of high significance, but no decision is required at this stage.

ENGAGEMENT

38. Taking into consideration the above assessment, that despite that the issue is of high significance, officers are of the opinion that no further engagement is required as Council is not required to make a decision.

NEXT STEPS

39. The next stage of work for the Western Corridor is scoping improvements that will be required for servicing of medium-term growth. This will then feed into the development of a draft servicing strategy, expected to be available by the end of December 2026 for internal review and to support engagement.

ATTACHMENTS

Nil

9.5 Quarterly Update - Growth, Land Use Planning & Transport Strategy Projects - June 2026

File Number: A20339784

Author: Andrew Mead, Head of City Planning & Growth

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

Please note that this report contains confidential attachments.

Public Excluded Attachment	Reason why Public Excluded
Item 9.5 - Quarterly Update - Growth, Land Use Planning & Transport Strategy Projects - June 2026 - Attachment 2 - Quarterly Update - Growth Land Use Planning and Transport Strategy Projects - June 2026 - Confidential	s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).

PURPOSE OF THE REPORT

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 & Transport Strategy Projects - June 2026".
- (b) **Attachment 2** can be transferred into the open to be confirmed when the information is no longer commercially confidential.

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.
4. Key matters addressed in this report include:
 - Regional Deal
 - Resource management reform and the upcoming Regional Spatial Plan
 - Greenfield projects
 - Cross-boundary development proposals
 - New dwellings monitoring report.

5. A separate report has been prepared for the Western Corridor urban growth areas.

BACKGROUND

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

Regional Deal

7. The Regional Deal is now in place with the Crown for the Western Bay of Plenty with a focus on enabling residential and business development and key supporting infrastructure projects including transport, waters, school and hospital investment.

Resource Management reform and Regional Spatial Plans

8. Legislation to replace the RMA was introduced to Parliament in December 2025 in the form of the Planning Bill and the Natural Environment Bill. These have been referred to select committee and submissions have closed. TCC made a substantive submission supporting the direction of the reforms while also identifying a range of key issues, in particular concerns with the regulatory taking provisions that are proposed. TCC addressed to select committee in person on 18 March.
9. It is currently anticipated that the Select Committee report-back will occur late June and the Bills will be enacted in the third quarter of 2026.

Regional Spatial Plans – Pre-enactment Update

10. While the legislation is yet to be enacted, and the national instruments intended to support implementation of the new system are still being drafted, pre-enactment 'no regrets' work is continuing together with the regional planning partners on the proposed Regional Spatial Plan (RSP), in line with resolutions at the 31 March 2026 City Future Committee. This work is primarily focused on staff working with regional and sub-regional partners on process related matters, including options for a Process Agreement. Substantive work on the RSP itself, including key issues and content, will occur through 2027.
11. The Planning Bill currently requires that a **process agreement** will need to be prepared – a mandatory, legally binding contract that local authorities within a region must collectively sign before drafting the RSP. Its core function is to lock in the operational rules, roles, and administrative framework to guide the preparation of the RSP and prevent cross-council disputes from stalling the streamlined planning timeline. This includes setting up a Spatial Plan Committee and secretariat to administer the RSP preparation. Current work is focused preparing draft process agreement options to support the timely delivery of a RSP once the Planning Bill and Natural Environment Bill are enacted.
12. It is important to note that decision-making on RSP matters ultimately sit with the individual council partners. As well as agreeing the process agreement and set up of the Spatial Plan Committee and secretariat, this includes considering recommendations from the Spatial Plan Committee, approval to publicly notify the RSP, and accepting independent hearings panel recommendations on the draft RSP. Staff would engage with Council throughout the process on key issues and direction required.
13. As part of next steps, staff will report to the City Future Committee on 18 August to receive direction on process agreement options, including any material proposed to be reported to the Mayoral Forum in September. Further reporting on the process agreement and opportunity for direction will then occur in the final quarter of 2026 once the Bills are enacted and direction is better understood.
14. A more detailed update on work to date is provided within Attachment A to this report and a presentation on the RSP will be made by staff at the Committee meeting.
15. An update was also provided to the Mayoral Forum on 11 June 2026, which can be found here: pages 39-54: [Agenda of Bay of Plenty Mayoral Forum - Thursday, 11 June 2026](#).

Greenfield projects

16. There is a separate report on the agenda providing a more detailed update on the western corridor (Keenan Road and Upper Belk).
17. Work in Te Tumu remains focused on infrastructure (wastewater, stormwater, road corridors and an active reserve) and associated mayoral-led negotiations with TK14 and other landowners. Progress is somewhat slower than anticipated.

Cross-boundary development proposals

18. Two development proposals are progressing that are located just outside TCC's boundary in the WBOP District but rely on TCC provided infrastructure and services.
19. One is a medium sized subdivision in Welcome Bay the other being the large-scale Wairakei South fast-track proposal in Bell Road, Papamoa East comprising approximately 2,700 homes and 60ha of business land.
20. Good progress is being made to in respect of infrastructure, funding and jurisdictional issues for the Welcome Bay proposal.
21. The Wairakei South fast-track proposal has been lodged with the Environmental Protection Agency who are undertaking initial checks. The next stage is for an Expert Panel to be appointed.
22. Discussions on cross boundary matters between TCC and WBOPDC are also occurring through joint Water Organisation workstreams as well as potentially through the upcoming LTP.
23. The Government's Head Start process for local government reform may also have ramifications for these types of cross boundary matters.

New Dwellings for Sale Survey 2026

24. Tauranga City Council has been surveying new dwellings for sale annually since 2023.
25. The new dwellings for sale survey collects information on price point, dwelling typology (stand alone, duplex, attached, apartments), floor area, bedroom number and geographic location for new homes advertised for sale in the City. This information is sourced from various platforms, including Trademe Property and "high volume" house builder websites (typically house builders delivering over 10 dwellings per year). The survey captures newly constructed dwellings and house and land packages being sold off the plans but excludes those whose prices are not known.
26. Key findings are summarised in the following tables. As per last year's findings attached terraced housing / townhouse type product is most affordable.

27.

Table 1 New dwellings for sale, Tauranga City, 2024 to 2026

Indicator	2024	2025	2026	Change	Change
				2024-2025	2025-2026
Number of dwellings	256	305	417	49	112
Dwellings priced below \$1M	165 (65%)	182 (60%)	245 (60%)	5%	-
Dwellings priced above \$1M	82 (32%)	118 (39%)	153 (37%)	7%	-2%
Price by negotiation	9 (3%)	5 (1%)	19 (3%)	-2%	-2%
<i>Selling price (\$)</i>					
Minimum price	680,000	550,000	599,000	-130,000	49,000
Maximum price	2,700,000	3,200,000	5,950,000	500,000	2,750,000
Median price	945,534	972,000	938,000	26,466	-34,000
<i>Average price (\$)</i>					
Average price per dwelling	1,019,024	1,079,655	1,059,605	60,631	-20,050
Average price per m ²	7,137	7,112	7,395	-25	283
<i>Housing typology*</i>					
Stand alone dwellings (%)	64%	70%	58%	6%	-11%
Duplex dwellings (%)	6%	8%	8%	2%	-
Attached dwellings (%)	30%	22%	32%	-8%	10%
Apartment-mixed use (1%)	-	-	2.6%	-	-
Average floor area	150m ²	156m ²	148m ²	6m ²	-8m ²

Table 2: New dwellings for sale, by typology, March 2026

Dwelling typology	Number	%	Average price per dwelling	Average price per m ²	% change* in average price per dwelling	% change* in average price per m ²
Stand-alone dwelling	241	58%	1,149,338	7,133	3%	1.5%
Duplex dwelling	32	8%	991,089	6,817	5%	-0.4%
Attached dwellings	133	32%	820,272	8,078	-10%	-0.2%
Apartment-mixed use	11	2%	1,526,333	12,393	-	-
Total	417	100%	1,055,204	7,395	6%	-0.4%

* compared to 2025

STRATEGIC ALIGNMENT

28. 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	✓

29. 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

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

CLIMATE IMPACT

32. 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

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



SIGNIFICANCE

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

NEXT STEPS

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

ATTACHMENTS

1. **Quarterly Update - Growth, Land Use Planning and Transport Strategy Projects - June 2026 - A20339793** [↓](#) 
2. **Quarterly Update - Growth Land Use Planning and Transport Strategy Projects - June 2026 - Confidential - A20339794 - Public Excluded**
3. **Cross-Regional Waste Strategy February 2026 - A20573462** [↓](#) 

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – June 2026

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
<p>Review of land use zones city wide</p>	<p>This project includes all zones within the Tauranga City Plan to review:</p> <ul style="list-style-type: none"> a) the quantity and spatial allocation of all other land across the City. b) the inconsistency with the National Planning Standards zones; c) issues that have been identified which could be resolved through rezoning; and d) where there has been a request to zone a property; <p>This work will be implemented through the new planning system.</p> <p>\$474,946 budget is set aside for this 2025/26 financial year. Due to central government direction to stop plan changes, the majority of work will be undertaken in-house for this financial year. The only budget committed to date, has been allocated to the Commercial Centres Sub-Regional Strategy as set out below.</p>	<p>Continue to prepare background research and assessment on the spatial extent and application of zones to prepare for implementation through the new planning system. This will include issues and options papers for areas with complex issues.</p>
<p>Commercial Centres Sub-Regional Strategy</p>	<p>The SmartGrowth Strategy 2024-2074 (SmartGrowth) establishes indicative commercial centres (i.e. City Centre and Town Centres). 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 leads.</p> <p>TCC and WBOPDC have partnered to develop a Sub-Regional Commercial Centres 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>Targeted engagement commenced in May 2026 with key stakeholders to identify development challenges and ensure we have all relevant information regarding commercial centres. Engagement with the Combined Tangata Whenua Forum is scheduled for July 2026. The economic assessment is underway.</p> <p>The economic assessment budget is \$38,400 for Tauranga City Council's portion of the contract, with the balance of the contract cost with Western Bay of Plenty District Council.</p>	<p>Report back to the City Future Committee on the feedback received by key stakeholders.</p> <p>Progress development of the Strategy for proposed implementation through the regional spatial plan within the new planning system.</p>


Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – June 2026

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
<p>Te Tumu Urban Growth Area</p>	<p>Te Tumu is a major greenfield growth area of approximately 745 hectares in Papamoa East, identified in the SmartGrowth Strategy as a key location to help meet the housing needs of Tauranga and the wider western Bay of Plenty sub-region over the medium to long term.</p> <p>Following City Future Committee resolutions in March 2026, staff are continuing work to support future urban development of Te Tumu through the new planning system currently being developed by central government. Consistent with those resolutions, rezoning is not being progressed under the Resource Management Act at this stage. Staff will continue to monitor legislative reform timeframes and report back on any delays or other matters that may warrant reconsideration of this approach.</p> <p>Work is continuing on critical planning, infrastructure, and access workstreams to inform future regional spatial planning and preparation of the land use plan. Progressing these workstreams remains important regardless of the eventual rezoning process, as they support an integrated and coordinated approach to the future development of Te Tumu.</p> <p>Access and infrastructure remain central to enabling development within the growth area. The current servicing strategy extends key infrastructure, including transport, water supply, and wastewater networks, eastward through the Tumu Kaituna 14 (TK14) Māori land block. Discussions with the TK14 Trust regarding access arrangements and land requirements, including provision for a future active reserve, are continuing. Any proposed agreement will require approval from TK14 owners and confirmation by the Māori Land Court. Work is also progressing with landowners on alternative wastewater and stormwater servicing options.</p> <p>Engagement with iwi, hapū, and Māori land trusts is ongoing to support information sharing, inform planning for Māori land, and enable tangata whenua interests and aspirations to be reflected in future planning for Te Tumu. Discussions are occurring through a range of forums involving groups with interests in the project and will continue through 2026. This engagement will also help inform the preparation of the regional spatial plan and land use plan, both of which will include Te Tumu as a future growth area.</p> <p>The 2025/26 budget for this project is \$543,000, covering technical reporting, engagement, and legal costs. Expenditure this financial year has been limited to facilitation of landowner meetings and tangata whenua engagement. Technical work to support alternative servicing</p>	<p>Continue to support negotiations and drafting a compensation agreement for access rights across the TK14 Block for reporting to Council for decisions later in 2026.</p> <p>Progress consultation with Tangata Whenua on the project.</p> <p>Progress infrastructure and structure planning workstreams in collaboration with landowners / developers to support rezoning under the new planning system.</p>

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – June 2026

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	options and engagement will continue into the new financial and be covered under the assigned project budget. Broader spending will depend on future decisions in response to resource management reform.	
Keenan Road Urban Growth Area	There is a separate report on the Committee agenda that deals with the Keenan Road area in detail.	Refer separate report.
Upper Belk Road UGA Planning	There is a separate report on the Committee agenda that deals with the Belk Road area in detail.	Refer separate report.
Proposed Private Plan Change – Mount Maunganui Golf Club	<p>Mount Maunganui Golf Club (Golf Club) is currently zoned Passive Open Space in the Tauranga City Plan with specific provisions to provide for the development and operation of the golf course. In 2021, the Golf Club undertook a review of the course layout (tees, fairways, bunkers, irrigation and greens) and a new plan has been prepared. The Golf Club members have accepted the new plan pending finance.</p> <p>The private plan change seeks to rezone 4,378m² of land at the end of Fairway Avenue from Passive open Space to Medium Density Residential Zone.</p>	Public notification of private plan change anticipated by the end of June 2026.

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – June 2026

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	 <p>As this is a proposed private plan change, it has an automatic exemption under the new 'plan stop' legislation and therefore can proceed under the Resource Management Act 1991.</p> <p>Council accepted the private plan change at the 12 May Council meeting. The application has been sent to relevant iwi and hapu to seek feedback as required under clause 4A of the Resource Management Act prior to notification for submissions. A private plan change is at the cost of the applicant, but will require Council staff resources to process the plan change.</p>	
<p>Fast Track Projects</p>	<p>Three Fast-track projects in and around Tauranga have been included in the Fast-track Approvals Act to provide housing (Tauriko West – (Classic Group Land), Wairakei South 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"> Tauriko West is proceeding through RMA consenting processes rather than through fast-track processes. 	<p>Continue to work with landowners, developers and other Councils as appropriate.</p> <p>Ensure appropriate upfront and ongoing funding outcomes based on the</p>

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – June 2026

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	<ul style="list-style-type: none"> The Tara Road site has significant wastewater capacity constraints which have been communicated and further work to assess potential solutions to this matter is underway. The Wairakei South project is located in WBOPDC on the boundary with TCC. The fast-track application has been lodged and is currently going through initial checks by the Environment Protection Agency. We anticipate the application will be accepted and an expert panel appointed to consider the application over the next 1-2 months. <p>The Wairakei South development relies on some infrastructure provided by TCC eg potable water (from the Waiari Water Treatment Plant) and the Papamoa East Interchange as well as future residents using of parks, reserves, community infrastructure and other services provided by TCC. Transport modelling indicates that the Papamoa East Interchange would have insufficient capacity to accommodate planned growth in Wairakei and Te Tumu as well as Wairakei South without significant further interventions.</p> <p>The development presents complex cross-boundary funding issues to be resolved to ensure growth pays for growth. Limited progress has been made in resolving these issues. As such, TCC will be actively involved in the fast-track process.</p>	<p>growth pays for growth philosophy, noting this will require bespoke approaches given limitations of current funding tools where growth is located outside the TCC District.</p>

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – June 2026

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
<p>Ohaiti – Land at end of Rowesdale Drive</p>	<p>Based on decisions by the previous Council, land was acquired, and covenant constraints were resolved that were preventing the development of residentially zoned land at the end of Rowesdale Drive.</p> <p>Developers have lodged a subdivision consent for 144 lots which has been accepted by Council for processing. A development agreement is being drafted and will enable TCC to recoup cost associated with the land and covenants matters above. From a budgetary perspective approximately \$4.8m has been invested in the project of which TCC has funded \$3.8m and the developer \$1m. The remaining \$3.8m will be recovered from the developer as development occurs.</p> <p>A public meeting was held on 21 July 2025 to address community concerns associated with the development, particularly concerns about further traffic congestion. Through the 25/26 Annual Plan process the current Council agreed to progress an in-house study over the next 12 months of an additional road connection between Ohaiti and the City focused on connecting Rowesdale Drive to Pukemapu Road and on to Oropi Road. This work is underway (see separate update below).</p>	<p>Finalise development agreement</p> <p>Developer consenting and site development</p> <p>Progress TCC transport investigations for future transport connectivity for Ohaiti.</p>
<p>Papamoa East Interchange surplus land</p>	<p>TCC owns a significant amount of surplus development land around the Papamoa East Interchange. The land is zoned for employment / business outcomes, but also 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 late 2026 for decision-making on land use options and TCC’s role in development of the land.</p> <p>No costs are being spent on the project this time and budgets will be considered when Council decisions are made on the future use of the land.</p>	<p>Reporting to Council in late 2026 on issues and options.</p>
<p>Resource Management (RM) System Reform</p>	<p>Legislation to replace the RMA was introduced to Parliament in December 2025 in the form of the Planning Bill (PB) and the Natural Environment Bill (NEB). These are progressing through the parliamentary process, with the Environment Select Committee report back due by 26 June 2026 and enactment anticipated by September 2026.</p>	<p>Await enactment of the Natural Environment Bill and Planning Bill, expected in August/September.</p>

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – June 2026

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	<p>TCC made a substantive submission supporting the direction of the reforms while also identifying a range of key issues, in particular concerns with the proposed regulatory taking provisions. TCC addressed the select committee in person on 18 March 2026. Once the Bills are enacted, a review of the new Acts will be necessary.</p> <p>Regional Spatial Plan – Pre-enactment Update</p> <p>While the legislation is yet to be enacted, and the national instruments intended to support implementation of the new system are still being drafted, pre-enactment ‘no regrets’ work is continuing together with the regional planning partners, in line with resolutions at the 31 March 2026 City Future Committee. These resolutions supported staff working with regional and sub-regional partners to prepare a pre-enactment programme and draft process agreement options to support the timely delivery of a Regional Spatial Plan (RSP) once the Planning Bill and Natural Environment Bill are enacted. An update on these workstreams is provided below.</p> <p><u>Draft Process Agreement workstream</u></p> <p>A process agreement for the preparation of the RSP is required by the Planning Bill. The process agreement is to explain the key issues, who is involved, what their roles are, how decisions will be made, and how the spatial plan committee will consult with iwi authorities and work with communities and others (e.g. infrastructure providers, development and sector groups) with a strong interest in spatial planning to prepare the RSP. This includes setting out how councils and central government will work together to prepare the RSP. It also includes setting out how obligations or agreements under iwi participation legislation, existing joint management agreements, or existing or initiated Mana Whakahono ā Rohe are upheld during the process to prepare the RSP.</p> <p>The pre-enactment focus is on identifying key issues and opportunities that the RSP should address. The SmartGrowth Strategy provides useful context on these matters for the Western Bay of Plenty sub-region and Tauranga City in that it highlights several sub-regionally significant challenges and opportunities, including:</p> <ul style="list-style-type: none"> • Limited housing choice and a shortage of development-ready land for housing. • Limited transport choice and growing congestion on key routes • The need for successful centres and business areas to support communities and job growth. • Infrastructure capacity and level of service constraints, including closing the infrastructure deficit 	<p>Regular reporting, including any decision making, on Regional Spatial Plan matters through the City Future Committee.</p>

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – June 2026

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	<ul style="list-style-type: none"> • Insufficient funding and financing to deliver planned growth (and the need to consider wider options) • Increasing pressure from development on the natural environment • Supporting tangata whenua to realise their development aspirations • The need to adapt to, and mitigate against, the impacts of climate change • The need to manage incompatible land uses. <p>TCC staff have been working together with SmartGrowth partner staff when providing input into this workstream.</p> <p>In addition, work is progressing to identify the options for governance arrangements required for establishing the Regional Spatial Plan Committee and its supporting Secretariat. This includes developing principles for discussion with Elected Members that can help identify and assess the options related to matters including:</p> <ul style="list-style-type: none"> • The type of committee e.g. Joint Committee or another model • Committee size and membership, including the number and appointment of elected members • The role of tangata whenua including membership • The appointment of a Chair person (elected member or independent). <p><u>Programme Plan workstream</u> Development of a draft high-level programme for post-enactment activity is underway. This is to outline the key stages of work, along with indicative resourcing and cost requirements. The draft programme will need to be revisited once the Bills are enacted.</p> <p><u>Technical data stocktake workstream</u> Regional Council have undertaken:</p> <ul style="list-style-type: none"> • A stocktake and gap analysis of existing information and data to support preparation of the RSP; and • An assessment of the current sub-regional spatial plans and regional plans to determine how well they align with the emerging requirements of the new system. <p>This work has been reviewed by RSP partner staff from TCC and other councils and feedback is continuing to be worked through, and various matters will need to be revisited once the Bills are enacted.</p>	

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – June 2026

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	<p>In relation to the stocktake and gap analysis, partner feedback has identified key next steps that could be undertaken ahead of the legislation and national direction being finalised. In particular, this includes bringing together relevant subject-matter experts from across the RSP partners to review the datasets identified in the assessment and work through any issues, for example where more suitable data exists, where datasets overlap or are inconsistent, or where data is missing. This process will help confirm the most appropriate and reliable data for each theme at this stage. Regional Council has now established a process to enable this work to occur.</p> <p><u>Communications and engagement workstream</u> A draft communications and engagement framework is under development. It is intended to highlight partners and key stakeholders in terms of levels of interest and influence, details early engagement actions, and key messages to be shared during the pre-enactment period. Any pre-enactment discussions are proposed to focus on high interest, high influence partners, and stakeholders (e.g. central government; infrastructure providers; sector representatives) to communicate what is happening and why pre-enactment.</p> <p>The Bay of Plenty Regional Council (BOPRC) Te Amorangi team is coordinating discussions with Council Māori policy/relationships teams/leads across the region to determine the best approach to early engagement with iwi. A region wide hui of Māori policy units, including TCC's Takawaenga team, is to be held in mid-June to develop options for a way forward.</p>	
<p>Future Development Strategy (FDS) / SmartGrowth Strategy 2024-74</p>	<p>The Funding and Implementation Plan for the SmartGrowth Strategy was approved in October 2024 and is currently being refreshed and updated. Upcoming changes to the resource management system reform, including the National Policy Statement for Urban Development, are likely to require revisions to the SmartGrowth Housing and Business Capacity Assessment, as well as potential changes to the Strategy itself and the associated implementation plan. This will be through the development of a new spatial plan for the sub-region as part of the broader Regional Spatial Plan process under the resource management reforms. Budgetary implications will be considered when the work programme is clearer.</p>	<p>Monitor and respond to policy changes. Focus on implementation and delivery.</p> <p>Regular reporting on Regional Spatial Plan</p>

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – June 2026

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
<p>Development Contributions Policy</p>	<p>The 2026/27 Development Contributions Policy will have been adopted by the time this Committee meeting occurs. A small number of targeted amendments have been made and in some cases charges have increased.</p> <p>Sperate work is underway on how DCs work in the city centre as well as potential incentives for residential intensification and other development in this area. This will occur through the LTP process.</p> <p>More substantive review of the DC Policy is considered not appropriate at this time due to the impending reform of the system through the proposed introduction of development levies and the transfer of waters funding responsibilities to the joint Water Organisation. We understand the development levies Bill will be introduced this calendar year and is anticipated to be passed into law in quarter 3 2027.</p> <p>The DC Policy work requires little or no cost aside from costs associated with staff resourcing.</p>	<p>Adoption of final 26/27 DC Policy in June 2026.</p> <p>Further review of DCs through the LTP process – with a city centre focus.</p>

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – June 2026

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
<p>Development Agreements</p>	<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 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 Business Estate Stage 4, Rowesdale Drive and a site in Welcome Bay. Initial discussions are also underway for the Wairakei South fast-track proposal.</p> <p>Most of the development agreement work is resourced in-house and therefore costs are minimal aside from staff resourcing. Developers meet their own costs associated with negotiating and drafting agreements.</p>	<p>Negotiations underway with reporting to and decision-making by Council as required.</p>
<p>Government reform of funding and financing tools</p>	<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 on 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>Infrastructure funding and financing is arguably the biggest constraint for TCC in being able to effectively manage growth.</p> <p>Key points to note include:</p>	<p>Development levies legislation is expected to be introduced to Parliament later this year but the select committee process is not expected until 2027.</p>

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PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	<ul style="list-style-type: none"> • The IFF Act has been amended to improve workability. • Development levies reform is progressing and these will replace development contributions. • The recent budget has provided up to \$400m of funding over 3 years to councils across the country that will be allocated based on building consent levels. Initial analysis indicates this will likely provide modest additional revenue to TCC based on recent and average consenting levels. <p>Staff are investing significant time in contributing to the development of the Government's growth funding reforms including system design and review of legislation. This is likely to continue through enactment of legislative amendment and development of regulations over the coming 18 months.</p>	
TRANSPORT STRATEGY		
<p>Time of Use Charging (variable road pricing) and Land Transport (Revenue) Amendment Bill</p>	<p>The Land Transport Management (Time of Use Charging) Amendment Bill passed its third reading at the end of 2025, and will come into force in November 2026.</p> <p>Time of Use Charging (TOUC) schemes can be considered in areas like Tauranga that experience congestion issues. The desire of Council to consider this will be considered through the LTP process.</p> <p>It is expected that Auckland will be the first city to go ahead with a scheme, and staff continue to monitor progress in Auckland and have joined a national forum led by NZTA.</p> <p>The Land Transport (Revenue) Amendment Bill has been reviewed by the Select Committee and will now have its second reading in Parliament. The committee proposed clarifying and tightening several aspects of the bill rather than changing its overall direction. Key changes include: defining when existing roads can be tolled (by specifying required user benefits and clarifying what counts as a "corridor"); tightening the rules for using toll revenue on alternative routes; and placing clearer limits and conditions on restricting heavy vehicles from untolled routes (including consultation requirements, safeguards against excessive pricing, and emergency vehicle exemptions). It also recommended refinements to toll-setting rules (e.g.</p>	<p>Consider potential budget requirements for time of use charging through upcoming LTP process.</p> <p>Await final amendments to Land Transport (Revenue) Act.</p>

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PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	<p>applying CPI increases only to public operators) and improvements to the RUC system, such as strengthening the separation of NZTA's regulatory and retail roles, requiring alternative payment providers to meet approval standards, reallocating liability for certain fees, and reducing compliance costs and barriers to market entry. Overall, the committee's changes mainly improve clarity, fairness, and workability while preserving the bill's core user-pays policy intent.</p>	
<p>SH29 Tauriko Road of National Significance</p>	<p>NZTA's 2-lane replacement bridge over the Omanawa Stream is under construction, with an anticipated completion date of end 2027.</p> <p>TCC staff are liaising with NZTA on a regular basis to obtain SH29 Tauriko West RONS program updates. Draft technical reports are being shared with TCC through the consent forum in pre-agreed tranches, with a view for NZTA to be ready to lodge the Fast-track consent application by end July 2026. The current focus on route protection also involves ongoing discussions with landowners and neighbouring property owners.</p> <p>Delivery of the project is essential to enabling further growth in the Western Corridor including the final stages of Tauriko Business Estate and Tauriko West, as well as planned for growth in areas like Upper Belk and Keenan. The project is expected to cost around \$3b and construction funding and timing is not yet confirmed. The project is however signalled through the Regional Deal.</p> <p>NZTA presented at the 19 May City Futures committee and following the Committee co-chairs have sent NZTA a letter thanking them for attending and answering questions, along with a reminder of the key matters/issues with regards the SH29 Tauriko West RONS project that are important to TCC and the people of Tauranga.</p> <p>It should be noted that the National Infrastructure Plan refers to the SH29 Tauriko West RoNS project being a high priority, due to being one of the few RoNS where the current road is predicted to exceed capacity by 2035. This demonstrates the strategic need for this project. The government is expected to respond to the draft NIP and its recommendations by July 2026.</p>	<p>Assess project information for reporting to Council and further engagement with NZTA.</p> <p>Consider TCC involvement in future fast-track process.</p>

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PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
<p>Ohaiti Transport Investigations</p>	<p>Councillors endorsed an in-house study on Ohaiti access constraints through the last Annual Plan.</p> <p>Staff are currently working on this study and provided an interim update (in confidential) to the last Committee meeting. The study will be finalised later this year and reported back to the Council for decision-making to inform the next LTP.</p>	<p>Staff to complete study and report to Committee by end 2026.</p> <p>Subject to outcomes future budgets for transport improvements would be considered through upcoming LTP and Regional Land Transport Plan processes.</p>
<p>SH2 Revocation</p>	<p>The Takitimu North Link project will result in a new State Highway the bypasses the current SH2 through Bethlehem. As a result, NZTA are assessing whether to revoke the highway status which would mean the road would revert to a local road with ownership and responsibility transferring to TCC (and WBOPDC). The current highway is a significant asset and a decision to revoke State Highway status would have significant financial implications for TCC.</p> <p>While NZTA has a requirement to consult with TCC there is no statutory requirement for TCC to agree to a decision to revoke State Highway status.</p> <p>An internal TCC project team has been established, involving staff from Transport, Planning, Legal and Property, and a project steering group has been set up with senior leadership from TCC, WBOPDC, BOPRC and NZTA.</p> <p>A key part of the current work is evaluating the corridor through the Revocation Assessment and determining the function of corridor elements. Safety assessments and asset condition assessments are also proceeding. During this process the impact that the tolling of TNL may have on the old state highway, especially regarding financial responsibility and future asset management, is being considered.</p>	<p>TCC is seeking proactive engagement and joint planning in the preparation of assessments from NZTA, to ensure that correct data and methodologies are implemented and that the wider community's needs and aspirations are included from the outset, enabling these issues to be resolved effectively.</p> <p>TCC is actively working with NZTA on obtaining asset maintenance, renewals, and depreciation figures for the corridor. This will inform key financial implications for TCC which will be reported to Council mid-2026, and</p>

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – June 2026

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	<p>Once the function of the corridor sections are agreed, and Fit for Purpose assessment is complete, the next stage will involve development of the Revocation Plan. This will determine the form of the corridor sections and any upgrade work required prior to any revocation decision.</p> <p>Key issues include:</p> <ul style="list-style-type: none"> - In the first instance, whether TCC supports or accepts that revocation is appropriate (noting we are not the decision maker) - Agreeing any improvements to the corridor to occur prior to revocation - Agreeing the boundaries of what will become local road and what will remain State Highway - Agreeing an appropriate NZTA Funding Assistance Rate moving forward to recognise additional traffic will remain of the road as the result of tolling of the TNL. <p>Risks are being identified and updated as the project develops.</p> <p>A significant amount of staff time is being dedicated to this project. In addition, technical advisory support currently estimated at \$120,000, is required, and further costs are anticipated for legal and property advisory services. These expenses are currently unbudgeted, but may be covered by underspent existing budgets, and there is potential for some funding support from NZTA.</p>	<p>used to inform the upcoming Long-Term Plan.</p>
<p>NZTA Strategic Transport Planning Studies</p>	<p>NZTA's two strategic transport plans are underway and TCC staff are involved.</p> <p>Hamilton to Tauranga Strategic Transport Plan</p> <p>The Hamilton to Tauranga Strategic Transport Plan will investigate how to best support national economic growth by enhancing a key Upper North Island corridor. It will align with the City Regional Deal and supports inter-regional infrastructure priorities. NZTA has commissioned this project, which is expected to be finalised by October 2026. TCC is being involved as a stakeholder in this process and has SME representatives attending relevant workshops. The Plan is being informed by the recent joint Futureproof / SmartGrowth study into the Hamilton to Tauranga corridor focused on potential future land use and development outcomes.</p>	<p>Work with NZTA to progress these studies and report to elected members as appropriate.</p>

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PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	<p>Tauranga Strategic Urban Network Plan (TSUNP)</p> <p>The Tauranga Strategic Urban Network Plan is focused mainly on the State Highway network in and around Tauranga and other key transport corridors. The project will focus on aligning regional priorities such as housing growth, the Port of Tauranga, and the City Regional Deal. The plan will advocate optimising existing infrastructure, leveraging planned investments, and understanding network impacts to guide decision-making. It also serves as a critical input to national infrastructure planning tools like NZTA's State Highway Investment Plan and RLTP/NLTP processes. NZTA has commissioned this project and TCC SME's have been involved in initial objective setting and optioneering workshops. This involvement will continue, along with key partner organisations BOPRC and WBOPDC. It is expected that the Plan will be finalised by October 2026.</p>	
<p>Waste Infrastructure Network Business Case</p>	<p>The Indicative Business Case (IBC) has now been updated to reflect the strategic objectives, scope, and service level expectations endorsed by Council.</p> <p>The Detailed Business Cases (DBC's) for Organics and Drop-Off Facilities continue to progress.</p> <p>Additional technical, cultural, and stakeholder assessments are being undertaken to ensure staff and the Project Steering Group have sufficient information to confidently recommend preferred options.</p> <p>For the Drop-Off Facilities DBC, progression from shortlist to preferred options has been delayed from the original May decision point to allow further assessment of site options, including further engagement with iwi and completion of supporting technical work. A workshop with elected members is scheduled for 30 June 2026 to provide an update on progress, share emerging findings, and seek feedback on the current direction of travel. Subject to completion of the required assessments, formal endorsement of the shortlist to preferred options is anticipated through the 18 August 2026 City Futures Committee meeting.</p> <p>The Organics DBC has completed its initial analysis phase. Work is now focused on evaluating the strategic role of Council in future organics processing infrastructure and determining whether investment in processing facilities is required. Emerging findings and potential next steps will be discussed with elected members at the 30 June 2026 workshop,</p>	<ul style="list-style-type: none"> • Continue technical assessments and stakeholder engagement for the Drop-Off Facilities and Organics DBCs, including ongoing engagement with Ngā Pōtiki. • Complete remaining work required to identify preferred options for the eastern and western drop-off facilities. • Undertake further analysis and decision-making regarding Council's potential role in future organics processing infrastructure. • Hold a workshop with elected members on 30 June 2026 to provide an update on both DBCs,

Quarterly Update – Growth, Land Use Planning & Transport Strategy Projects – June 2026

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	<p>with recommendations and endorsement of the proposed direction expected to be sought through the 18 August 2026 City Futures Committee meeting.</p> <p>The Cross-Regional Waste Strategy has been completed and discussed with the BOP Mayoral Forum. The Strategy is included as a separate attachment.</p> <p>Regional partners are now progressing development of the Cross-Regional Infrastructure Plan, including refinement of shortlisted infrastructure options, stakeholder engagement, and identification of priority projects for future business case development. Council continues to participate in and align the WIN Programme with this regional workstream.</p> <p>The overall programme remains focused on informing the 2027–37 Long Term Plan, with indicative capital and operational budget ranges expected to be developed as business case work progresses.</p> <p>Key Risks</p> <ul style="list-style-type: none"> • Timing risks associated with completing technical assessments, stakeholder engagement, and governance decision-making ahead of key Long Term Plan milestones. • Engagement risks, particularly with key partners, mana whenua, and stakeholders required to support site feasibility assessments, cultural considerations, and preferred option development. • Alignment risks between Council's business case programme and the development of the Cross-Regional Infrastructure Plan, including the timing and outcomes of regional infrastructure planning. • Cost estimation uncertainty, as preferred options and associated infrastructure requirements continue to be refined ahead of Long-Term Plan budget development. 	<p>share emerging findings, and seek feedback.</p> <ul style="list-style-type: none"> • Seek endorsement through the 18 August 2026 City Future Committee meeting of the preferred drop-off facility options and the proposed next steps for organics infrastructure planning. • Continue participation in the Cross-Regional Infrastructure Planning process and maintain alignment between regional and local infrastructure planning. • Progress development of indicative capital and operational budget ranges to inform the 2027–37 Long Term Plan.



Waikato and Bay of Plenty Cross Regional Waste Strategy



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Version 2.2

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1 What is this strategy about?

1.1 Introduction

Local government from across the Waikato and Bay of Plenty regions have a history of collaboration and partnership. The Central North Island Waste Liaison Group (CNIWLG) is comprised of local government staff from across these regions and beyond. As a result of regular hui to discuss issues and opportunities, members of this group have worked together on waste issues. The issue of infrastructure and the opportunity to be more efficient through shared infrastructure and services has been an agenda item for the CNIWLG for a number of years. CNIWLG identified the identified opportunity to develop a shared waste strategy to unify waste prevention, minimisation and management activity, followed by an infrastructure plan. Together, these initiatives aim to coordinate infrastructure and systems across all stages of the waste hierarchy—repair, reuse, recycling, recovery and, where necessary, disposal.

1.2 Scope

Under the Waste Minimisation Act 2008, territorial authorities are required to have a waste management and minimisation plan (WMMP). This outlines a city or district’s strategic objectives, policies and methods for managing and minimising waste in its local area. The Waikato and Bay of Plenty Cross Regional Waste Strategy does not replace local WMMPs. Instead, this voluntary strategy enables collaboration and identifies common goals and actions that can advance WMMP objectives while enabling broader efficiency and waste objectives to be met.

The Waikato and Bay of Plenty Cross Regional Waste Strategy (Waste Strategy) sets out a collaborative framework to reduce waste, optimise waste systems, and embed circular practices across the waste system—focusing on solutions to challenges that are difficult to address individually.

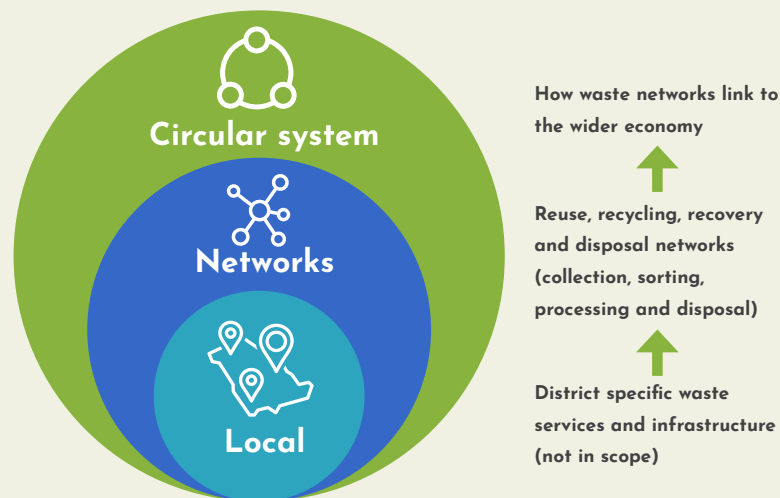


Figure 1.1: Core focus of the Cross Regional Waste Strategy (network and system views)

The Waste Strategy adopts a holistic view (Figure 1.1), focused on enabling:

- 1 Waste networks aligned with the waste hierarchy for managing materials across the regions, ensuring that resources are circulated, reused and repurposed rather than becoming waste.
- 2 A circular waste system that connects the regional economy to the waste network across the supply chain.

The strategy sets out a 30-year roadmap with short (three-year), medium (10-year), and long (30-year) termout comes to drive tangible progress through coordinated action, inclusive partnerships and adaptive review. It provides a platform to engage tangata whenua, councils, businesses and communities to co-create solutions and foster a resilient regional approach to waste minimisation and resource stewardship.

1.3 What is a circular economy?

A circular economy is a framework that keeps resources in use for as long as possible, extracts the maximum value from them, then recovers and regenerates products and materials at the end of each service life. In a New Zealand context, the principles of a circular economy are a significant part of te ao Māori. For the Waikato and Bay of Plenty regions, the circular economy has been aligned with the United Nation’s Sustainable Development Goals¹² with four core principles (Figure 1.2):



Figure 1.2: Principles of a circular economy¹

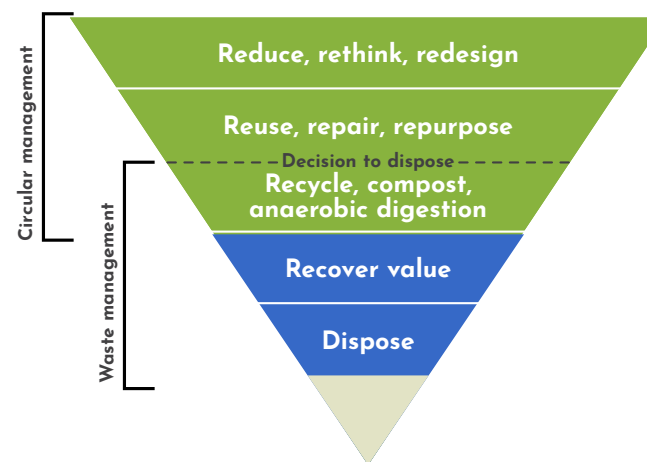
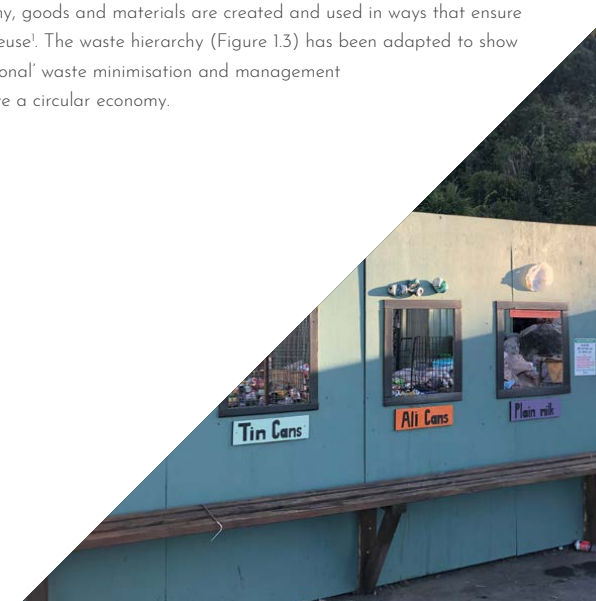


Figure 1.3: Waste hierarchy

A key element to implement a circular economy is shifting our relationships with goods and materials. In a circular economy, goods and materials are created and used in ways that ensure their longevity, fixability and reuse. The waste hierarchy (Figure 1.3) has been adapted to show the difference between ‘traditional’ waste minimisation and management and what is required to achieve a circular economy.



1 The journey to a circular economy in the Waikato region
 2 THE 17 GOALS | Sustainable Development

1.4 The problem we are trying to address

Problem/opportunity

The Waikato and Bay of Plenty regions have demonstrated strong leadership in advancing waste minimisation and management, supported by a growing waste disposal and recovery infrastructure network and collaborative initiatives. However, the regions continue to experience population growth and urban expansion, resulting in increased waste quantities locally and from neighbouring areas.

The Waikato and Bay of Plenty regions faced increasing pressure from rising waste disposal to landfills. This challenge is compounded by significant volumes of waste being transported from outside the regions—particularly from Auckland, Ruapehu and Gisborne—into Waikato for disposal. These trends create disproportionate environmental, social and financial impacts on local communities and ecosystems, with potential long-term consequences for ratepayers and resource sustainability.

To address this, there are several shared challenges to consider, including:

- fragmented infrastructure and services and a lack of regional and cross-regional coordination
- limited or inefficient recovery infrastructure.
- limited demand or sustainable end markets
- lack of transparency on waste flows.

Changing government priorities, economic constraints, and an uncertain legislative environment also add complexity to local councils' ability to plan, invest in infrastructure, and drive behaviour change in the community. These issues are discussed in more detail across infrastructure in Te Waihangā³ and Waikato/Bay of Plenty waste/materials-focused research^{4,5}.

There is a strategic opportunity to build on what has been achieved so far and further strengthen regional approaches.

Through integrated long-term planning and strengthened cross-sector collaboration, these challenges can be addressed collectively—unlocking efficiencies, reducing environmental impacts, and delivering resilient, community-centred circular waste solutions.

What are the benefits of working together?

A circular economy relies not only on individual infrastructure components but on integrating systems so materials, services and information flow efficiently across boundaries and back into the economy by manufacturing new products. Detailed consideration of the current landscape for waste and resource recovery⁶ reveals both challenges and opportunities for greater network integration in the Waikato and Bay of Plenty, including shared infrastructure, coordinated service delivery, and aligned strategic planning across districts.

The waste network can be optimised by understanding the broader system and identifying key opportunities for collaboration. This means designing it to improve efficiency, resilience and maintain affordability and balancing local, regional and cross-regional solutions that contribute to local and national circular economy goals and ensure that services meet community needs and provide value for money.

This strategy aims to:

1. **Provide clear direction** for Waikato and Bay of Plenty that connects regional and local action.
2. **Coordinate long-term planning and behaviour change tools**, including coordinated infrastructure development.
3. **Identify opportunities for collaboration across sectors and at different scales:** to improve viability, funding, affordable and efficient infrastructure, and local community-based solutions.
4. **Future proof the regions** for changing legislation to meet future demand for waste services and to improve network efficiency and environmental outcomes.

³ Sector state of play: Resource recovery and waste | Te Waihangā
⁴ T+T, 2025: Review of current waste services summary report for the Waikato and Bay of Plenty regions, October 2025.
⁵ Waikato Regional Council, 2024: Circularising Organics ISBN 978-1-99-117171-9; Waikato Regional Council, 2021: The journey to a circular economy in the Waikato region. Technical report 2021/34.
⁶ T+T, 2025: Review of current waste services summary report for the Waikato and Bay of Plenty regions, October 2025.



Issues and opportunities

Local councils, the private sector and community organisations provide a comprehensive and developing network of waste reuse, recycling, recovery and disposal infrastructure in the regions. A detailed review of the current state of waste and resource recovery services and infrastructure across the Waikato and Bay of Plenty regions⁷ highlights several key issues and opportunities.

Issues

1. Significant volumes of recoverable materials, particularly organics, plastics, and timber, go into landfill as unnecessary waste.
2. While recovery networks are in place, limited data availability limits visibility of the quantities of waste being recovered from private sector and commercial waste streams. This constrains regional understanding and planning.
3. Infrastructure challenges compound these issues. Gaps in local recycling, processing, and organics infrastructure—especially in rural areas—limit diversion potential, while economic barriers restrict individual councils from investing in recovery solutions. Rural communities face limited access to disposal facilities, higher transport costs, and inconsistent service provision. Community connection at the local level is important to minimise waste and support behaviour change and reuse. Community connection needs to be coupled with larger scale facilities that can manage larger quantities of waste.
4. Alongside this, regional landfills will be nearing capacity in the next 10 years, and many districts rely on privately owned facilities, raising concerns around long-term access and affordability.

Opportunities

Figure 1.4 shows opportunities to enhance circular activity and increase resource recovery including:

1. Two major cities (Tauranga and Hamilton) provide the population base and volume of material to support establishing in-region infrastructure.
2. The regions’ central location and established transport networks also provide opportunities for collaboration across districts and with neighbouring regions to address infrastructure gaps and develop locally and regionally based reuse and recovery hubs.
3. Strengthening in-region end markets for recovered materials can improve the network’s economic viability, while strategic use of out-of-region markets can expand recovery options.
4. Improved data on materials flows can also support more targeted investment and planning, enabling infrastructure and services that are better aligned with regional needs and long-term goals.
5. Collaboration and partnerships can align planning, coordinate infrastructure needs, and de-risk infrastructure investment through increasing material feedstock, economic viability and funding opportunities.



⁷ T+T, 2025: Review of current waste services summary report for the Waikato and Bay of Plenty regions, October 2025.



Figure 1.4: Cross regional opportunities within the circular economy that could be addressed through the Waste Strategy

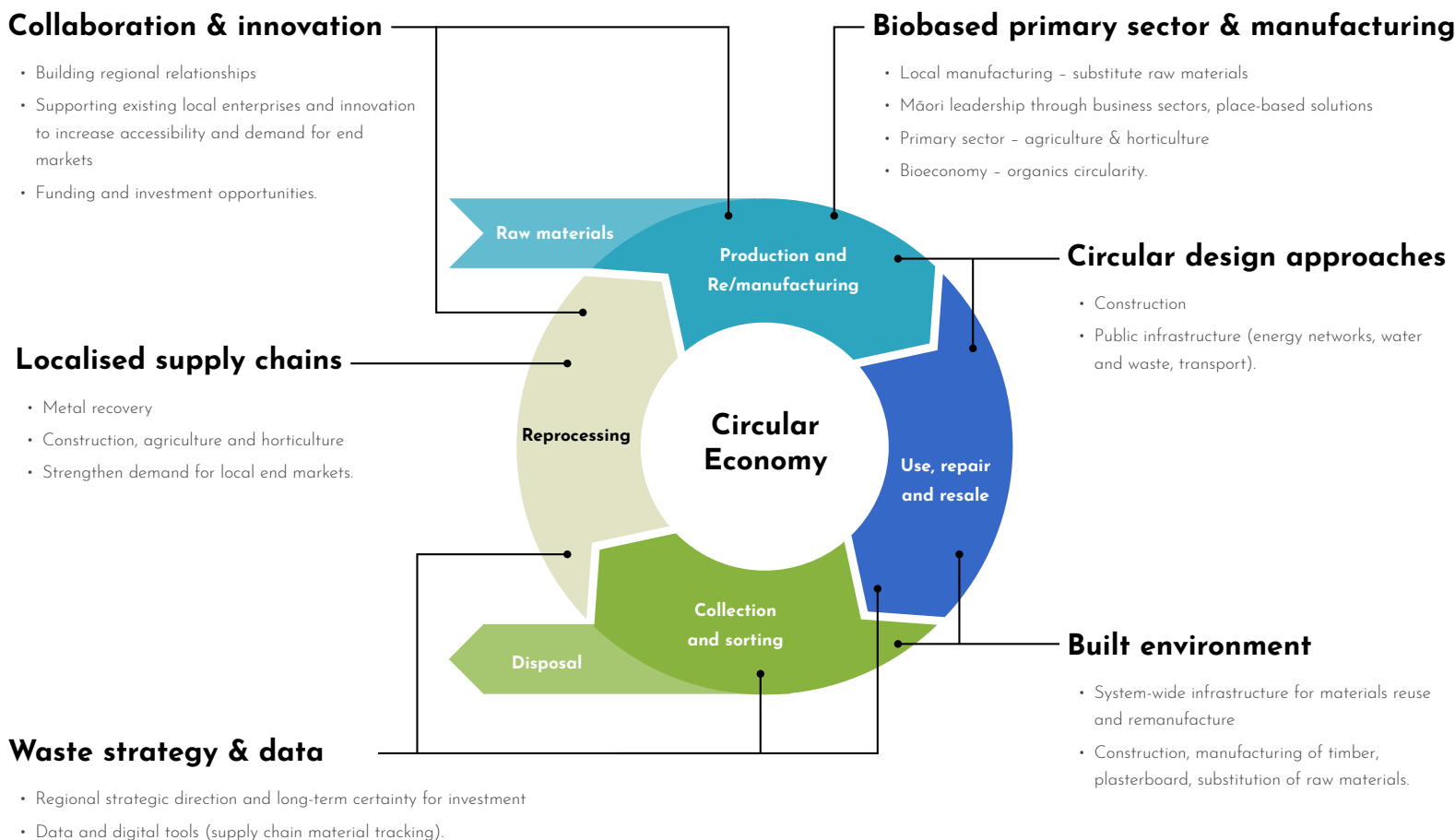


Figure 1.4: Circular economy



1.5 What role does the strategy have?

The Cross Regional Waste Strategy provides a link between the national Waste and Resource Efficiency Strategy, and local council waste management and minimisation plans.

It aims to:

- enable collaboration and unification on shared goals
- connect, strengthen and improve efficiency of networks across districts and regions
- expand funding options and the cost effectiveness of networks
- address gaps in the cross-regional waste system across the supply chain (waste producers, waste collectors, processors, disposal and end markets)
- integrate waste activity with climate change mitigation and adaptation planning, infrastructure planning, and the regional economy.



Figure 1.5: How the Cross Regional Waste Strategy fits in with the local and national waste plans and strategies

The Waste Strategy does not replace council waste management and minimisation plans but provides overarching direction for both regions to enable aligned local government planning and provides a framework that supports collaboration on cross-regional projects.

1.6 Who will deliver the strategy?

Local government has led the development of this strategy and set the overall direction. However, its success depends on **sector-wide collaboration and collective action for waste prevention, minimisation and safe disposal.**

1.6.1 Local government collaboration

The Cross Regional Waste Strategy provides a voluntary framework that supports implementing mandated actions in council WMMPs. Table 1.1 identifies key action areas across the council WMMPs. Collaboration, education, efficient services (kerbside and RTS), national policy (product stewardship) and monitoring/data align strongly with the Cross Regional Waste Strategy.



Table 1.1: Alignment of WMMP actions across district and city councils

Summary of actions from TA WMMPs, ranked from high to low (by count)	Waikato region										Bay of Plenty region					
	Matamata-Piako	Hauraki	Thames-Coromandel	Hamilton	Ōtorohanga	South Waikato	Taupō	Waikato	Waipā	Waitomo	Kawerau	Ōpōtiki	Rotorua	Tauranga	Western BOP	Whakatāne
Collaboration (regional, community, industry, iwi) (16)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Communication, education, promotion (16)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Recycling kerbside, optimise, review (16)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Monitor and report - data (16)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Drop-off and RTS actions (16)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Resource recovery centre / transfer station (16)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Food waste actions (15)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Organic waste (14)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Litter / illegal dumping (13)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Grants/funding (13)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Business waste (incl. medical) (13)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Bylaw review/actions (12)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Reuse (12)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Liquid and hazardous wastes (12)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Product stewardship (11)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Farm waste (11)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Waste policies by central govt (11)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Circular economy (new category) (10)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Waste operator licensing (10)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
C&D waste (10)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Disaster waste (new) (9)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
E-waste (9)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Event waste (8)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
National Waste Data Framework (8)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Biosolids (6)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Review WMMP (new) (6)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Procurement (5)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Closed landfills (new) (4)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Reporting against targets (4)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
New builds / MUDs (4)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Peak season (tourism) (3)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Health & safety (2)	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■

Legend: Percentage features in WMMP's action plans: ■ = More than 75% ■ = Between 50% and 75% ■ = Between 25% and 50% ■ = Less than 25%

1.6.2 Cross sector collaboration

Local government will work with tangata whenua, waste service providers, community organisations and key sectors to deliver actions either independently or through partnerships, and drive innovation in the sector, supporting the strategy’s objectives.

National policy support is also critical for systems change. While national frameworks set the regulatory environment, regional collaboration offers opportunities to accelerate change through advocacy, early intervention, and test cases that inform and influence national policy.

This collaborative approach ensures that all stakeholders—public, private, and community—can work together to create a resilient, circular economy and reduce reliance on landfills.



2 Where do we want to be?

2.1 Our strategic framework

The strategic framework sets the direction, roadmap and key outcomes for the next 30 years. The framework is aligned with (and ahead of) local government planning cycles (long term plan reviews every three years, with 10 and 30 year planning and budget horizons) to allow any key decisions and funding affecting local government to be incorporated into future long term plans. The first phase of the plan will start in 2027, preceded by a planning phase to set up initial projects.



Key outcomes for each focus area provide a staged approach to the implementation (3, 10 and 30 years) of the Waste Strategy




Figure 1.7: Key outcomes



2.2 Focus areas

The Waste Strategy has three focus areas. Detail on each area is provided below alongside the key tools that ensure successful and effective implementation (policy, behaviour change, infrastructure, economy).



Efficient and effective waste and recovery networks





Tools for implementation	Description for focus area
 <p>Waste hierarchy</p>	<ul style="list-style-type: none"> Focus on reuse, repair, recycling and disposal networks Infrastructure and asset-based focus
 <p>Infrastructure and services</p>	<ul style="list-style-type: none"> Improving reuse and recovery of waste through fit-for-purpose and future proofed infrastructure and services, coordinated networks and consistent levels of service Designing cross regional networks utilising regional resource recovery parks where quantities are required to maximise efficiencies and cost effectiveness, alongside local resource recovery centres to ensure community connection and local accessibility (hub and spoke model) Where viable, support the development of distributed networks that are designed to manage council and commercial quantities effectively and utilise efficient logistics/transport routes Resilient disposal networks (class 1-5 landfills) that will meet future demand
 <p>Economy</p>	<ul style="list-style-type: none"> Identifying opportunities for increasing feedstock (i.e. organics), within region reprocessing aligned with end market demand for recovered material. Collaborating to increase viability of networks and infrastructure (i.e. accessing funding, feedstocks, end markets) Improving affordability of recovery infrastructure and services (including generating revenue) and moderating the increasing costs of waste disposal
 <p>Behaviour change, education and policy</p>	<ul style="list-style-type: none"> Creating stronger community and industry connections and supporting behaviour change programmes that will maximise effective use of networks Planning to integrate product stewardship and extended producer responsibility into network design as national policy develops to enable early and efficient implementation of national legislation

Table 2.1: Focus area: Efficient and effective waste and recovery networks



 Collaborating to grow circular activity and regional efficiency






Tools for implementation		Description for focus area
	Waste hierarchy	<ul style="list-style-type: none"> • Focus on reduction, reuse, repair and recycling • Non-asset-based focus: behaviour change, planning, collaboration
	Collaboration and partnerships	<ul style="list-style-type: none"> • Continuing to prioritise local government collaboration • Building cross-sector partnerships to support effective and efficient waste networks (private/public, community) • Establishing relationships with local sectors and waste generators to identify opportunities for in-region processing or new end markets
	Economy	<ul style="list-style-type: none"> • Strengthening the supply chain through connecting to local sectors to understand their needs and increase demand for end markets • Identify funding and investment opportunities
	Behaviour change, education and policy	<ul style="list-style-type: none"> • Working towards regionally aligned planning (by waste management and minimisation plans), and regulation (bylaws), and integrating regional spatial planning network to support efficient establishment of infrastructure • Coordinated data collection and reporting to support planning and identify future demand • Continued collaboration to support education and behaviour change focused at the top of the waste hierarchy • Coordinated and cross-sector advocacy to central government to drive national progress that will support regional goals • Investigate procurement approaches that support a coordinated waste network • Working with the construction sector to prioritise the appropriate use of circular materials and identify opportunities to enable appropriate use of materials (working to reduce the risk of liability)
	Innovation	<ul style="list-style-type: none"> • Supporting and investing in research and development to better understand issues and identify solutions • Improving capability within the waste sector and identifying technology and / or pilot trials

Table 2.2: Focus area: Collaborating to grow circular activity and regional efficiency



 Improving environmental outcomes + climate resilience through improved waste practices




Tools for implementation		Description for focus area
	Waste hierarchy	<ul style="list-style-type: none"> • Focus on reuse, recycling and disposal • Managing the impacts of waste infrastructure and services, including emissions reduction and climate adaptation, and environmental impacts of waste activities
	Infrastructure and services	<ul style="list-style-type: none"> • Resource recovery and disposal (class 1-5 landfills) networks and closed landfills (at risk/vulnerable) are appropriately funded and managed to reduce environmental harm • Managing impacts from reprocessing activities e.g. odour and water impacts of organic materials processing, dust and noise impacts of C&D processing • The impacts of reusing and recovering materials are understood (i.e. aggregate, organic materials, plastics, metals) • Assets and networks are designed to minimise emissions across the waste supply chain • Work to increase asset and network resilience and maximise use of existing infrastructure • Working with partners to incorporate solutions for difficult and / or hazardous wastes into waste networks
	Behaviour change, education and policy	<ul style="list-style-type: none"> • Incorporating the benefits to climate change alongside waste into behaviour change and education programmes • Planning to support a resilient waste system and emergency and disaster waste • A plan for reducing illegal dumping is developed and implemented

Table 2.3: Focus area: Improving environmental outcomes + climate resilience through improved waste practices



2.3 Priority waste streams and sectors

As not everything can be done at once, the waste strategy identifies priority waste streams and sectors as implementation progresses.

3 years

Initially, the plan focuses on strengthening the organics network, construction waste infrastructure and reuse and repair through refuse transfer station networks, supported by coordinated behaviour change and education. Working with the construction sector to address the liability for new products using recycled material⁸ and appropriate use of recycled material. These networks are already developing and can make the biggest impact on strategy goals. Further action can quickly build on this work to improve efficiency. Identifying practical and convenient solutions for farm waste and rural communities, and planning for future waste disposal sites (class 1 landfills) also help ensure there are appropriate disposal options in the medium term. Key sectors that can support actions in the first three years of the plan include the construction, manufacturing, and bio-based primary sectors and Māori business.

10 years

In the medium term, we will help develop and grow less-established networks, support challenging and lesser-understood waste streams (like textiles, biosolids and soil management), and evaluate the role of class 2 to 5 landfills. Current national soil management research can inform planning in the medium term. Traditionally, biosolids have not been included within waste planning; however, with a focus on reducing waste to landfill, collaboration with the wastewater sector to support biosolids processing and end markets will contribute to strategy outcomes. In addition, we will develop options for difficult or hazardous waste, and opportunities for additional secondary processing connected with local sectors where viable.

30 years

Planning for emerging waste streams is needed over the longer term to proactively avoid and minimise waste from new technology and ensure networks are in place to capture value if or when these materials do become waste. While these waste streams are currently unknown, maintaining a forward focused view of industry and consumer trends to identify emerging issues early will enable a coordinated response. Emerging waste streams could include waste from renewable energy and technology. The impact of changing consumer behaviour on waste networks in the longer term also needs to be considered alongside new waste recovery, processing and disposal technology i.e. reducing feedstocks for recovery infrastructure and waste quantities for landfills as the waste system becomes more circular.

⁸ The risk of using comparatively untested products that are made from recycled material content may impact on product use by builders and regulators, and the application of building guarantees and warranties.

3 How are we going to get there?

3.1 Action plan




Actions for the first three years of the Waste Strategy have been developed within each focus area. These actions focus on **enabling** through planning, network design, and establishing and building relationships, utilising existing resources and budget, collaborative forums and planned work. This will support a more streamlined transition to on the ground implementation (access to funding and construction of any new infrastructure or services) in years 4 to 10.

Draft actions for the medium term (10 years) provide a suggested pathway based on the current context. These can be updated as part of the Waste Strategy review (section 4.3) based on progress in the first three years, any changes to the strategic environment nationally or regionally and improved understanding of the waste system.

These actions have been summarised in the tables on the following pages.






Table 3.1: Actions for years 1 to 3 for the Waikato and Bay of Plenty Cross Regional Waste Strategy

Focus area	Outcome	Action	Measure
 <p>Efficient and effective waste and recovery networks</p>	<p>We are designing recovery and disposal networks to strengthen and connect communities and supply chains.</p>	<p>Design cross regional reuse and recovery networks (including consistent service levels) across the waste hierarchy and develop an infrastructure plan for key infrastructure gaps.</p>	<p>Infrastructure plan is completed by March 2027.</p>
		<p>Identify local sector demand and processing needs aligned with [within region] end markets and sectors (biobased industry, construction) - focusing on priority waste streams/sectors (organics, construction and rural waste).</p>	<p>Infrastructure plan is completed by March 2027. Opportunities within local sectors are identified by June 2030.</p>
		<p>Identify future disposal network infrastructure gaps (class 1-5) and develop an infrastructure plan to address gaps and potential locations for new disposal sites.</p>	<p>Infrastructure plan is completed by March 2027.</p>
 <p>Collaborating to grow circular activity and regional efficiency</p>	<p>We are working together to enable aligned planning, innovation and funding of circular activity.</p>	<p>Align waste planning, data, advocacy, and education cross-regionally.</p>	<p>Areas of collaborative work that are aligned with the Waste Strategy are identified annually.</p>
		<p>Establish partnerships and funding models that support the infrastructure network and strengthen the supply chain (sector demand and end markets) and cross sector funding of regional infrastructure, focusing on initial priority waste streams and sectors.</p>	<p>Infrastructure plan is completed by March 2027 (including funding strategies for priority projects). Areas of collaborative work aligned with the Waste Strategy are identified annually. Partnerships are explored through existing council forums (i.e. mayoral forum, CO-LAB and BOPLASS).</p>
		<p>Support cross sector innovation through setting clear priorities, collaborative research and development of pilots and use of technology.</p>	<p>Areas of collaborative work aligned with the Waste Strategy are identified annually.</p>
		<p>Promote and increase sector involvement in circular waste activity through cross sector forums, partnerships and collaboration, focusing on priority waste streams.</p>	<p>Key relationships and forums identified and established for community resource recovery networks, construction and organics waste streams by 2030.</p>
 <p>Improving environmental outcomes + climate resilience through improved waste practices</p>	<p>The impacts of our waste networks and disposal pathways are understood.</p>	<p>Establish and maintain list of current and proposed cross sector regional infrastructure to inform future renewal and network planning (existing network assets life, capacity, condition, closed landfills).</p>	<p>Key asset information is collected and updated through cross regional stocktakes, 3 yearly (scan) / 6 yearly (full stocktake), and maintained in a database and GIS maps. Infrastructure Pipeline⁹ is used and updated for planned waste infrastructure.</p>
		<p>Develop a cross regional climate resilience and disaster waste plan for core regional infrastructure networks.</p>	<p>Plan is developed and adopted across both regions with cross sector input by 2030.</p>
		<p>Develop and implement an action plan to reduce waste network emissions and environmental impacts from waste activity (including illegal dumping and difficult or hazardous wastes, closed landfill remediation).</p>	<p>Illegal dumping plan developed by 2030. Infrastructure plan is completed by March 2027 (including emissions reduction within network design).</p>

⁹ The Pipeline | Te Waihanga is a facilitation tool that brings together a breadth of infrastructure sector participants, and through their contributions, interactions, and use of the Pipeline project data, drives informed conversations and decisions, efficient allocation of resources, and better outcomes for New Zealand.

Table 3.2: Draft actions for years 4 to 10 for the Waikato and Bay of Plenty Cross Regional Waste Strategy

Focus area	Outcome	Action
 <p>Efficient and effective waste and recovery networks</p>	<p>Core recovery and disposal infrastructure and service networks are in place.</p>	<p>Implement the infrastructure plan to grow efficient and effective waste and recovery networks.</p>
		<p>Collaborate to fund and establish within-region processing and end market solutions for priority sectors or materials.</p>
		<p>Develop disposal infrastructure in line with infrastructure plan.</p>
 <p>Collaborating to grow circular activity and regional efficiency</p>	<p>Cross-sector circular solutions and activity are accessible and becoming cost effective.</p>	<p>Build on Y1-3 research and pilot trials to shift innovation from pilot to larger scale implementation; continue to identify and/or support relevant research and trials for additional waste streams.</p>
		<p>Investigate and develop cross regional policy and behaviour change tools that support effective use and delivery of the waste network and community engagement at the top of the waste hierarchy.</p>
		<p>Expand governance, funding and/or partnership models to support additional priority waste streams or sectors.</p>
 <p>Improving environmental outcomes + climate resilience through improved waste practices</p>	<p>Our waste networks are becoming resilient and related environmental impacts are reducing.</p>	<p>Embed circular approaches and low emission material in regional asset renewal and growth planning and implementation.</p>
		<p>Collaborate to connect disaster and emergency waste planning across regional and community-based networks.</p>
		<p>Plan and integrate management of emerging waste streams into network, including through avoidance and reduction at source.</p>



4 Monitoring success

4.1 Measuring circularity

Effectively measuring circularity is essential for tracking progress, informing investment, and ensuring accountability in the transition to a circular economy. In 2024, the International Organisation for Standards (ISO) published the ISO 59020:2024 standard¹⁰ which provides a structured methodology for assessing circularity performance across systems, organisations, and products. The standard outlines how to define system boundaries, select relevant indicators, and interpret data to evaluate how well resources are being retained, reused and regenerated. This standard supports alignment with global sustainability goals and enhances transparency in environmental reporting.

The Waste and Resource Efficiency Strategy does not mandate or propose any targets or performance measures. Alongside this gaps in the data make it challenging to measure circularity in line with the ISO standards. Key indicators that are regularly used in New Zealand waste generation and disposal per capita, percentage of material recovered, and material capture efficiency will form the initial system performance indicators for the Waste Strategy (Table 4.1). As data accuracy improves, performance measures could include selected ISO circularity measures (Table 4.2).

Table 4.1: Waste system performance indicators for the Cross Regional Waste Strategy

Performance indicator	Description
Waste disposed to landfill tonnes/capita/year	Kerbside waste disposed to Class 1 landfills divided by total population (council and private sector if available) Total waste disposed to Class 1 landfills divided by total population (council and private sector if available)
Percentage of actual recycled material	Percentage of total waste (landfill + diverted) that is diverted

¹⁰ ISO 59020:2024 - Circular economy – Measuring and assessing circularity performance

Table 4.2: Circularity measure from ISO 59020:2024 standard that could be used in future

Circularity measures		Data required
Percentage of actual reused products and components	Retaining resource value	Material entering waste stream that is reused
Percentage of actual recycled material	Recovering resource value	Material entering waste stream that is recycled
Percentage of actual recirculation of outflow in the biological cycle	Recovering resource value	Material originating from a biological source entering waste stream that is recirculated
Material productivity (ratio of material generated by total mass of all linear resource inflows)	Indicates resource reduction	Total revenue generated and total quantity of resource inflows

Note: Circularity measures may need to be estimated or considered at the national level to enable assessment of material inflow and outflow for Waikato and Bay of Plenty regions.

4.2 Performance evaluation

Regular review and reporting of Waste Strategy progress and evaluation of performance will ensure ongoing action and stakeholder engagement in the implementation of the strategy.

Performance review will include:

1. Three yearly data collection and analysis to monitor trends in waste quantities and material flows, prior to plan review.
2. Review of progress with actions and underlying programme of work.
3. Tracking of system performance and circularity measures over time.

4.3 Plan review

The potential for a changing landscape over the 30-year period of the Waste Strategy means regular review is required to make sure it continues to be fit for purpose, continues to address the issues identified across the waste sector, and actions are updated to reflect progress and level of circular activity in the regions.

Aligned with the roadmap and local government planning cycles (waste management and minimisation plans, long term plans, activity/asset management plans), progress on the Waste Strategy will be reviewed every three years including:

1. Performance evaluation - are actions contributing to the outcomes of the strategic framework, what is working well, and what could be improved?
2. Update actions - what actions have been completed, and what future actions are needed to continue to progress towards the vision and outcomes?

Alongside this, the review will also assess whether the strategic framework remains relevant including:

1. Assessment of the strategic context - has anything changed, are there any new or emerging issues or opportunities?
2. Targets and circularity measurement - is there sufficient data to expand on key circularity indicators? Is it appropriate to apply targets to drive further progress towards strategy goals?

Should this review highlight significant changes to the strategy are required, a more comprehensive review of the strategic framework can be initiated.

4.4 Resourcing the plan

Oversight for implementation and review of the Waste Strategy will be undertaken by Waikato Regional Council, in collaboration with Bay of Plenty Regional Council and partner councils.

Where possible actions will build on existing work completed or planned. To progress specific collaborative actions or infrastructure investment, access to available funding sources (contestable funds, waste levy, private sector or philanthropic investment, local government investment and revenue from operation of services or infrastructure) will need to be secured.

For the first three years of the strategy, funding and resourcing of plan implementation will be aligned as much as possible with existing resourcing and budget including:

- Council WMMPs which identify collaboration and aligned action that will support waste strategy outcomes
- The infrastructure plan.

Where specific resource and funding is required, funding sources and budgets will be identified annually and/or through local government budget cycles. Resource and budget requirements will be outlined in a 3-yearly programme of work aligned with strategy reviews.

Glossary

Term	Definition
Waste terms	
Circular economy	An economic system that uses a systemic approach to maintain a circular flow of resources by recovering, retaining or adding to their value while contributing to sustainable development.
Diverted material	Materials that are reused, repaired, repurposed, recycled, composted or processed via anaerobic digestion.
Waste	Waste is defined according to the Waste Minimisation Act 2008 (WMA) as being: <ul style="list-style-type: none"> • Anything disposed of or discarded. • Includes a type of waste that is defined by its composition or source (for example, organic waste, electronic waste, or construction and demolition waste (C+D). • To avoid doubt, includes any component or element of diverted material, if the component or element is disposed of or discarded. <p>In the context of this strategy, the focus is on solid waste and excludes liquid or gaseous waste unless this is produced as part of the waste system (i.e. landfill gas).</p>
Waste disposal	Any material that is disposed to landfill (excludes all diverted material).
Waste generation	Any material that enters the waste system, whether it is diverted to reuse or recycling, or disposed to landfill.
Waste network	A physical system of services and infrastructure for collecting, sorting, processing or disposing of waste. It also includes the waste supply chain from waste producers, through to end markets for recovered materials. Networks can be material specific (organic) or sector related (construction, community resource recovery networks).

Term	Definition
Key stakeholders	
Community organisations	Not for profit organisations that provide waste services or operate within waste networks.
Cross sector	Encompasses any or all waste related organisations (local government, waste service providers and community organisations) alongside tangata whenua and relevant local sectors.
Local government	Elected local authorities - regional, city and district councils - that make decisions for local communities including for the management and minimisation of waste and provision of waste services.
Local sectors	An area of economic activity within the Waikato or Bay of Plenty regions, in which businesses or other organisations share a similar market or produce a similar product or service, i.e. construction, manufacturing, agriculture or horticulture. Sectors may be a part of the waste supply chain as a waste producer or potential end market user of recovered material.
Tangata whenua	Indigenous people of the land.
Waste service providers	Private sector organisations that provide waste services and infrastructure for collection, transfer, processing or disposal of waste.
Areas / scale	
Local, regional and cross-regional	Scale of area; local refers to a district or city; regional is either Waikato or Bay of Plenty regions, and cross-regional encompasses both Waikato and Bay of Plenty regions.



#7734 - March 2026

9.6 Open Space Provision Policy for adoption for consultation

File Number: A20214962

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PURPOSE OF THE REPORT

1. This report seeks direction on options to include in a Draft Open Space Provision Policy (attachment 1) for adoption for public consultation through a Special Consultative Procedure.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Open Space Provision Policy for adoption for consultation".
- (b) Adopts the updated Draft Open Space Provision Policy (draft policy) and Statement of Proposal for consultation incorporating the specific matters:
 - (i) including policy principles (Issue 1: Option 1A and section 4 of the draft policy)
 - (ii) including open space provision standards (Issue 2: Option 2B and Schedule 1 of the draft policy)
 - (iii) Option 3B: Allow a bespoke approach anywhere in the city areas that meet a density trigger (for example 30+ lots per hectare) (clause 5.17 in the draft policy)
 - (iv) keeping existing quantity standard for open space in greenfield areas but accepting any type of open space provided the open space provision standard and acquisition standards are met and the open space is evenly distributed within an area (Issue 4: Option 4B and clause 5.4 of the draft policy)
 - (v) retain the "making the most of what we have" quantity standard for established residential areas but allow targeted acquisition to enable open space provision standards to be met where there are gaps (Issue 5: Option 5B and clause 5.6 - 5.8 of the draft policy)
 - (vi) including open space acquisition standards (Issue 6: Option 6B and Schedule 2 of the draft policy)
 - (vii) including universal design guidelines as guidance on how to meet accessibility standard (Issue 7: Option 7B and Section 4 of the draft policy)
- (c) Delegates to the GM: Operations and Infrastructure authority to update the draft policy and Statement of Proposal to reflect the decisions made in (b) and any other minor technical changes required prior to consultation.

EXECUTIVE SUMMARY

2. The Council is reviewing and consolidating four existing open space-related policies³ into a single Open Space Provision Policy to provide clearer direction, improve consistency, and better align open space provision with Tauranga City Council's long-term strategic direction.

³ The Open Space Level of Service Policy, Active Reserves Level of Service, Public Toilet Location Level of Service Policy, and aspects of the Tree and Vegetation Management Policy

This review offers the opportunity to consider growth pressures, and climate response. It has been over a decade since these policies have been substantively reviewed. An updated policy will support investment decisions for the upcoming Long-Term Plan and leverage potential changes to development contributions (development levy).

3. The City Future Committee previously considered the key issues arising from the policy review in November 2025. The key issues identified with the existing policies included the need to update the policies to better reflect community expectations, create more measurable standards and to consider changes to respond to a changing population, urban form and climate. Alongside these changes a general refresh was needed to remove out of date references and policy positions.
4. The committee directed staff to undertake targeted community and stakeholder engagement to address information gaps to develop options to update the policy. Targeted engagement has since been completed, including community focus groups and targeted stakeholder input, with findings reported to the City Future Committee on 19 May 2026. Feedback has informed the development of the draft policy options presented in this report.
5. Key matters requiring direction include:
 - **Issue 1: Policy principles:** Updated principles are proposed to provide a clear, contemporary framework for open space provision, while removing or relocating principles now better addressed in other strategic and operational documents.
 - **Issue 2: Open space provision standards:** Options have been developed to address gaps between the current policy, community expectations, and council's strategic direction. These options range from maintaining the status quo, the recommended option which reflects community expectations and current delivery broadly in practice, and a more ambitious option that provides a wider range of open space experiences closer to home, with corresponding implications for cost, land requirements, and delivery timeframes.
 - **Issue 3: Approach to density:** It is proposed to retain a bespoke approach to respond to greater residential density and more compact urban form, but amendments are suggested to remove the current limitation to certain areas of the city and instead use a density trigger (for example 30 lots per hectare).
 - **Issue 4 & 5: Quantity of open space:** While retaining an overall quantity standard in greenfield areas to support equitable provision across the city, increased flexibility is proposed to allow a wider range of open space configurations, provided proximity standards are met and open space is evenly distributed within an area. For established residential areas council staff recommend retaining the current "making the most of what we have" approach.
 - **Issue 6: Open space acquisition standards:** Introducing acquisition standards is proposed to provide clearer guidance and consistency on when Council will accept land above required levels of service, including consideration of long-term maintenance and liability risks such as land containing natural hazards.
 - **Issue 7: Design and accessibility:** The inclusion of universal design guidelines is recommended to support consistent, accessible open space outcomes and align with the Accessible Tauranga Action and Investment Plan.
6. Options have been developed to address gaps between the current policy, community expectations, and council's strategic direction. These range from maintaining the status quo to more ambitious standards that provide a wider range of open space experiences closer to home, with corresponding implications for cost, land requirements, and delivery timeframes. Implementation will need to be staged and will involve further network planning, site-specific engagement, and feasibility assessment to identify opportunities to fill gaps. This will progressively refine practicality, delivery scope, timing and cost.

7. The matter is assessed as high significance under Council's Significance and Engagement Policy, and staff recommend proceeding with a Special Consultative Procedure. Subject to Committee decisions on the recommended options, staff will finalise the draft policy and Statement of Proposal for public consultation, proposed to occur from 3 August 2026 to 3 September 2026.

BACKGROUND

8. Council is reviewing and consolidating four existing policies that guide the provision of open space into one overarching open space provision policy⁴. This policy review supports work to give effect to the Council's strategic direction and inform open space provision requirements for the upcoming Long-Term Plan.
9. The open space network in Tauranga includes approximately 1,200 hectares of open space, 130km of trails, 300 active and passive reserves, 122 playgrounds, 850 hectares of significant biodiversity sites, 360 hectares of urban wetland, and 300 hectares of native dune system.
10. In November 2025 the City Future Committee received a report [CFC/25/7/4] outlining the issues identified in the policy review process and agreed for council staff to undertake targeted engagement to fill information gaps related to open space provision. The key issues identified with the existing policies included:
 - The minimum standards within the policies have not kept pace with community expectations for open space, and the aspirations set out through Tauranga City Council's strategic direction and Action and Investment Plans. This means that some functions/activities that the community expects, such as providing a wider range of active recreation experiences, are not required by the policy but are being provided in practice to meet these strategic goals.
 - The expectations for urban form have changed, population growth is expected, our climate is changing and demographics and participation trends have changed, impacting the role open space needs to play now and in the future
 - The current policies are flexible by design, but a lack of quantifiable measures has made implementing and monitoring open space provision difficult and has led to inconsistent delivery of some aspects of open space provision.
 - a general refresh is needed to remove out of date references (for example references to superseded strategies and plans) and to reflect Council's decision on charging user fees for sports field use and for providing line marking on behalf of sports clubs (CO4/24/23).
11. In March 2026, focus groups with a cross section of the community, and targeted stakeholder engagement was undertaken. Results from this engagement were provided to the City Future Committee on 19 May 2026.

STATUTORY CONTEXT

12. The Local Government Act 2002 (the Act) requires local authorities to include within their Long-term Plans intended levels of service and associated performance measures to enable the public to assess the level of service for major aspects of groups of activities. The current Long-Term Plan includes high-level measures associated with open space. The current "level of service" policies provide a greater level of detail around what will be provided for open space, this helps to set expectations for development, performance management and project planning and are helpful for responding to community enquires.
13. We are proposing to rename the suite of policies under review as a provision policy, but it will maintain the same effect as the existing policies. The renaming more accurately reflects the

⁴ [Open Space Level of Service Policy](#) , [Active Reserves Level of Service Policy](#), [Public Toilet Location Level of Service Policy](#), [Vegetation and Tree Management Policy](#) (in part).

nature of the policies and matches other councils' names for this type of policy. Despite this change in description, for completeness the changes proposed in the paper have been assessed against the criteria in the standards for developing level of service policy in attachment 2, and the recommended option is broadly in line with the intended level of service in the Long-Term Plan however, some elements (for example fruit trees, close pathway provision, and potentially dog space expectations) will need further network-level planning will be needed to confirm the scale, feasibility, and cost implications of these elements

14. Open space provision policies also support the collection of development contributions (DCs) under 106 (4) of the Act. DCs may be charged where Council can demonstrate that investments are partially driven by or for the benefit of the future growth community. The provision standard is useful for establishing requirements in greenfield developments, which would then be considered through the Development Contributions Policy or a Developer Agreement on a case-by-case basis.

STRATEGIC ALIGNMENT

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

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

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

OPTIONS ANALYSIS

Issue One: Open Space Provision Policy Principles

16. To consolidate the four policies into one overarching policy the existing policy principles have been reviewed and refreshed to provide an overarching framework for the policy. Some existing policy principles have been removed as they are now more appropriately captured in other documents.
17. Section 4 of the draft policy in attachment 1 shows the recommended principles and attachment 3 shows an analysis of the original principles with commentary on how they have been incorporated in the refreshed policy or captured in other documents since the last review.

Table One: Policy Principles

Option	Advantages	Disadvantages
Option 1A: adopt the updated policy principles as per attachment 3 draft policy section 4 (recommended)	<ul style="list-style-type: none"> Refreshes and updates policy principles Reduces number to reflect consolidated policy 	<ul style="list-style-type: none"> None
Option 1B: Provide direction on updated policy principles for inclusion in the draft policy	<ul style="list-style-type: none"> TBC 	<ul style="list-style-type: none"> TBC

Issue 2: Open Space Provision Standards

18. The review of the existing policies identified a gap between what the policies require, and the outcomes Council is seeking to achieve. In particular, the policy no longer fully reflects community expectations, the Council’s strategic direction, or the open space investments made in the last Long-Term Plan and being delivered in practice. For example, providing shade over play spaces, or seating areas.
19. The current policy was designed with a high level of flexibility, which while useful to respond to different community needs makes decisions on prioritisation and distribution of larger scale or more unique open space experiences challenging. The current policy also uses “as the crow flies” assessments of distance which does not match the actual experience of residents trying to access open space from their homes. As such measures in the policy have been updated to better reflect actual travel experiences⁵.
20. Council staff have developed two options for consideration based on feedback from targeted engagement, existing engagement feedback, strategic direction information, relevant sector benchmark, and best practice information. These options have been compared against the status quo policy provisions (**Option A: Status Quo**) summarised in Figure 1: below.

Figure 1: Summary of open space provision options

Option 2A: Status Quo	Option 2B: Moderate (recommended)	Option 2C: Comprehensive
Very limited range of open space experiences as standard, a small neighbourhood park in walking distance, some local open space for walking or cycling (2km from home) and further away suburban parks and destination spaces (4-5km from home)	Provides a greater range of open space experiences as standard for example more specialised play (basketball, skate etc), spaces to connect with nature, vegetation and canopy cover, and options for social and community spaces. Smaller scale experiences are required close to home and larger scale experiences further away. Environmental services are provided as a secondary function of open space.	Builds on Option 2B but brings open space experiences closer to home. It provides close access to walking and cycling (in 5 mins walk) and a wider range of open space experiences: larger play, skateparks, water access, larger dog exercise area within a long walk or short cycle. This option explicitly requires environmental services (air quality, heat reduction, water management, habitat services) as a function of open space and supports climate action.

⁵ The current policy uses a 500 m radial (straight-line) buffer to represent a 10–15 minute walk. However, network analysis indicates this aligns more closely with a ~10-minute walk (around 800 m along actual routes at 4.8 km/h). An 800 m (10-minute) catchment has therefore been used in the draft options.

21. Attachment 4 provides a more detailed analysis of the three options – **Option 2A: (Status Quo)**, **Option 2B**, and **Option 2C** assessed against the criteria required by Council’s Standards for Developing Levels of Service Policy. Draft policy material has been prepared to support the option recommended for consultation.
22. The key difference between Options 2B and 2C is their trajectory towards achieving the goals set out in the Council’s 30-year strategic direction:
 - Option 2B updates the existing policy to deliver on the strategic direction in a restrained way. Relative to the current policy, there would be nature and pathways and a wider range of play activities close to home and the expectation that people travel further to reach the larger open space experiences they would like provided (skate, beach access, larger play spaces). This option broadly reflects the work towards putting the strategic direction into practice which is signalled in the current Long-Term Plan/Annual Plan. may require additional investment beyond current practice. As outlined in paragraph 22, further network-level planning will be needed to confirm the scale, feasibility, and cost implications of these elements. This option keeps costs to Council and developer lower at a time of cost and housing affordability pressures but relies on case-by-case decisions to provide additional investments for a changing urban form and climate in future when the costs to do so would be relatively higher.
 - Option 2C updates the current policy to reflect the strategic direction more extensively with closer access to experiences like play, nature, social spaces, and off-road pathways and responds to a changing climate and urban form with wider investment in natural infrastructure. This option reflects a higher level of service relative to both the status quo Option 2A and Option 2B. If additional funding is made available to achieve Option 2C, the whole of life costs to achieve the goals for open space within the 30-year strategic direction would be lower as land would be bought at a time when it is cheaper and nature has more time to establish. If funding remains the same then it is likely to take a long time to achieve Option 2C and require careful planning of the transition to ensure that investments are phased in a way to support emerging density, retain equity and are reasonable for developers to meet.
23. Implementation of the proposed provision standards will require a staged programme of network planning across all identified open space experiences. For some experiences (e.g. events venues, playgrounds, skate parks and basketball courts), initial network assessments have been completed to understand existing provision and high-level gaps, but further work is required to identify specific opportunities to fill gaps, including undertaking community engagement, and confirming feasibility. For many other experiences, this baseline network assessment has not yet been completed (e.g. fruit trees) and progressing this work will be subject to Council endorsement that an experience is to be included as standard provision in the network and will be undertaken as staff resources are allocated. This creates a degree of implementation uncertainty, as the timing, cost and practicality of delivering the full set of provision standards will only become clear through this further work. However, this risk is considered manageable and consistent with the current policy approach, where delivery is progressively refined through planning, engagement and feasibility assessment, and prioritised through Long Term Plan and Annual Plan processes.
24. Table Two summarises the key advantages and disadvantages of each approach. The Committee’s recommended option will be include in a draft policy for consultation.

Table Two: Options to update the draft Open Space Provision Standards

Option	Advantages	Disadvantages	Costs
Option 2A: Status Quo	<ul style="list-style-type: none"> Retains a high level of flexibility to respond to community needs 	<ul style="list-style-type: none"> Implementing and monitoring the policy can be challenging and limits the ability to link the level of service to growth. Developers can use the flexibility to minimise open space provision resulting in poorer outcomes There is limited direction on the distribution of larger scale experiences within the network requiring many case-by-case decisions Aspects of the approach are now outdated due to planning changes No direct requirement for environmental services to respond to a changing climate 	<p>The costs of the current policy are difficult to establish given the wide discretion within the policy to deliver more or less. However, if limited to the minimum requirements then it would represent a lower cost than what is currently provided in practice.</p> <p>Existing budgets to deliver open space improvements are set out in paragraph 41.</p>
Option 2B: Moderate (recommended)	<ul style="list-style-type: none"> Provides direction on a wide range and scale of open space activities Provides a range of well supported open space experiences across the network Focusses on the open space experiences that influence wellbeing such as play, activity, socialising and connecting with nature Balances desire for more open space experiences with resources to deliver 	<ul style="list-style-type: none"> Requires people to travel greater distances to reach some open space experiences than Option 2C which may impact on use and or travel mode May impact those who struggle to travel, for example those with young children, disabled people or those without transport options Less direct requirement for environmental services that open spaces can offer to respond to a changing climate and climate 	<p>Broadly reflective of the current trajectory to meet the AIP targets and therefore expected to be meet within budgets set out in paragraph 41. A few aspects would require further assessment and network planning. The core land requirements are similar to Option 2A Status Quo. However, the enhancements may represent an increase in cost for developers where the developer has previously provided the policy's base development requirements only.</p>

<p>Option 2C: Comprehensive</p>	<ul style="list-style-type: none"> • Provides for a wider range of open space experiences closer to home potentially increasing use and supporting travel mode shift and supporting higher density living • Provides close access to nature to support greater wellbeing • Direct requirement for environmental services to respond to a changing climate • Expected to provide greater holistic benefits, health and wellbeing, relative to other options • If resourcing is increased supports investing when land is cheapest and when nature has opportunity to establish 	<ul style="list-style-type: none"> • Would require land acquisition in existing areas which may be challenging and costly • May reduce land otherwise available for housing • Provides a high level of service in all areas but only some areas may have higher densities in the near future • If resourcing is not increased, it would require careful planning of the transition to the higher level of service 	<ul style="list-style-type: none"> • Will take greater resource, land and enhancements than Option 2B which may impact the cost to council and developers • If council increases resources to meet this standard this would result in greater short term costs but potentially longer term savings and greater climate benefits • If resources stay the same it would take a long time to achieve and would need to manage equity issues during transition. • This approach is expected to increase the cost to developers.
<p>Alternative option developed by the Committee</p>	<ul style="list-style-type: none"> • Allows greater consideration of provision options 	<ul style="list-style-type: none"> • Increases timeframes for policy development which may reduce time to incorporate standard into draft LTP 	

Issue 3: Approach to higher density areas

25. Higher density areas are parts of greenfield or established residential areas with a great proportion of housing typologies that allow for a higher residential density. For example, areas with a larger proportion of townhouses or apartment buildings. The current policy allows a higher level of service in these areas subject to bespoke planning.
26. These areas have a higher number of residents in an open space catchment, and the housing typologies often have less private green space putting greater pressure on public green space. Options 3A and 3B require bespoke planning to achieve a higher level of open

space provision in dense areas whereas option 3C and 3D would set a higher provision standard for these areas.

Table Three: Approach to higher density areas

Option	Advantages	Disadvantages
<p>Option 3A: Status Quo – Allow a bespoke approach within certain specified areas in the policy [with refreshed policy definitions]</p>	<ul style="list-style-type: none"> Limits investment to clear priority areas. 	<ul style="list-style-type: none"> Areas may not reflect where development actually occurs. More difficult to link to Development Contributions (DC) collection or Development Agreement (DA) negotiations
<p>Option 3B: Allow a bespoke approach anywhere in the city areas that meet a density trigger (for example 30+ lots per hectare) (clause 5.17 in the draft policy) (recommended)</p>	<ul style="list-style-type: none"> Able to target investment to where development occurs. Bespoke approach allows ability to work to the strengths and weaknesses of specific areas for example through spatial plans 	<ul style="list-style-type: none"> May require backfilling investment into greenfield areas where they achieve a dense urban form. In existing areas, the trigger for a higher provision standard would happen after the opportunities for DC collection had passed For staged development the planned density may not always be known at the start of the development process More difficult to link to DC collection or DA negotiations
<p>Option 3C: Have a higher open space provision standard for areas zoned for higher density</p>	<ul style="list-style-type: none"> Clearly sets a higher standard for greenfield areas where a dense urban form is proposed supporting DC collection or DA negotiations if desired. 	<ul style="list-style-type: none"> Planning zones do not necessarily reflect actual density as a number of other factors may influence whether areas intensify. It is not always foreseeable what density will be achieved in new areas until later in the planning process. Having a set provision standard may limit the ability to work to the strengths and weaknesses of specific areas for example through spatial plans

<p>Option 3D: Have a higher open space provision standard for areas that meet a density trigger (for example 30+ lots per hectare)</p>	<ul style="list-style-type: none"> Clearly sets a higher standard for areas with a dense urban form Able to target investment to where development occurs. 	<ul style="list-style-type: none"> In existing areas, the trigger for a higher provision standard would happen after the opportunities for DC collection had passed For staged development the planned density may not always be known at the start of the development process Having a set provision standard may limit the ability to work to the strengths and weaknesses of specific areas for example through spatial plans
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Issue 4: Quantity of open space in greenfield areas

27. The current policy requires developers to provide a certain amount of open space per person for neighbourhood and local area open space in greenfield areas. The amount was based on an assessment of the existing provision of these kinds of spaces in other parts of the city at the time the policy was written.
28. In the 2022 review of the open space level of service policy, developers expressed a desire to reduce the quantity of open space to be provided in favour of a better open space experience within the space. For example, a smaller park, but with a better equipped play space.
29. Council staff consider it is still important to continue to include a quantity standard of greenspace as a way to ensure an equitable amount of open space is provided across the city. However, the updated draft policy does allow flexibility on how open space experiences are provided within that open space. This is intended to allow more flexible delivery within a sub-division or area provided the proximity standards, development requirements and acquisition standards are met and the open space quantity is evenly distributed within an area. This is likely to be useful for developers looking to co-locate open space experiences within land that is unsuitable for housing.

Table Four: Open space quantity standards in greenfield areas

Option	Advantages	Disadvantages
<p>Option 4A: Retain existing quantity standard for open space but accept any open space provided the provision standards and acquisition standards are met and the open space is evenly distributed within an area (clause 5.4 of the draft policy)</p> <p>(recommended)</p>	<ul style="list-style-type: none"> Ensures an equitable proportion of open space in existing and new areas Configuration of open space experiences can better optimise the landform and geography of an area Acknowledges the existence value of open space (even if not directly providing for an open space experience) 	<ul style="list-style-type: none"> There may be less consistency across types of open space experiences provided in certain open spaces The location of open space experiences with other open space experiences may not be optimal May impact practicality of maintenance if activities are spread across many open spaces.

<p>Option 4B: do not require a quantity standard provided proximity standards and land acquisition standards are met</p>	<ul style="list-style-type: none"> • Allows for council or developers to optimise open space experience provision in a way that reduces the land required therefore reducing costs 	<ul style="list-style-type: none"> • Risks an inequitable provision of open space in greenfield areas compared to established residential areas. • Does not acknowledge the existence value of open space (even if not directly providing for an open space experience) • May result in open space providing limited function beyond those specifically required in the policy reducing the adaptability of spaces.
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Issue 5: Quantity of open space in established residential areas

- 30. In established residential areas the current policy does not require a per person quantity. Instead, it allows targeted acquisition of open space where open space provision targets are not met or to improve the quality of underperforming spaces. For example, acquiring land to create a safer, more open access to the park. This is described as “making the most of what we have”. This approach acknowledges the cost and difficulty of acquiring open space in developed areas as well as legacy endowments of open space.
- 31. Since the policy was adopted in 2009 approximately 158.6 hectares of open space have been acquired, 146 hectares in greenfield areas (92%), and only 12 hectares (8%) in existing areas of which 55% was for stormwater spaces⁶. The difficulty in acquiring land in established residential areas is not unique to Tauranga with key challenges being high land costs, displacement of housing or other activities and limited market opportunities. The Parliamentary Commissioner for the Environment 2022 report sets out a number of these challenges but cautions that, however challenging, as private green space converts to built or sealed surfaces the amount of public open space and the environmental services they provide will become ever more important. Setting a per person quantity of open space in developed areas would support acquisition of open space as opportunities become available.
- 32. Table Five: Open space quantity standards in established residential areas

Option	Advantages	Disadvantages
<p>Option 5A: Retain the “making the most of what we have” approach with no per person quantity amount for established residential areas but allow targeted acquisition to enable open space provision standards to be met where there are gaps (clause 5.6-5.8 of the draft policy)</p> <p>(recommended)</p>	<ul style="list-style-type: none"> • Reduces costs through leveraging existing open space to provide open space experiences. • Reduces risk that DC funds are raised for land that can not be purchased in the 10-year timeframe. • Targeted acquisition can be easier to justify funding for as there is a clear purpose. 	<ul style="list-style-type: none"> • Land needs to become available in the location where land for an open space in needed, which may not occur, or may be scarce, in developed areas. • More difficult to link to development contributions

⁶ This may include some stormwater spaces that are not publicly assessable. In this time some existing open spaces may have been disposed of impacting the total open space inventory.

<p>Option 5B: require a per person quantity standard for established residential areas</p>	<ul style="list-style-type: none"> • Acknowledges the environmental service and existence benefits of open space. • Ensures that as the city’s population grows open spaces do not become overcrowded. • Provides more scope for council staff to take advantage of market opportunities and land wherever it becomes available. • Easier to link to development contributions. 	<ul style="list-style-type: none"> • May result in acquisitions with no specific purpose which may make securing funding difficult relative to other council projects with more obvious outcomes attached. • May still have challenges finding land to accommodate required open space experiences.
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Issue 6: Open Space Acquisition Standards

- 33. At present the policy sets out the types of open space we require and retains discretion to acquire open space over the stated level of service on a case-by-case basis. The acquired land must conform to the relevant Infrastructure Development Code requirements for open space and other relevant planning standards.
- 34. Deciding whether to accept land, particularly land over the level of service standard, can be challenging particularly when that land may have natural hazards. Whilst additional land, provided at no cost, can help enhance the open space network, the maintenance and liability associated with the land can potentially outweigh the benefits of the offer. Other councils’ (Auckland and Hamilton) set out acquisition standards within their policy to support decision making as to when council will accept land, particularly when the land is unable to support housing development due to natural hazard risks.

Table Six: Open space acquisition standards

Option	Advantages	Disadvantages
<p>Option 6A: Status Quo: do not include acquisition standards</p>	<ul style="list-style-type: none"> • Retains full discretion for case-by-case approach 	<ul style="list-style-type: none"> • Does not provide clear direction on when council will accept land and any conditions (eg funds for ongoing maintenance)
<p>Option 6B: Include acquisition standards (Schedule 2 of the draft policy) (recommended)</p>	<ul style="list-style-type: none"> • Gives greater direction on when council will accept land and any conditions (eg funds for ongoing maintenance) • Allows for more consistent approach 	<ul style="list-style-type: none"> • Reduces discretion for case-by-case approach

Issue 7: Design standards

- 35. As part of updating the policy the supporting best practice guide for open space will require a refresh to reflect the updated policy and incorporate up to date standards and practices. It is intended that this refresh will occur following the policy’s adoption.
- 36. The current open space best practice guide requires spaces to be accessible to the widest extent possible, but there is no guidance on how to achieve this accessibility standard. The

draft policy recommends the use of universal design guidelines which are currently under development as part of the Accessible Tauranga Action and Investment Plan to provide more specific guidance on how to meet this standard. A draft version of the guidelines for open space can be provided as part of the consultation.

- 37. As part of the refresh of design standards section, transport connections have been highlighted in the policy as a consideration of the design of open space as set out in clause 5.24 of the draft policy.

Table Seven: Design standards

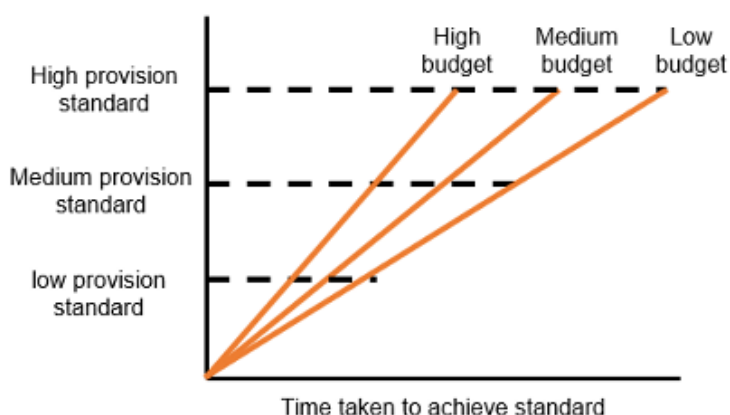
Option	Advantages	Disadvantages
Option 7A: Status Quo – no guidance on how to meet accessibility standard	<ul style="list-style-type: none"> Provides flexibility on how to meet standard if expectations change 	<ul style="list-style-type: none"> May result in sub-optimal design Less consistent experience which may impact use of spaces
Option 7B: Include Universal design guidelines to guide how to meet accessibility standard (clause 5.22 of the draft policy) (recommended)	<ul style="list-style-type: none"> Provides practical guidance on how to meet standard Results in consistent spaces that may encourage greater use 	<ul style="list-style-type: none"> Universal design guidelines need to be updated if expectations change

Links to other council documents

- 38. Updating the policy will require consequential updates to several other strategies, policies, plans or codes some minor others more substantive. This is expected to include the Open Space Best Practice Guide, Infrastructure Development Code, Development Contributions Policy, Tauranga Reserve Management Plan, and Asset Management Plans. Council staff will provide an approach to these updates as part of the deliberations on the policy.

FINANCIAL CONSIDERATIONS

- 39. In selecting a preferred option both time and budget will impact the ability to meet the provision standard as outlined in Figure 2 below.
- 40. Figure 2: Relationship between level of service, budget and delivery timeframe

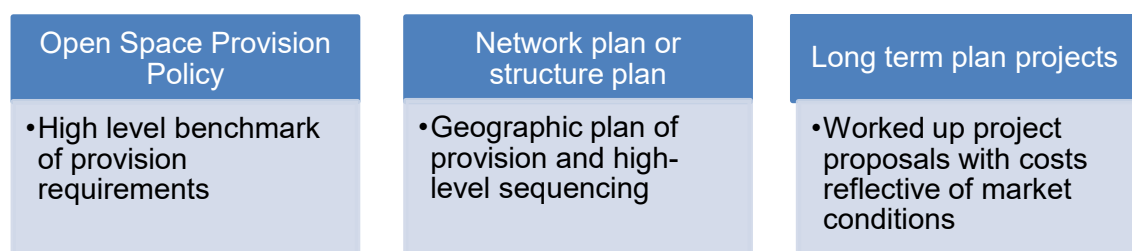


- 41. High level cost implications are indicated for the options to update the provision standards in attachment 2 and example of costs are included alongside indications on the level of change required to meet the proposed standards. However costs would be site, market condition and

project specific at the time of delivery. Any decision to fund projects to achieve the provision policy will have related ongoing operational, interest and depreciation costs associated with that project that would need to be incorporated in associated budgets. These costs would need to be determined on a specific project basis incorporating opportunities to minimise ongoing costs where possible and will be considered through the Long Term Plan budget setting processes.

- 42. At a high level current costs allocated to open space provision and maintenance total approximately \$34.8m capex and \$26.6m opex for the financial year 2026/27 (\$10.6m for spaces and places \$16m for city operations). This is an indicative assessment of open space expenditure, which covers providing and maintaining play spaces, sport fields, skateparks, community parks, natural areas and beaches, pathways, and other aspects of the open space network. In spaces and places, these budgets exclude depreciation, interest, allocations and some salary costs and cost centres not directly linked to open space provision in the policy for example, community grants. In city operations salaries, depreciation, interest and allocations have been included in the combined budget number as there is a strong correlation to LOS changes, although roadside mowing and vegetation has not been included. Detailed budget projections for future years will be worked through as part of the activity planning in the long term plan.
- 43. It is important to ensure that the provision standard set is reflective of the willingness to fund the investments needed to meet the standard, however the exact cost of those investments will adjust due to market conditions and project requirements. Council staff consider that progressing towards the recommended option is achievable within current funding or at a slower pace under a constrained funding environment noting as per Figure 3 below that there will still be several stages before detailed costings and feasibility are known for individual investments.

Figure 3: Costing and feasibility pipeline



- 44. The recommended approach to provision standards (Issue 2: Option 2B) is to provide a standard that meets the current community’s expectations whilst allowing for bespoke investment in areas where greater levels of development occurs (Issue 3: Option 3B). Bespoke assessments for growth related projects would enable the council to maximise growth funding on a case-by-case basis but this is likely to be time consuming and expensive. This does not indicate a flaw in the proposed benchmark. Rather, the Local Government Act 2002 is not drafted in a way that allows for a more nuanced assessment of how growth triggers investment in open space in established areas.

LEGAL IMPLICATIONS / RISKS

- 45. The Open Space Provision Policy directs and guides a number of decisions in relation to open space. Ensuring a robust process to update the policy helps ensure a solid foundation for these decisions. As outlined in paragraph 23 setting a provision standard for some open space experiences within the recommended Option 2B will require further assessment and has some implementation uncertainty however this risk is considered manageable and consistent with the current policy approach, where delivery is progressively refined through planning, engagement and feasibility assessment, and prioritised through Long Term Plan and Annual Plan processes.
- 46. Council staff do not consider that this change constitutes significant change to a significant level of service as per the Local Government Act 2002 Section 97(1)(a). The recommended option put forward in this paper does not alter the investment levels set out for open space in

the LTP but rather it gives effect to the current level of services set out in the long-term plan through providing more detailed guidance on implementation. However, if the council would like to increase budgets to deliver on the new standard earlier this would need to be signalled in the next LTP consultation.

47. The council takes a growth pays for growth approach to funding growth-related capital expenditure. This means that all residential development in the city contributes towards the cost of growth-related open space through citywide or local Development Contributions or through Developer Agreements. To make a growth funding assessment for Development Contributions, the council needs a provision standard with a clear connection to growth. This enables an assessment of what is needed for the current community and what is being delivered to support growth. As noted in Paragraph 44 the proposed approach to established areas has some challenges for Development Contributions calculation.

TE AO MĀORI APPROACH

48. Council staff have met with Te Rangapū Mana Whenua o Tauranga Moana (Te Rangapū) on the open space functions and activities identified to explore further. Te Rangapū reaffirmed feedback previously given as part of the strategic direction work including:
- the priority of caring for the environment, connection with nature and preparing for a changing climate
 - the importance of accessibility and providing for a range of household types, ages and abilities
 - the recognition of historical setting and context, especially in parks and open spaces and supporting people to understand the cultural history of the place they are visiting
 - recognising marae as the centre point of Māori public life.
49. Te Rangapū also provided additional feedback points including:
- interest in considering the role of Māori land in open space provision and how functions and activities provided on Māori land might be supported through the policy
 - support for looking at open spaces that can accommodate large groups on a more informal basis than traditional events, and ensuring appropriate facilities. Considerations included good supporting infrastructure for example, vehicle access, accessibility within the open space, toilets, adequate seating for large groups and catering options. It was noted that there would be a willingness to travel within the city for this.
 - considering the role of urupā and cemeteries.
50. Both Te Rangapū and the Te Rangapū policy subcommittee recommended staff engage with Whaioranga Trust, a Māori wellbeing organisation within Tauranga as part of the stakeholder engagement. Feedback from the trust has informed the options developed, noting that close access to active recreation and play was valued as well as providing open spaces for groups and visitors within the city.
51. Iwi and hapū land trusts will be notified of the consultation as they are likely to have an interest in this policy, as it may impact open space requirements for their developments. Open space for Marae and Papakainga zoned land in the City Plan is planned separately through iwi and hapū management plans.

CLIMATE IMPACT

52. Open space provision benefits the resilience of the city through providing space for water, heat and erosion management. The open space network can also support active transport options within communities and higher density housing. The options provided in this report outline how proposed changes would support the council's climate goals.

SIGNIFICANCE

53. 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.
54. 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.
55. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the issue is of high significance. This is due in part to the feedback from the community focus groups that this was of a high interest to them.





ENGAGEMENT

56. Taking into consideration the above assessment, that the issue is of high significance, officers are of the opinion that a Special Consultative Procedure under the Local Government Act 2002 is beneficial, to reflect that this policy is used to guide decisions as to the appropriate open space infrastructure required for planning purposes. This approach will help ensure that the development community are comfortable that a robust process has been undertaken to gather community feedback on the policy. A draft statement of proposal is provided in attachment 4 outlining a summary of the proposal. Any changes to the recommendation options will be updated in the Statement of Proposal as required.
57. In preparing this policy council staff have reviewed previous open space engagement material, undertaken targeted engagement and conducted community focus groups. Council staff received a limited response from development community stakeholders through the targeted engagement and therefore will use a wider range of methods to reach the development community during the Special Consultative Procedure. Council staff are intending to test the definition of established residential area with the development community prior to setting a specific size requirement, and the appropriate trigger point for when an area is considered high density (Issue 3).

NEXT STEPS

58. Following the Committee's direction on matters to be included in a draft policy and statement of proposal for consultation, council staff will consult on the draft policy from 3 August – 3 September 2026.

ATTACHMENTS

1. **Draft Open Space Provision Policy - A20520003** [↓](#) 
2. **Provision Standard - Option Analysis - A20520029** [↓](#) 
3. **Policy Principles - A20520015** [↓](#) 
4. **Statement of Proposal - A20520007** [↓](#) 

DRAFT (OPEN SPACE PROVISION) POLICY



Policy type	City		
Authorised by	Council		
First adopted <i>(as the Open Space, Active Reserve and Public Toilet Location Level of Service policies)</i>	5 June 2009 25 October 2011 30 May 2012	Minute reference	M09/41
Revisions/amendments	9 June 2010	Minute reference	M10/43.4
	5 December 2022	Minute reference	SFR13/22/1
	TBC	Minute reference	TBC
Review date	As required		

1. PURPOSE

- 1.1. This policy gives effect to the levels of service for open space provision set through the Long-term plan through providing detailed standards for open space provision in Tauranga to be incorporated in the planning for new development(s) including subdivisions new houses. (Development refers to the subdivision of land, construction of new buildings, or intensification or change in land use that generates additional demand for infrastructure, services, or community facilities in Tauranga.
- 1.2. This policy guides Tauranga City Council's decision-making on the provision of open space across the city, including the acquisition, development, and enhancement of land for open space purposes.

2. SCOPE

- 2.1. This policy outlines the standard for open space provision; however, the specific requirements of individual open spaces will still need to conform to relevant planning and infrastructure standards, Reserves Act 1977 requirements include Reserve Management Plans and iwi and hapū management plan considerations.
- 2.2. This policy establishes consistent standards for open space provision to be expected across Tauranga.
- 2.3. This policy applies to open space provided by Council, developers, or through partnerships, and funded through rates, development contributions, or other mechanisms.

- 2.4. This policy applies to outdoor open space provision. The provision of indoor facilities or sub regional parks is not determined by this policy. However, direction on the location of toilets in some indoor facilities is included within this policy for completeness.

3. DEFINITIONS

Term	Definition
Council	refers to Tauranga City Council - the elected member body representing Tauranga City
Community Area	Areas as defined on Map in Schedule 3
Established residential areas	<p>parts of the urban area that are already substantially developed for residential living, where additional housing is expected to occur mainly through redevelopment, infill, subdivision, intensification, or change in housing density, rather than through the creation of a new suburb or neighbourhood. It includes residential mixed use development.</p> <p>Established residential areas do not include:</p> <ul style="list-style-type: none"> land in Industrial Zones in the Tauranga City Plan; or land in the Urban Marae Community Zone, Rural Marae Community Zone, or Ngāti Kahu Papakāinga zoned land. <p>Where the status of land is uncertain, Tauranga City Council will determine whether an area is a greenfield area having regard to:</p> <ul style="list-style-type: none"> the extent of existing residential development on the land and surrounding area whether development is occurring mainly through intensification/infill or as planned urban expansion whether the area is identified in a structure plan, spatial plan, plan change, infrastructure strategy, or developer agreement for coordinated growth <p>whether the open space network can reasonably be planned and delivered comprehensively upfront or must instead be addressed progressively within an existing urban area.</p>
Greenfield area	<p>means land identified for new urban residential development including mixed use development that is not yet substantially developed for housing, and where the open space network can be planned and delivered as part of the development of a new suburb, neighbourhood, or urban expansion area.</p> <p>Greenfield areas include:</p> <ul style="list-style-type: none"> structure planned or master planned urban growth areas; and

	<ul style="list-style-type: none"> other relatively large, contiguous areas of undeveloped or lightly developed land intended for urban residential development, including areas within or adjoining an existing suburb that are being developed in a coordinated way as a new growth area. <p>Greenfield areas do not include:</p> <ul style="list-style-type: none"> land in Industrial Zones in the Tauranga City Plan; or land in the Urban Marae Community Zone, Rural Marae Community Zone, or Ngāti Kahu Papakāinga zoned land. <p>Where the status of land is uncertain, Tauranga City Council will determine whether an area is a greenfield area having regard to:</p> <ul style="list-style-type: none"> the extent of existing residential development on the land and surrounding area whether development is occurring mainly through intensification/infill or as planned urban expansion whether the area is identified in a structure plan, spatial plan, plan change, infrastructure strategy, or developer agreement for coordinated growth <p>whether the open space network can reasonably be planned and delivered comprehensively upfront or must instead be addressed progressively within an existing urban area.</p>
Higher density areas and centres	Areas that provide greater opportunity for high density, or mixed use types of development and where density of [X] lots per hectare is expected to or has been achieved.
Iwi and hapū management plans	Planning documents developed and promoted by tangata whenua that describe resource management issues of importance to them as tangata whenua.
Open space	Areas of land (mainly parks and reserves) that are maintained by council and that the community have a level of physical access to.
Open space experiences	As described in Schedule 1 column 2
Primary purpose	The main reason(s) for acquiring land as open space, defined by the outcomes and experiences it is intended to deliver under this policy (e.g. play, informal recreation, picnicking, events). There may be more than one primary purpose. Where land is classified as a reserve under the Reserves Act 1977, the primary purpose will align with the reserve classification and any relevant management plans.
Proximity standard	The distance required to get to an open space experience as outlined in Schedule 1 column 4 for each open space experience shown in Schedule 1 column 2
Residence	A property within a residential zone
Requirements	As set out in Schedule 1 the minimum size and specifications for any open space experience.

Sportsfields	Grass sportsfields on which organised sport can be played
Supporting facilities	The amenities and infrastructure needed so an open space experience can be used as intended and meets the required standard. These are required to meet the provision standard for that experience.
Tauranga City Council	Means Tauranga City Council or any Committee, Sub Committee or elected member of Council or officer or other person authorised to exercise the authority of Council.
Universal design guidance	Guidance on universal design approved by Council, that may be updated from time to time.
Water Organisation	A water organisation providing water services within the Tauranga City Council area established under the Local Government (Water Services) Act 2025.

4. PRINCIPLES

- 4.1. **Inclusive** - plan and provide equitable provision of open spaces that are safe, inviting, and support all residents to enjoy a range of open space experiences.
- 4.2. **Network-based** – plan and provide open space as a connected citywide network, seeking a fair and reasonable distribution of spaces and facilities, and enabling the network to respond collectively to community needs and demand
- 4.3. **Efficient and cost-effective** – make the most of existing open space and assets by improving access, capacity, and multi-functional use. New provision will be integrated with the wider network to maximise overall efficiency and value.
- 4.4. **Nature-based** – recognise open space as critical natural infrastructure that provides green networks that protects, restores, and enhances the environment, supports climate adaptation and resilience, and contributes to community health and wellbeing.
- 4.5. **Future-focused** – plan and provide open spaces that will be adaptable and responsive to growth and change, meeting the needs of current and future communities over time.
- 4.6. **Value for money and deliverable** – plan and provide open spaces and supporting facilities that are practical, achievable, and represent best value over their lifecycle. Investment will prioritise fit-for-purpose design, high-quality amenity, and spaces that are well-used and enduring.

5. POLICY STATEMENT

Section 1: Application of the open space provision standards

Greenfield areas

- 5.1. Open space to be provided must show compliance with the:
- **Provision standards** as set out in Section 2 and Schedule 1 of this policy subject to clause 5.3.
 - **Land acquisition standards** set out in Section 3 and in Schedule 2.
 - **Design standards** set out in Section 4 and the Open Space Best Practice guide.
 - **Quantity standard** in clause 5.4.
- 5.2. This may be delivered by Tauranga City Council, or developers per an agreed developer agreement.
- 5.3. Compliance with provision standards is achieved where spatial analysis (and/or other supporting evidence were acceptable) confirms that all open space experiences and requirements in Schedule 1 are accessible within the specified proximity of a dwelling, across the open space network. For open space experiences that are required be provided within a community area, this may include, only where necessary, open space experiences in adjoining community catchments in accordance with Schedule 1.
- 5.4. Quantity Standard: In greenfield areas Tauranga City Council expects land required to meet the provision standards in Schedule 1. In addition to meeting the provision standards, land of no less than 1.7 hectares of open space experience as per Schedule 1 open space experience 25 (enjoy local neighbourhood green space) and 26 (Enjoy larger green areas) per 1,000 people must be provided. This land may be used to meet other open space experiences as set out in clause 5.11. The land must be evenly distributed throughout the development area.
- 5.5. Where open space provision has been agreed in a developer agreement before [*date policy adopted*] based on the previous Open Space Level of Service Policy the terms of the developer agreement take precedence over this policy, including any land acquisition agreements. Any proposals to change what has been agreed because of the change in policy must be approved by mutual agreement between the developer Tauranga City Council.

Established residential areas

- 5.6. Tauranga City Council will progressively work towards meeting the:
- **Provision standards** set out in Section 2 and in Schedule 1 of this policy subject to clause 5.7 and 5.8
 - **Land acquisition standards** set out in Section 3 and in Schedule 2.
 - **Design standards** set out in Section 4 of this policy

- 5.7. Where Tauranga City Council is not meeting the required open space provision standards or design standards (for example, due to an existing gap in provision or where existing provision has been lost, reduced, constrained, or degraded over time - for example due to climate impacts, redevelopment, or changes in land use) Tauranga City Council may:
- upgrade existing parks
 - acquire land in accordance with the Land Acquisition Standards in Section 3 and Schedule 2 of this policy
 - partner with others (e.g. public access agreements with schools, iwi, trusts)
 - provide alternative ways to achieve similar outcomes.
- 5.8. Compliance is achieved where spatial analysis (and/or other supporting evidence where acceptable) confirms that all open space experiences (or alternative experience as per clause 5.7) and specification in Schedule 1 are accessible within the specified proximity of 95% of residential zoned dwellings, across the open space network.

Urban Marae Community Zone, Rural Marae Community Zone or Ngāti Kahu Papakāinga Zone land in the Tauranga City Plan

- 5.9. Open space needs in these areas will be addressed through iwi and hapū management plans.

Section 2: Open space provision standards

- 5.10. Open space will be planned and delivered in accordance Schedule 1 which defines:
- the types of open space experiences to be provided for
 - requirements for each open space experience
 - how close the open space experience should be to residences.
- 5.11. A single open space can serve multiple open space experiences. Supporting facilities (e.g. toilets) can meet the needs of all relevant experiences within the open space. Minimum size requirements may overlap where compatible. For example, a 2 ha park may include a 7,500m² play area.
- 5.12. Open spaces will be designed to support multiple uses and may accommodate more than one open space experience. The experiences listed in Schedule 1 are not exhaustive and do not limit the range of activities that may occur. Space should be provided within the network for informal, passive and unstructured use, including activities not specifically defined in this policy.
- 5.13. It is recognised that in some cases the provision standards may be exceeded, that is, one person may have more access to more open space experiences within close proximity to their home. This is often because of the historical provision of open space, geographical characteristics of an area or case-by-case investment decisions.

- 5.14. At the scheduled renewal of an open space experience, if it does not adequately meet the requirements in Schedule 1, and is not necessary to meet the proximity standard (for example where two of the same experience are closely located) Tauranga City Council will review the open space experience. Tauranga City Council will determine, in consultation with the community whether to upgrade, retain at similar standard, or decommission the open space experience.
- 5.15. In addition to the toilet requirements set out in Schedule 1 Tauranga City Council will provide toilets at the following locations:
- multi-story carpark buildings
 - in major retail areas or public amenities (where new commercial developments are proposed Tauranga City Council will enter into negotiations with the developer to encourage the developer to provide public toilet facilities appropriate for the type and scale of the proposed development)
 - at the cemetery.
- 5.16. When planning land requirements to meet demand for sportsfields, Tauranga City Council will undertake quantitative and qualitative analysis to assess the land required to meet the provision standards in Schedule 1.
- 5.17. Tauranga City Council will take a bespoke approach to planning open space for higher density areas and centres. The General Manager: Operations and Infrastructure may approve investments above what is required in Schedule 1 to respond to growth and greater density, and in centres (within authorised delegation). In this situation a growth assessment will be made. This may include providing open space experiences at a closer proximity, greater size or higher level of specification to what would otherwise be required. It may also include providing more specialised or unique open space experiences than those included in Schedule 1.
- 5.18. Decisions can be made to deliver open space investment in addition to the standard set out through this policy by Council on a case-by-case basis.

Section 3: Open Space Land Acquisition Standards

- 5.19. Schedule 2 sets out land acquisition standards for open space provision. Decisions on accepting land for acquisition rest with Tauranga City Council, regardless of whether the land meets the acquisition standards.
- 5.20. Where land above the open space quantity standards set out in Clause 5.4 of this policy is offered to Tauranga City Council, the criteria in Schedule 2 will be used to guide decision-making on land acquisition with the final decision to be made by Council.
- 5.21. Where the Water Organisation offers open space to Tauranga City Council to maintain, the criteria in Schedule 2 will be used as a guide for any prospective land acquisition. However, any decisions will be made by mutual agreement between the Council and the Water Organisation.
- 5.22. Land acquired primarily for other purposes (e.g. stormwater management, transport, or network infrastructure), even where it provides a secondary open space function, will be assessed under the relevant Council frameworks for those activities.

Section 4: Design standards

- 5.23. The design of open spaces must align with the best practice guide for open space which is available on Tauranga City Council's website www.tauranga.govt.nz.
- 5.24. Universal access across the open space network should be optimised so that people, of all ages and ability can safely access and enjoy open space. The network, as a whole, will provide a range of accessible places and experiences, with different types of access offered across different locations. Investment in accessibility will be prioritised in line with Tauranga City Council's universal design guidance and Schedule 1 of this policy.
- 5.25. When planning and providing new open space experiences, connections to the wider transport network must be considered on a case-by-case basis. This may include the provision or targeted upgrading of footpaths, new (or upgraded) pedestrian crossings, cycling connections, and access points to enable safe and accessible travel. Bike parking should be considered as part of the open space upgrade to encourage local trips by bike/scooter. Upgrades will be prioritised where they deliver the greatest benefit.

6. RELEVANT DELEGATIONS

- 6.1. The chief executive and their sub-delegate has authority for the implementation of this policy.

7. REFERENCES AND RELEVANT LEGISLATION

- SmartGrowth
- Council's Strategic Direction
- Tauranga City Plan
- Infrastructure Development Code
- Best Practice Guide for Open Space
- Local Government Act 2002
- Reserves Act 1977

8. ASSOCIATED POLICIES/PROCEDURES

- Development Contributions Policy
- Standards For Developing Levels of Service Policy 2025
- Property Acquisitions and Disposals Policy

9. SCHEDULES

- Schedule 1: Open space provision standards
- Schedule 2: Land Acquisition criteria

Schedule 1: Open space provision standardsHow to use this table:

1. Table One below sets out the required open space experiences with the specifications to achieve this open space experience.
2. One piece of land, or one supporting facility, can accommodate multiple open space experiences. For example: one toilet block would be suitable for all the open space experiences that require them on an open space.
3. Where an open space experience has a minimum size requirement, this can overlap other open space experience's minimum size requirements provided these experiences do not conflict. For example: a 2 hectare park may include within it a 7,500sm play area within it without any need for additional land. Whereas a 900m² community garden could not overlap a 7,500sm play area.
4. Proximity standards define the expected catchment of each open space experience and are used to assess access across the network, Where a higher-order or larger open space experience is provided within the required proximity, it can satisfy the requirement for a smaller or lower-order experience. For example, a destination or suburban playground may meet the requirement for a neighbourhood playground, and a kick-about space can be accommodated within a sportsfield.
5. For the community areas, provision may only be met by an equivalent facility located in an adjoining community catchment for the purpose of demonstrating compliance with this policy where it can be clearly demonstrated that the facility is accessible, of sufficient quality, and has available capacity to meet the needs of the subject community without adversely affecting existing users, and is consistent with the policy principles. This will be subject to Tauranga City Council assessment and agreement and must be supported by robust evidence.

Table One: Provision Standards

#	Experience	Description	Proximity Standard (option B)	Proximity Standard (option C)	Minimum Size	Specifications
Play and Active Recreation						
1	Play at a neighbourhood playground	A small playground, designed for a short visit	800m walk from residences (excluding rural zoned land in the Tauranga City Plan)	800m walk from residences (excluding rural zoned land in the Tauranga City Plan)	Typically 400-500m ² playground surface area footprint Min reserve size 3,000 m ²	Equipment to provide 4-5 standard play experiences (e.g. swing, slide, climb, spin, balance, imagine) Min 1 piece inclusive play equipment + accessible safety surface Supporting facilities: <ul style="list-style-type: none"> • Requirement for group play & independent play • Shade of parts of the play space for part of the day • Accessible pathways to play space • Bike racks
2	Play at a suburban playground	A medium sized playground	Community Area	1.6km walk	Typically 600-700m ² playground surface area footprint Minimum reserve size 7,500m ²	Equipment to provide standard & unique play experiences (e.g. sensory play, adventurous and challenging play, water play) Min 3 pieces inclusive play equipment + accessible safety surface Supporting facilities: <ul style="list-style-type: none"> • Toilets • Drinking Fountain • Shade of parts of the play space for most of the day • Picnic and seating areas that are shaded at different times of the day • Sealed accessible path to play space • Adequate on-street carparking available • Bike racks
3	Play at a destination playground	A destination sized playground	City – one per 2-3 community areas	City – one per 2-3 community areas	800m ² + playground surface area footprint Minimum reserve size 10,000m ²	Equipment to provide standard & unique play experiences Multiple items of inclusive play equipment + accessible safety surface Unique experiences; Range of experiences for a range of ages Supporting facilities <ul style="list-style-type: none"> • Toilets • Drinking Fountain • Shade of parts of the play space for most of the day • Picnic and seating areas with shade at different times of the day • BBQ • Sealed accessible path to play space • Off-street carparking (or significant on-street carparking) • Bike racks
4	Play at a fenced playground	Play at a fenced play space	Community Area	1.6km walk from residence	Minimum reserve size of 3,000m ²	An area that is fenced for play, which includes a playground and mown grass area

#	Experience	Description	Proximity Standard (option B)	Proximity Standard (option C)	Minimum Size	Specifications
				residences (excluding rural zoned land in the Tauranga City Plan)		
5	Play at natural play areas	Areas that allow for natural exploration	-	400m walk from residences (excluding rural zoned land in the Tauranga City Plan)	n/a	Areas that allow for natural exploration for example, tree climbing, foraging, playing with natural materials leaves, sand, rocks.
6	Kick a ball or run about	Mown grass area to play games and run about	800m walk from residences (excluding rural zoned land in the Tauranga City Plan)	800m walk from residences (excluding rural)	Minimum 30m x 30m	A grass area that is generally flat and is mown to low levels or set back from the road/adjoining activities or otherwise physically separated.
7	Walk or cycle - off road paths	A pathway that allows for at least a 30-minute walk	800m walk from residences (excluding rural)	400m walk from residences (excluding rural)	Minimum of 1.2km return/out-and-back or 2.4km loop	<p>The goal is to develop a connected and coherent citywide network of primarily off-road pathways that enables people of all ages and abilities to access nature, everyday destinations, and recreational opportunities, and supports active, healthy lifestyles.</p> <p>Within this network, To provide access to a minimum of a 30minute off-road walk (1.2km return/out-and-back or 2.4km loop at an average walking speed of 4.8km/hour) within a 800m walk of most residences</p> <p>Track design to be dependent on site conditions.</p> <p>Located to maximise multiple outcomes where possible (eg, transport connections, nature access)</p> <p>Supporting facilities:</p> <ul style="list-style-type: none"> • Seating for rest to be provided at a minimum of 1km gaps • Seating to be located at vista points, and in shaded areas, where possible. • Drinking fountains provided at key entranceways or other strategic locations
8	Skate, scoot or ride at skate park	A specifically designed skating space.	Community Area	Community Area	Minimum reserve size of 7,500m ²	Scale and offering to be determined through network analysis and engagement with the local and skate communities.

#	Experience	Description	Proximity Standard (option B)	Proximity Standard (option C)	Minimum Size	Specifications
						<p>A pathway designed for walking does not meet this requirement. A sealed path around a play space to provide for roller & wheely play does not meet this requirement.</p> <p>Supporting facilities:</p> <ul style="list-style-type: none"> • Larger scale facilities require toilets • Shaded seating areas for rest, supervision, watching. • Drinking fountain • Bike racks
9	Ride a pump/bike track	A specifically designed bike track (e.g. learn to ride, pump track, dirt track, BMX track, MTB track).	Community Area	Community Area	Minimum reserve size of 7,500m ²	<p>Scale and offering to be determined though network analysis and community engagement.</p> <p>A pathway designed for walking does not meet this requirement. A sealed path around a play space to provide for roller & wheely play does not meet this requirement.</p> <p>Supporting facilities:</p> <ul style="list-style-type: none"> • Larger scale facilities require toilets • Shaded seating areas for rest, supervision, watching. • Drinking fountain • Bike racks
10	Shoot hoops	A basketball hoop	1.6km walk	800m walk from residences (excluding rural)	Minimum reserve size of 3,000m ²	<p>Minimum of ½ court size.</p> <p>Supporting facilities:</p> <ul style="list-style-type: none"> • Larger scale facilities require toilets • Shaded seating areas for rest, supervision, watching. • Drinking fountain • Bike racks
11	Access water based recreation	Facilities to support recreational access to the water (e.g. steps, kayak launching, changing facilities, outdoor showers, toilets)	City – identified through network planning	Community Area	n/a	<p>A specifically designed water access space (not including boat ramps).</p> <p>Scale and offering to be determined through network and needs analysis and engagement with the community</p> <p>Supporting infrastructure requirements, e.g.</p> <ul style="list-style-type: none"> • Toilets • Shaded seating areas for rest, supervision, watching • Drinking fountain • Carparking • Bike racks • Includes accessible options to access the water (e.g. blue access mats, and other more permanent structures) • Changing rooms • Showers

#	Experience	Description	Proximity Standard (option B)	Proximity Standard (option C)	Minimum Size	Specifications
12	Exercise dog off leash - shared space	Exercise dog off leash Passive reserve space ideally with no playground	1.6km walk from residences (excluding rural)	800m walk from residences (excluding rural)	Footprint of area for dog exercise 5,000 m2 with no dog access or leash restrictions	Supporting facilities: <ul style="list-style-type: none"> • Rubbish bin • Fencing may be provided
13	Exercise dog off leash at a large space	Large passive reserve space ideally with no playground, and no dog access or leash restrictions	City – identified through network planning	Community Area	Footprint of area for dog exercise 7,000 m2	Sited on open space with no dog access or leash restrictions and ideally no playgrounds Supporting facilities: <ul style="list-style-type: none"> • Fenced or vegetated buffer from roads and perimeter of the open space • Water fountain (dog) • Dog bag dispenser • Rubbish bin
14	Participate in organised sports on grass sportsfields	Grass sportsfields to meet demand for regular community sport for social, training and competition needs, for existing high participation sports, emerging sports with high growth potential and minority sports with growth potential.	Community Area	Community Area	As per demand	Designed and constructed to provide a smooth surface with consistent turf cover, free-draining under normal conditions with no standing water. Field performance infrastructure: <ul style="list-style-type: none"> • Floodlights (training standard) • Drainage system • Irrigation system • Line marking for in season codes, for senior grade regular training and competition Sportsfield user facilities: <ul style="list-style-type: none"> • Cricket wickets for local level play (grass or artificial) • Public toilets • Changing facilities (including officials room) • Storage • Multi-use clubroom space (for sites where there are three or more full size equivalent grass sportsfields located together). Access and amenity infrastructure: <ul style="list-style-type: none"> • A small playground, designed for a short visit (for sites where there are six or more full size equivalent grass sportsfields located together – noting that a playground may be provided where there are fewer sportsfields if required to meet the provision standards for play open space experiences 1-3) • Public carparking • Road access (internal and external) • Accessible pathways through and within a site • Wayfinding signage for large sites with multiple fields and/or facilities • Trees and vegetation for shade and amenity • Services (eg power, water)

#	Experience	Description	Proximity Standard (option B)	Proximity Standard (option C)	Minimum Size	Specifications
						<ul style="list-style-type: none"> • 1 drinking fountain for every 2 full size equivalent grass sportsfields • Access lighting for after-dark safety • Shaded seating areas for rest, supervision, spectating • Bike racks
15	Grow or harvest food - fruit trees	Fruit trees that are maintained to produce fruit	800m walk from residences (excluding rural)	800m walk from residences (excluding rural)	Minimum reserve size of 3,000m ²	Fruit tree (if not self fertilizing then 2) Pest control Periodic pruning and fertilizer
Nature and Environment						
16	Experience places that support thriving nature and biodiversity	Areas that support habitat and biodiversity that may or may not be publicly accessible	City – identified through network planning	1.6km walk	Size largely governed by existing natural elements. However, opportunities to increase size of or access to these spaces should be taken to improve ecological protection, ecological connectivity, human connectivity and environmental services.	Tree and vegetation planting to provide habitat for indigenous biodiversity Routine pest plant and pest control May include public access where feasible and appropriate Ideally located in spaces with existing or remnant biodiversity values or provides ecological corridors between ecological areas Supporting facilities (depending on public accessibility): <ul style="list-style-type: none"> • Paths/trails • Seating • Educational opportunities (e.g. signage) • Carparking • Bike racks
17	Connect with areas of nature	Areas that provide a connection to nature through trees and vegetation or natural settings such as wetlands or coastal and harbour environments	1.6km walk	1.6km walk	5,000 m ² space May be 5,000m ² footprint within larger open space with other functions	Natural features, such as trees and vegetation. Natural settings such as wetlands or coastal and harbour environments should be the primary feature of the space. Supporting facilities <ul style="list-style-type: none"> • Paths/trails • Seating • Educational opportunities (e.g. signage) • Bike racks
18	Connect with large areas of nature	Huge areas of nature that provide an escape from the urban environment	City – identified through network planning	City – identified through network planning	10 hectares	Natural features, such as trees and vegetation natural settings such as wetlands or coastal and harbour environments environments should be the primary feature of the space. Supporting facilities <ul style="list-style-type: none"> • Paths/trails • Seating • Shade/shelter • Drinking water fountains

#	Experience	Description	Proximity Standard (option B)	Proximity Standard (option C)	Minimum Size	Specifications
						<ul style="list-style-type: none"> Educational opportunities (e.g. signage) Bike racks Carparking
19	Grow or harvest food - community garden	Land set aside to meet requests from the community to grow food in a community garden	-	Community Area	900 m2 footprint	<p>Sunny orientation, flat.</p> <p>The footprint must be available however the development of the area into a community garden will rely on community group willing to manage it.</p> <p>Supporting facilities:</p> <ul style="list-style-type: none"> Water source (eg rain water collection, bore) Carparking Bike racks
20	Trees and vegetation for, shade and amenity and environmental services	Trees and vegetation based within a neighbourhood area - may be on berms in parks or other pockets of greenspace	400m walk from residences (excluding rural)	400m walk from residences (excluding rural)	n/a	Trees will be selected in accordance with the Tree and Vegetation Management Policy
21	Environmental services e.g. temperature regulation, stormwater management, air quality, biodiversity (small)	Small features within open space that improve temperature regulation, stormwater management, air quality, biodiversity of the surrounding environment	-	800m walk from residences (excluding rural)	~1000m2	<p>Site specific but may include features like rain gardens, or areas with canopy cover over 40%. Appropriate features to be determined through planning process.</p> <p>Supporting infrastructure may be required to support the activity for example, pipes and swales.</p>
22	Environmental services e.g. temperature regulation, stormwater management, air quality, biodiversity (large)	Larger climate interventions designed to improve temperature regulation, stormwater management, air quality, biodiversity	-	City – identified through network planning	5,000m2	<p>Location specific but may include features like daylighted streams, wetlands, vegetating gully networks coastal dune systems appropriate features to be determined through planning process.</p> <p>Supporting infrastructure may be required to support the activity for example, pipes and swales.</p>
23	Be in quiet space outdoors	Area within open space away from formal activities	800m walk from residences (excluding rural)	800m walk from residences (excluding rural)	Minimum reserve size of 3,000m2	Area within open space away from formal activities and any adjoining roads
24	Enjoy small pockets of green space	Pocket park or street gardens	n/a	400m walk from residences (excluding rural), only where if no	<1,000m2	<p>Small pocket parks or street gardens and planting to increase amenity and provide a connection to nature.</p> <p>For street gardens - amenity plantings</p>

#	Experience	Description	Proximity Standard (option B)	Proximity Standard (option C)	Minimum Size	Specifications
				other open space available within that distance		
25	Enjoy local neighbourhood green space	Neighbourhood park	800m walk from residences (excluding rural)	800m walk from residences (excluding rural zoned land in the Tauranga City Plan)	3,000m ²	Minimum canopy cover at maturity of 30% of the site.
26	Enjoy larger green areas	Larger open space experience that feels separate from the surrounding urban environment	Community Area	1.6km walk	2 hectares	Minimum canopy cover at maturity of 30% of the site, except where this would adversely impact sportsfields provision or alternative ecological features are more appropriate (eg dune planting, salt marsh areas).
Social and Cultural						
27	Meet or hang out informally with people	Areas for informal gathering that are inviting to a range of park users	800m walk from residences (excluding rural zoned land in the Tauranga City Plan)	800m walk from residences (excluding rural zoned land in the Tauranga City Plan)	Minimum reserve size of 3,000m ²	<p>Designed to encourage and support use by a wide range of park users (e.g. people who may not be well served by traditional active recreation spaces, including young women and older people).</p> <p>Designed to support inclusive, informal social use by a wide range of park users, to support incidental community connection and combat loneliness</p> <p>For example, areas of seating positioned away from other formal play activities, chess tables, playful seating, pergolas.</p>
28	Use a picnic area	A serviced picnic area	800m walk from residences (excluding rural zoned land in the Tauranga City Plan)	800m walk from residences (excluding rural zoned land in the Tauranga City Plan)	Minimum reserve size of 3,000m ²	<p>Ideally co-located in a scenic area or alongside other activities</p> <p>Supporting facilities</p> <ul style="list-style-type: none"> • Picnic table and accessible seating option • Accessible pathway to the picnic table • Rubbish bin • Shade / shelter available
29	Have a BBQ gathering	A purpose-built BBQ area designed to support group use and longer stays	1.6km walk	1.6km walk	Minimum reserve size of 3,000m ²	<p>Ideally co-located in a scenic area or alongside other activities</p> <p>Supporting facilities</p> <ul style="list-style-type: none"> • BBQ • 2-3 Picnic tables and accessible seating option • Accessible pathway to the BBQ picnic tables • Drinking fountain • Toilet

#	Experience	Description	Proximity Standard (option B)	Proximity Standard (option C)	Minimum Size	Specifications
						<ul style="list-style-type: none"> • Rubbish bin • Shade / shelter available • Bike racks
30	Attend local outdoor events	Area for booked or not booked events	Community Area	1.6km walk	~1,500 m2 flat area capacity to fit up to 1,500 people with accessible access (or may be amphitheatre if appropriate and accessible)	Flat area with accessible access (or may be amphitheatre if appropriate and accessible) Supporting facilities: <ul style="list-style-type: none"> • Power connection • Water connection • Toilets
31	Attend medium sized outdoor events	Area for booked events	1 may serve 2 adjacent Community Areas	1.6km walk	1,500-10,000 m2 flat area with accessible access (or may be amphitheatre if appropriate and accessible)	Flat area with accessible access (or may be amphitheatre if appropriate and accessible) Supporting facilities: <ul style="list-style-type: none"> • Power connection • Water connection • Toilets • Bike racks
32	Attend large sized outdoor events	Area for booked events	1 may serve 2-3 adjacent Community Areas	1 may serve 2-3 adjacent Community Areas	8000-18,000 m2 and have the capacity to host up to 12,000 people	Flat area with accessible access Supporting facilities <ul style="list-style-type: none"> • Power connection • Water connection • Toilets and space to enable temporary ablution blocks • Truck access to enable pack in / pack out • Ability to restrict access through temporary fencing • Public transport links • Bike racks • Suitable for event traffic and parking management in the wider area. • Minimal displacement of scheduled use • Supported by Tauranga City Plan provisions eg noise or a resource consent that enables event activity.
33	Attend premier outdoor events	Area for booked events	1 event area in each side of the city (east/west)	1 event area in each side of the city (east/west)	>10,000 m2 and capacity and host up to 50,000 people	Flat area with accessible access Supporting facilities <ul style="list-style-type: none"> • Power connection • Water connection • Toilets and space to enable temporary ablution blocks • Truck access to enable pack in / pack out • Ability to restrict access through temporary fencing • Public transport links • Bike racks

#	Experience	Description	Proximity Standard (option B)	Proximity Standard (option C)	Minimum Size	Specifications
						<ul style="list-style-type: none"> • Suitable for event traffic and parking management in the wider area. • Minimal displacement of scheduled use • Supported by Tauranga City Plan provisions eg noise or a resource consent that enables event activity
34	Visit space suitable for groups	Large unobstructed seating areas that can comfortably accommodate groups of visitors. Designed in a way to be inviting to a range of park users.	City in each side of the city (east/west)	City in each side of the city (east/west)		<p>Ideally located in scenic or destination open spaces.</p> <p>Designed to accommodate 50-100 people.</p> <p>Supporting facilities</p> <ul style="list-style-type: none"> • Accessible pathways throughout the space linking to main activity areas • Carparking • Café facilities onsite or close by • Water fountains • Access and parking suitable for large groups and coaches • Toilets including accessible toilets • Wayfinding signage • Shade • Bike racks
35	Learn about culture or history or ecology of a place	Elements of an open space that convey meaning to park users	1.6km walk	800m walk from residences (excluding rural zoned land in the Tauranga City Plan)	Minimum reserve size of 3,000m ²	<p>Designed as per process set out the open space best practice guide</p> <p>Supporting facilities</p> <ul style="list-style-type: none"> • Interpretation signage • Seating

Schedule 2: Land Acquisition standardsApplication of this schedule

This schedule applies to land being considered for acquisition where the primary purpose is to deliver the outcomes and experiences set out in this open space provision policy. Land acquired primarily for other purposes (e.g. stormwater management, transport, or network infrastructure), even where it provides a secondary open space function, will be assessed under the relevant Council frameworks for those activities.

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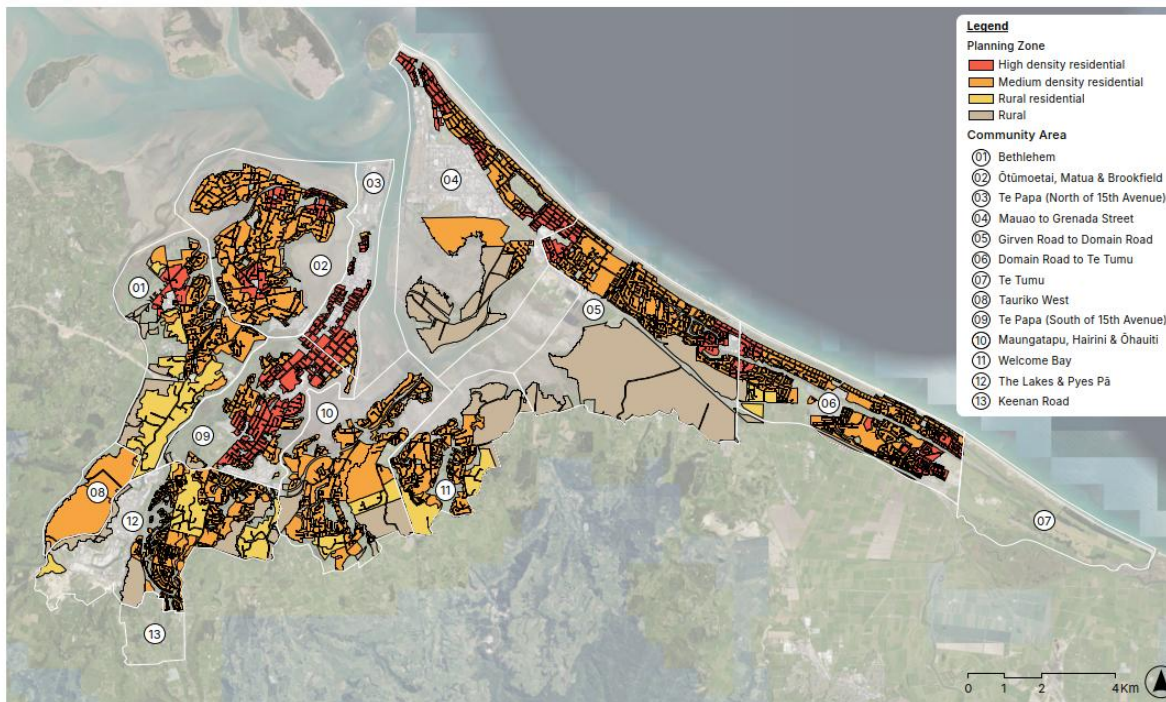
Community Benefit	Proposed open space must have a demonstrable community benefit to be supported for acquisition by Tauranga City Council.
Natural hazards	<p>Tauranga City Council will not acquire land for the primary purpose of open space which is subject to, existing or potential hazards that would:</p> <ul style="list-style-type: none"> • pose an unacceptable health and safety risk to visitors, or • adversely affect the land, assets intended to be placed on it, or delivery of its intended primary purpose • present an unacceptable financial risk to Tauranga City Council when assessed against its intended purpose. <p>Further considerations when assessing natural hazards are set out by hazard type below:</p> <p><u>Floodplains</u></p> <p>We will consider incorporating flood plains into the open space network where they will not prevent the open space from fulfilling its primary purpose and where the health and safety risks to users can be managed.</p> <p><u>Overland flow paths</u></p> <p>We will consider accommodating overland flow paths within the open space network where they will not prevent the open space from fulfilling its primary purpose / function and where the health and safety risks to users can be managed.</p> <p><u>Coastal Inundation</u></p> <p>We will consider accommodating actual or potential coastal inundation within the open space network they will not prevent the open space from fulfilling its primary purpose, or compromise its long-term sustainability.</p> <p><u>Land stability and erosion</u></p> <p>Land stability and erosion will be assessed according to the intended purpose / function of the land to ensure that they will not prevent the open space from fulfilling its primary purpose, compromise its long-term sustainability or pose unmanageable health and safety risks to users.</p>
Protected land	Tauranga City Council will not consider acquiring land where the land and its associated values are protected effectively through other enduring mechanisms such as QEII National Trust covenants while remaining in private ownership, unless a business case can be made that additional benefits would accrue from public ownership
Decision-making and budget	All open space acquisitions – even those at no capital cost - are subject to appropriate political or delegated decision-maker approval under the Local Government Act 2002 and to budget availability. Therefore, consistency with policy does not guarantee an acquisition will be approved or pursued.

Regulatory processes and obligations	<p>Plan changes and resource consents cannot obligate Tauranga City Council to acquire land, even at no capital cost (with the exception of esplanade reserves), due to the associated financial implications of acquisition cost and / or ongoing maintenance cost in perpetuity. Political approval through a formal resolution and / or delegated approval from the future asset owner must be obtained in writing before land can be identified as being acquired by or vesting in Tauranga City Council, through plan changes or resource consents. This includes land with:</p> <ul style="list-style-type: none"> • a primary open space purpose with a secondary stormwater management purpose, e.g., riparian margins on streams that do not qualify for the provision of esplanade reserve • primary stormwater management purpose and a secondary open space purpose, e.g. a flood plain required for stormwater management
Network utilities infrastructure	<p>Network utilities infrastructure will generally not be accepted on land acquired for open space purposes due to the associated constraints on development, functionality and amenity values. However, it will be considered where it will not adversely affect the ability of the open space to fulfil its primary purpose / function.</p>
Retaining walls and batters	<p>No retaining walls, batters or other structures supporting surrounding private land or public roads acceptable within the boundaries of the open space.</p>
Financial compensation	<p>We will not provide financial compensation for the purchase of land for open space that has attributes that do not contribute to, or that adversely affect, the ability of the open space to serve its primary open space purpose / function, including:</p> <ul style="list-style-type: none"> • is too steep to fulfil its intended purpose • contains floodplains or overland flow paths in functional areas of the open space • is subject to and / or potentially subject to coastal inundation in functional areas of the open space • is geotechnically unstable or subject to and / or potentially subject to erosion in functional areas of the open space • contains, or is planned to contain in future, network utilities infrastructure such as underground gas pipelines, water mains, sewer lines, electricity transformers, underground or overhead electrical transmission lines. <p>We will not provide financial compensation for the purchase of land for Historic Reserves less than 1 hectare in size.</p>

Historic Reserves	<p>Land identified through a Plan Change process or resource consent process as possessing historic values and that is above the provision standards specified in this policy will be considered by Council on a case-by-case basis considering:</p> <ul style="list-style-type: none"> • the tangata whenua relationship with the land as identified through the relevant iwi/hapu management plan and/or through discussions with relevant iwi/hapu groups • historic values of the site • management and maintenance issues/options and associated costs (note consideration could be given to co-management opportunities) • New Zealand Historic Places Trust comments on the site • all potential future opportunities of the land • all potential interests in the land. <p>The development and maintenance costs of the land will be funded through general rates or targeted rates where this already exists or is planned for the development area and is determined to be an appropriate source of funding through the Standards for Developing Levels of Service Policy</p>
Soil contamination	<p>All land acquired for recreational open space purposes must be assessed for contamination prior to a decision to acquire and consistent with the requirements of the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011. In addition, land purchased at residential land value must not contain contamination exceeding the National Environmental Standard for Residential land for the applicable housing density (residential 10% produce or high-density residential). Land acquired should not increase our contaminated land management obligations, e.g. encapsulated contaminated land, closed landfills</p>
Management considerations	<p>We will not consider acquiring land with management obligations that would present an unacceptable financial commitment to manage when assessed against its intended purpose.</p>
Access considerations	<p>We will not consider acquiring land for open space that does not have appropriately located or configured access which enables it to fulfil its intended purpose and facilitates maintenance activities.</p>

Schedule 3: Community Area Maps

LEVELS OF SERVICE
COMMUNITY AREAS



Summary of Options Assessment

Table One: Assessment of difficulty (financial and feasibility) of reaching the provision standard

Catchment	Option 2A: Status Quo	Option 2B: Moderate	Option 2C: Comprehensive
Really close to home	Widely achieved	Working towards already	Highly ambitious
Close to home	Widely achieved	Ambitious	Ambitious
Long walk	Widely achieved	Working towards already	Ambitious
Short drive	Widely achieved	Working towards already	Ambitious
City wide	Widely achieved	Working towards already	Ambitious

Note: The analysis presented in this attachment is the result of iterative work to establish a draft policy for consultation. As such analysis of options may not exactly match the proximity measures or exact specifications set out in the draft policy and is intended to provide a high-level assessment of the options for consideration. Once an option is selected for consultation, council staff will look to update the analysis to better reflect the adopted option and provide this as part of deliberations on the draft policy. Proximity mapping analysis has been based on existing residential zones in the Tauranga City Plan and does not include mixed use zones.

Really close to home - 400m walking distance – approximately 485 catchments across the city



Figure 1 Examples of a 400m walking catchment and a 500m radial buffer catchment at Ventura Park (Papamoa), Lees Park (Brookfield) and Memorial Park (Te Papa)

Topic	Option A: Status Quo	Option B	Option C
Level of difficulty	Widely achieved	Working towards already	Highly Ambitious
Experiences Required	<ul style="list-style-type: none"> None required 	<ul style="list-style-type: none"> Trees and vegetation for environmental services, shade and amenity 	<ul style="list-style-type: none"> Trees and vegetation for environmental services, shade and amenity Walk and cycle on off road paths Enjoy small pockets of green space Play at natural play areas
Current state	There is no requirement in the open space policy for very close access to nature, but minimum street tree requirements are set in the Tauranga City Plan. Some areas of the city (Lakes, Papamoa) have a higher level of service for vegetation and pay a targeted rate for maintenance. Intensification areas may have a bespoke approach.	Current Tauranga City Plan provisions require street tree provision, however there may be small pockets of the city lacking trees at this distance. Areas of the city identified with lower canopy cover include Mount Maunganui, Papamoa and Tauranga City. Some areas of the city (Lakes, Papamoa) have a higher level of service for vegetation and pay a targeted rate for maintenance.	The approach matches some development examples, for example Te Ara o Wairakei, and the proposed Tauriko West esplanade open space. However the 400m proximity to all of these experiences is ambitious, particularly for off-road pathways. Currently only approximately 31% of residences are located within this proximity to a minimum 1.2km (30min return walk) off-road pathway. Around 70% of residences have close access to open space (72.70% of city within 300m of an open space) with lower close access to greenspace in Te Papa South, parts of Brookfield, Bethlehem Judea, Welcome Bay and Harini.
Strategic Context and User/community issues	This option would leave achieving strategic goals for close access to nature to case-by-case decisions. This would not meet desire for trees and shade close to home which was valued by community focus groups. Key areas not having access would include	This option supports the nature & biodiversity goal and environment strategy goals of having close access to thriving nature and biodiversity, and nature-based solutions. Trees and shade were valued by the community focus group close to home. Close access to play and activity which was valued by key stakeholders and by community focus groups for young children and those with no private green space would not be accessible at this distance in this option.	This option delivers on the goals of having close access to thriving nature and biodiversity, provision of environmental services and close access to options for informal play and physical activity connections, and greenspace. Having connections within development also supports multi modal shifts. Walkways and cycleways were highly valued in community focus groups, nature spaces would offer close access to play, nature and activity, all valued by key stakeholders. This gives a close option for those with young children and those with no private green space.
Costs and Technical issues	N/A	\$ A large proportion of the city is expected to meet this standard either thorough street trees or nearby open space. Infilling trees and shade into existing areas may be challenging given constraints associated with existing infrastructure, targeted enhancements would need to be carefully planned. In greenfield development Tauranga City Plan requirements may conflict with underground infrastructure requiring great road space which could reduce housing footprints and yields and so are sometimes challenging to implement. Previous greenfield developments some specific developments in Papamoa/ the Lakes have had higher levels of service for street trees and vegetation this generally involves wider street widths to accommodate vegetation and a targeted rate for maintenance.	\$\$\$ As per Option B analysis of tree and vegetation considerations. Pathway proposals in established residential areas have had different levels of success, with the Marine Parade Coastal Pathway and Papamoa Shared Pathway and Kopurererua Valley Reserve Pathways being implemented successfully however attempts to infill pathways near Memorial Park, the Wairoa River and Forrester Drive have faced land acquisition difficulties.
Comparison with other councils	<ul style="list-style-type: none"> Hamilton requires 0.5h park in 400m walking distance for medium and high density areas, with trees landscaping, seating, bins, walkways, kick about space, may have play or hardcourts Wellington - 400m, 5 minute walk (high intensification areas only) to a recreation or social open space (including local or community neighbourhood park or urban park size ranges 0.1h-0.5h park) Auckland requires 0.2-0.5h park in 400m walking distance for medium density and high density areas, and pocket parks between other parks 		

800m - 10 min walking distance – approximately 147 catchments across the city



Figure 2. Examples of an 800m walking catchment and a 500m radial buffer catchment for Ventura Park (Papamoa), Lees Park (Brookfield) and Memorial Park (Te Papa)

Note: The current policy uses a 500 m radial (straight-line) buffer to represent a 10–15minute walk. However, network analysis shows a 500 m buffer more closely reflecting a 10-minute walk (approximately 800 m along actual routes at 4.8 km/h). An 800 m walking distance / 10min catchment has therefore been adopted in the draft policy options. Extending to a true 15-minute walk (around 1.2 km) would reduce the number of facilities required across the city may be a significant shift to the Level of Service Performance Measure in the Long-Term Plan. There are approximately 147 - 800m walkable catchments and 76 - 1200m walkable

Topic	Option A: Status Quo	Option B	Option C
Level of difficulty	Widely achieved	Ambitious	Ambitious
Experiences Required	<ul style="list-style-type: none"> Enjoy local neighbourhood green space Play at small playground Kick a ball or run about Meet or hang out informally with people Spend time in shaded park areas 	<ul style="list-style-type: none"> Enjoy local neighbourhood green space Grow or harvest food - fruit trees Be in quiet space outdoors Kick a ball or run about Play at small playground Meet or hang out informally with people Have a picnic Spend time in shaded park areas Walk or cycle - off road paths 	<ul style="list-style-type: none"> Enjoy local neighbourhood green space Grow or harvest food - fruit trees Be in quiet space outdoors Kick a ball or run about Play at small playground Exercise dog - shared space Meet or hang out informally with people Have a picnic Spend time in shaded park areas Learn about culture or history or ecology of a place Shoot hoops Environmental services e.g. temperature regulation, stormwater management, biodiversity (small)
Current state	Mostly achieved however some gaps in playground provision are still to be filled. Some parks may require greater shade and greenery, although the current policy is not clear on the specifications required for these experiences	Many of these experiences are available to some extent at this proximity, through the neighbourhood open space and local area open space network. However, the experience may not meet the proposed specifications (e.g. for playgrounds while 86% of residences within 800m walk of a playground of any specification, only some playgrounds (for 30% of residences) meet the proposed specifications). Other experiences are not provided consistently (e.g. fruit trees and off-road pathway, with around half of residences currently located within this proximity to a minimum 1.2km pathway (30min return walk). Some experiences like providing a quiet space, kick a ball hang out and have a picnic are likely available through neighbourhood open space but some parks may need design improvements to deliver on the functions to the required specifications but these are expected to be small scale (e.g. shade, seating).	This option would provide a higher level of provision than what exists in current neighbourhood open space. Per Option 2B, many of these elements are already available to some extent at this proximity, while others are not provided consistently. In addition to Option 2B, basketball hoops are not provided at this proximity (met for approx. 22% of residences), Cultural/educational aspects are not currently provided at all neighbourhood open spaces. Environmental services would need further assessment. The desire to have a larger number of experiences and some with potentially significant land requirement means that it is unlikely they will be able to be accommodated on the current network without additional land acquisition.
Strategic context & User/community issues	This option provides a park experience close to home but does not necessarily offer a range of options for different households and planting and vegetation can be limited. This does not reflect the desire for close access to walkways and cycleways, or a more diverse range of experiences.	This option provides for a range of different uses through a green experience close to home with shade, picnic areas and a place for quiet contemplation as well as pathways and areas for play and activity. This reflects the community group feedback that walkways and cycleways were valued.	This option provides a wider range of experiences in neighbourhood open space which would cater to a wider range of households, improve environmental outcomes and share the culture and history of a place. This generally reflects what was desired in the focus groups by those with young children, accessibility needs or without private green space. This reflects some stakeholders desire for activities for youth in close walking distance.
Costs & Technical issues	\$ Likely to be achievable	\$\$ While there are a number of fruiting trees across the city, these are not currently maintained specifically for fruiting (e.g. additional pruning, fertilizer). Further work on the implementation of fruit trees is required. To upgrade an existing playground at the time of renewal to meet the specifications may cost an additional approximately \$50,000-\$300,000 depending on what is required (e.g. additional play equipment, accessible safety surfacing, artificial shade, vegetation, accessible pathways). Access to the pathway network is not consistent across the city and filling gaps may be challenging in existing areas.	\$\$\$ This option provided a range of experiences which may be able to be located on existing neighbourhood parks, however where existing parks are undersized or portions of the park are unsuitable for activities there may need to be additional land acquisition. This would require additional cost, for example: Dependent on network planning, this could require an additional 40-50 basketball hoops at a cost of approximately \$3-\$5M over time. While there are a number of fruiting trees across the city, these are not currently maintained specifically for fruiting (e.g. additional pruning, fertilizer). Further work on the implementation of fruit trees is required. Climate features may involve rain gardens or wetland costs approximately \$1,100 – \$1,200 per metre, with related ongoing costs and trees and vegetation costs approximately \$750-\$2,500 per 100m2 of native planting & \$25per 100m2 of ongoing plant maintenance
Comparison with other councils	<ul style="list-style-type: none"> Auckland – within a 600m walk Auckland provides young children’s play, local recreation and socialising, dog exercise (off leash), social sport and active recreation Hamilton – does not use this distance measure Wellington – not high intensification area - walk 10-minutes from their home to a recreation or social open space (including local or community neighbourhood park or urban park) 		

1.6km - 20 min walk – approximately 47 catchments



Figure 3- Examples of a 1.6km walking catchment and a 2km radial buffer catchment for Ventura Park (Papamoa), Lees Park (Brookfield) and Memorial Park (Te Papa)

Topic	Option A: Status Quo	Option B	Option C
Level of difficulty	Widely achieved	Working towards standard already	Ambitious
Experiences Required	<ul style="list-style-type: none"> Walk or cycle - off road paths Attend events - shared space Exercise dog - shared space 	<ul style="list-style-type: none"> Connect with areas of nature Shoot hoops Learn about culture or history or ecology etc of a place - small scale (e.g. signage) Have a BBQ gathering Exercise dog - shared space 	<ul style="list-style-type: none"> Connect with larger green areas - 2 hectares Connect with areas of nature Experience places that support thriving nature and biodiversity Play at medium playground Have a BBQ gathering Spend time in shaded play & seating areas Learn about culture or story of place
Current state	This is widely achieved through local area open space and due to the lack of specificity around what constitutes a walkway or cycleway and allowance for shade to be anywhere on the site.	<p>Over 95% of residences are already within 2km of 2ha of some sort of contiguous open space. It is expected that many of these spaces may provide the opportunity to spend time in nature.</p> <p>Currently, approx. 55% of residences are within a 1.6km walk of a basketball hoop. 70% of homes are within 1.2km of a BBQ 95% within 2km however this may not meet the full standards expected.</p> <p>The current provision of cultural or storytelling elements and dog exercise options have not been mapped.</p>	<p>Over 95% of residences are already within 2km of 2ha of some sort of contiguous open space. It is expected that many of these spaces may provide the opportunity to spend time in nature or support nature but further network analysis would be needed to confirm this.</p> <p>Around 40% of residences are within this proximity to a medium scale playground experience.</p> <p>70% of homes are within 1.2km of a BBQ 95% within 2km however this may not meet the full standards expected. Shade is increasing being provided at larger community spaces, however, has not been mapped at this distance.</p>
Strategic context and User/community issues	This option does not provide for a range of activities and users, currently requirements are not specific and do not explicitly direct levels of amenity or natural elements	This option provides for a range of activities and users and provides some experiences in a (longer) walking distances that cater for a range of different people, for example youth. The longer walk or cycle to get to these activities than for Option 2C may adversely impact those with accessibility issues, with young children or those with no private open space. Natural areas support connections with the natural environment and culture and storytelling features connect people to place. Further planning work is requirement to understand dog exercise options and whether the desired provision is feasible given existing open space available.	This option supports a connected centers approach where residents can walk or cycle to a range of open space activities. There is a major neighbourhood play space. Climate features are explicitly planned for an accommodated and natural areas support connections with the natural environment and culture and storytelling features connect to place. Provides a wide range of experiences in walking distance which was desired to respond to increased density and lower vehicle use.
Costs and Technical issues	While it is difficult to measure given the lack of specific requirements in the current policy, this is considered to be generally met.	\$ Dependent on network planning, this could require an additional 10 basketball hoops at a cost of approximately \$0.7-\$1.3M over time. Some additional BBQs 2-3 may be needed to address gaps and existing bbq areas may require improvements,	\$\$\$ Dependent on network planning, this option may require an additional 10-12 medium-scale playgrounds at a cost of approx. \$10-\$13M over time (including supporting facilities) depending on site requirements. Incorporating shade and cultural/story telling elements into the design of place may require additional features.
Comparison with other councils	<ul style="list-style-type: none"> Auckland – 1.5km – older children’s play, youth recreation, nature recreation, local recreation and socialising, dog exercise, exercise and fitness, walking and cycling, social sport and active recreation. Hamilton – 1.2km walking distance to a community park medium and high density areas - Larger multi-function parks that provide informal recreation, socialising and event space for the wider community Wellington – Urban parks in village centre, other coastal areas 		

Community area – 10-15 minute drive – 13 catchments



Figure 4- Examples of community areas which are defined in Schedule 3 of the draft policy for Ventura Park (Papamoa), Lees Park (Brookfield) and Memorial Park (Te Papa)

Topic	Option A Status Quo	Option B	Option C
Level of difficulty	Widely achieved	Working towards standard already	Ambitious
Experiences Required	<ul style="list-style-type: none"> Enjoy larger green areas - 2 hectares Participate in organised sport on a grass sportsfields Have a picnic Have a BBQ gathering Attend events - shared space Learn about culture or history or ecology etc of a place - small scale (e.g. signage) Skate, scoot or ride at skate park 	<ul style="list-style-type: none"> Enjoy larger green areas - 2 hectares Play at medium playground Skate, scoot or ride at skate park Ride a pump/bike track Participate in organised sport on a grass sportsfields Attend large sized outdoor events Attend local outdoor events Attend medium sized outdoor events Learn about culture/story of a place (large) 	<ul style="list-style-type: none"> Skate, scoot or ride at skate park Ride a pump/bike track Access water based recreation Exercise dog at a large space Participate in organised sports on grass sportsfields Grow or harvest food - community garden Attend large sized outdoor events Attend local outdoor events Attend medium sized outdoor events
Current state	The current policy has requires basic provision for suburban area open space (within 4km of most residences) and so the standard is already largely met. Skateparks are an optional feature and therefore current gaps in provision are acceptable. Shade only needs to be somewhere on the park and as such some parks have limited vegetation or shade. Requirements for event spaces and social spaces are not specified currently and so not all spaces may meet the requirements in the policy.	Over 95% of residences are already within 2km of 2ha of some sort of open space. Land is already largely available and working towards major neighbourhood play and skate and bike elements, these exist at (7, 7 and 5 of the 10 existing community areas respectively). Local event spaces have 3 gaps and medium event spaces have 2 gaps and all event types have some sites with constraints limiting use. Culture and storytelling features have not been mapped. Sportsfields are currently provided at this distance but additional demand would need to be met.	Already working towards this for skate and bike activities (currently at 7 and 5 of the 10 existing community areas respectively). Water based recreation is provided for in many areas and further provision needs to be identified through network planning. Would need to find 7 more sites for community gardens. Dog exercise areas would require additional work to assess. Sportsfields are currently provided at this distance but additional demand would need to be met.
Strategic context and User/community issues	This approach does not provide for the wider range of activities people have requested and the higher level of amenity.	This approach provides for a wider range of experiences and a higher level of amenity requested than the status quo, but requires residents to drive a short distance to access these (relative to Option C where these are provide within walking distance) which is less consistent with a connected centre and mode shift to active transport.	This approach provides for a wider range of experiences and supports the goals of promoting recreational access to water, and the Mana Kai Mana Ora food sovereignty plan to provide space for community gardens. This option provides skateparks, bike tracks and attend events at different scales, exercise a dog at a large space and access the water within a short drive of home which responds to feedback that travel can be difficult across the city and responds to the desire from dog owners for more large dog spaces.
Technical issues and Costs	\$ Some upgrades may be needed to ensure experience meets the requirements in the draft policy.	\$\$ Continued investment is required to meet gaps in existing areas, and deliver in green field areas. For example, more play infrastructure required (an additional 3 medium scale playgrounds, 3 skate parks and 5 bike tracks which, depending on site constraints, engagement and design cost in the order of \$8-\$12M over time) and event spaces (3 local spaces and 2 medium sized spaces and continued investment in sportsfield provision. Incorporating cultural/story telling elements into the design of place may require additional features but would require further work to assess.	\$\$ For large dog exercise areas and community gardens there would be significant gaps to fill in existing areas and accommodating these may be challenging in terms of available, unconstrained open space. Gaps need to be filled for 3 skate parks and 5 bike tracks and 3 local event spaces and 2 medium sized event spaces The requirements for water based recreation are proposed to be determined through needs analysis and community engagement.
Comparison with other councils	<ul style="list-style-type: none"> Auckland – Destination play, destination local youth recreation, land and water based recreation, longer stay recreation, socialising and picnicking, Dog exercise (off leash), exercise and fitness, walking and cycling path-based recreation, social sport and active recreation, organised sport and active recreation Hamilton – Civic spaces Wellington – Community park, urban park in metro centre, smaller natural area, significant beach 		

City wide - anywhere in the city

Topic	Option A: Status Quo	Option B:	Option C
Level of difficulty	Widely achieved	Working towards standard already	Ambitious
Experiences Required	<ul style="list-style-type: none"> Immerse yourself in large green space Spend time in nature Play at a destination playground with shade and seating 	<ul style="list-style-type: none"> Immerse yourself in large natural areas Access water based recreation Experience places that support thriving nature and biodiversity Attend premier outdoor events Exercise dog at a large space Play at a destination playground Visit space suitable for groups / visitors 	<ul style="list-style-type: none"> Immerse yourself in large natural areas Visit space suitable for groups / visitors Play at a destination playground Attend premier outdoor events Environmental services e.g. temperature regulation, stormwater management, biodiversity (large)
Current state	Widely achieved	<p>Guest and visitor facilities may require some upgrades to achieve the policy standard.</p> <p>Dog exercise spaces would require assessment.</p> <p>Upgrades would be needed to existing spaces to meet requirements</p> <p>Upgrades may be needed to water based recreation but largely achieved</p>	<p>Guest and visitor facilities may require some upgrades to achieve.</p> <p>Planning for environmental services would require additional planning and consideration but may be significant. Dog exercise spaces would require assessment. Upgrades would be needed to existing spaces to meet requirements.</p>
Strategic context and User/community issues	This approach does not address climate or event and visitor strategic goals. Reflects the feedback that people are willing to travel further for high quality activities on offer	Appropriate events venues and visitor facilities support the strategic direction and provide vibrancy. Reflects the feedback that people are willing to travel further for high quality activities on offer and for events. Provides for a greater range of experiences as standard than Option 2A. Responds to the desire from dog owners for more large dog spaces.	Embedding climate and resilience into infrastructure planning is essential to achieve strategic direction. Appropriate events venues and visitor facilities support the strategic direction and provide vibrancy. Reflects the feedback that people are willing to travel further for high quality activities on offer and for events.
Technical issues and Costs	<p>\$</p> <p>Some upgrades may be needed to ensure experience meets the requirements in the draft policy.</p>	<p>\$</p> <p>Whilst additional investment in upgrades is needed to meet the standard the land for the open space experience is expected to be available in most cases.</p>	<p>\$\$</p> <p>Climate features may involve raingardens or wetland costs approximately \$1,100 – \$1,200 per metre, with related ongoing costs and trees and vegetation \$750-\$2,500 per 100m2 of native planting & \$25 per 100m2 of ongoing plant maintenance.</p>
Comparison with other councils	<ul style="list-style-type: none"> Wellington - Urban park in city centre, large nature areas, Auckland - Destination play, destination local youth recreation, land and water based recreation, longer stay recreation, socialising and picnicking, Dog exercise (off leash), exercise and fitness, walking and cycling path-based recreation, Organised sport and active recreation Hamilton - Destination park, natural area, sport park, civic spaces 		

Principles

Original Policy	Principle	Now covered in:
Open Space Level of Service	Primarily focus on the access to and use of the Open Space Network.	Amended to include multifunctional use and integration of open space with other outcomes New principle: Efficient and cost-effective – make the most of existing open space and assets by improving access, capacity, and multi-functional use. In growth areas, new provision will be integrated with the wider network to maximise overall efficiency and value.
	Focus on making the most of the Open Space Network.	Included in: Efficient and cost-effective – make the most of existing open space and assets by improving access, capacity, and multi-functional use. In growth areas, new provision will be integrated with the wider network to maximise overall efficiency and value.
	Seek to ensure there is a fair and reasonable distribution of open space across all areas of the city	Amended principle: Network-based – plan and provide open space as a connected citywide network, seeking a fair and reasonable distribution of spaces and facilities, and enabling the network to respond collectively to community needs and demand
	Seek to ensure that the open space level of service is able to be provided into the future as population growth occurs	Included in: Future-focused – plan and provide open spaces that will be adaptable and responsive to growth and change, meeting the needs of current and future communities over time.
	The role of the Open Space Network in achieving good urban development outcomes by providing community focal points, pedestrian and open space connections, high levels of amenity and feelings of openness, and a range of recreational opportunities	Covered in Our Public Places Strategic Plan and Reserves and Open Space AIP and in Section 4: Design Standards. Amended principle Efficient and cost-effective – make the most of existing open space and assets by improving access, capacity, and multi-functional use. In growth areas, new provision will be integrated with the wider network to maximise overall efficiency and value.
	The role of the Open Space Network in providing opportunities	Covered in Our Public Places Strategic Plan and Reserves and Open Space AIP

	<p>for recreation (active and passive), conservation (protection of natural and cultural features), amenity (greening of the urban environment and spatial settings for housing), and utilities (stormwater management, ecological corridors, buffers etc)</p>	<p>Specific open space opportunities to be provided set out in open space provision standards.</p> <p>And principles:</p> <p>Network-based – plan and provide open space as a connected citywide network, seeking a fair and reasonable distribution of spaces and facilities, and enabling the network to respond collectively to community needs and demand</p> <p>Inclusive - plan and provide equitable provision of open spaces that are safe, inviting, and support all residents to enjoy a range of open space experiences.</p> <p>Nature-based – recognise open space as critical natural infrastructure that provides green networks that protects, restores, and enhances the environment, supports climate adaptation and resilience, and contributes to community health and wellbeing.</p>
	<p>The role of the Open Space Network in achieving a number of Council’s strategic objectives (eg transport, stormwater, open space objectives).</p>	<p>Our Public Places and Reserves and Open Space AIP</p>
	<p>That the value of open space can be measured by a variety of means including utilisation, existence value and amenity.</p>	<p>Our Public Places and Reserves and Open Space AIP</p>
	<p>That the level of service for open space needs to be achievable from a cost and practicality point of view. That the benefits of the Open Space Network are received by both the existing population and the future growth population.</p>	<p>Amended principle:</p> <p>Future-focused – plan and provide open spaces that will be adaptable and responsive to growth and change, meeting the needs of current and future communities over time.</p> <p>Value for money and deliverable – plan and provide open spaces that and facilities are practical, achievable, and represent best value over their lifecycle. Investment will prioritise fit-for-purpose design, high-quality amenity, and spaces that are well-used and enduring.</p>
	<p>That there are different sectors of the community that have different</p>	<p>Amended principle</p>

	needs in terms of access to the Open Space Network	Inclusive - plan and provide equitable provision of open spaces that are safe, inviting, and support all residents to enjoy a range of open space experiences.
Active Reserves Level of Service Policy	Sustainable in that the level of service will be established, as far as practicable, to meet the needs of both current and future sporting codes in Tauranga.	Included in: Future-focused – plan and provide open spaces that will be adaptable and responsive to growth and change, meeting the needs of current and future communities over time.
	Enabling in that consideration will be given to how the level of service supports the development of successful and sustainable sports clubs that are meeting the needs of the community at a social, training and competition level	Included in: Future-focused – plan and provide open spaces that will be adaptable and responsive to growth and change, meeting the needs of current and future communities over time.
	Efficient in that Council will look at opportunities for making the most of what is available in the first instance, and ensure that future active reserve development is undertaken to maximise capacity and efficiencies of use taking this into consideration at the planning and design stage	Included in: Efficient and cost-effective – make the most of existing open space and assets by improving access, capacity, and multi-functional use. New provision will be integrated with the wider network to maximise overall efficiency and value. Network-based – plan and provide open space as a connected citywide network, seeking a fair and reasonable distribution of spaces and facilities, and enabling the network to respond collectively to community needs and demand
	Cost effective in that Council will try and achieve a balance between cost of achieving a level of service and user needs both now and into the future, constantly looking at best value solutions	Included in: Value for money and deliverable – plan and provide open spaces that and facilities are practical, achievable, and represent best value over their lifecycle. Investment will prioritise fit-for-purpose design, high-quality amenity, and spaces that are well-used and enduring.
	Network based in that over and under supply in any one area could be picked up by the wider network of active reserves, taking into account population distribution	Included in: Network-based – plan and provide open space as a connected citywide network, seeking a fair and reasonable distribution of spaces and facilities, and enabling the network to respond collectively to community needs and demand

	Accessible through endeavouring to ensure a reasonable geographic distribution of active reserves across the city	Now in proximity measures within the policy
Public Toilet Location Level of Service	Reasonable access to public toilets is important to the residents of, and visitors to, the city.	Now covered in principle: Inclusive - plan and provide equitable provision of open spaces that are safe, inviting, and support all residents to enjoy a range of open space experiences.
	Council will seek a fair and reasonable distribution of public toilets across the city	Now covered in policy requirements Network-based – plan and provide open space as a connected citywide network, seeking a fair and reasonable distribution of spaces and facilities, and enabling the network to respond collectively to community needs and demand
Tree and Vegetation Management Policy (in part)	To recognise the importance of high quality vegetation that contributes towards the sustainable development of our environment.	Now covered in principle: Nature-based – recognise open space as critical natural infrastructure that provides green networks that protects, restores, and enhances the environment, supports climate adaptation and resilience, and contributes to community health and wellbeing
	To create and enhance wildlife habitats and ecological values that contributes to the bio-diversity of the city’s environment, including bee friendly trees/vegetation.	Now covered in principle: Nature based – open space functions as critical green infrastructure that provides green networks that protects, restores, and enhances the environment while supporting climate adaptation and resilience and improving health and well-being

Statement of Proposal: Draft Open Space Provision Policy

Providing for Tauranga’s open spaces

Tauranga has a wide range of parks, reserves and open spaces that support our wellbeing, environment, and way of life. As our city grows and changes, we need to make sure we are providing the right types of open spaces, in the right places, for our communities.

We are proposing a new **Open Space Provision Policy** to guide how open space is planned and delivered across Tauranga. The policy will work alongside the City Plan, Strategic Direction and Tauranga Reserves Management Plan to provide a high quality open space network.

What is this proposal about?

Currently, open space provision is guided by four separate policies. These policies are being consolidated into a single, updated policy to:

- improve clarity and consistency
- reflect Tauranga’s growth and urban change
- respond to climate and environmental challenges
- align with Council’s long-term strategic direction

Why are we proposing changes?

The current policies are now over 10 years old and:

- do not fully reflect current community expectations
- don’t match what we are providing in practice
- provide too much flexibility in some areas, making consistent decision-making difficult

We also heard through previous community engagement and stakeholder feedback that people value access to a wider range of open space experiences, that accessibility and inclusion are important and that environmental outcomes and climate resilience matter.

What are we proposing?

We are proposing a new Open Space Provision Policy that updates how open space is provided.

What we’re proposing...	... and why?
Updating policy principles	We have consolidated and refreshed the existing principles to better match the Council’s strategic direction and the communities’ open space expectations
Introducing new open space standards	We have provided more measurable and specific standards within the policy, and included provision standards for activities previously delivered on a more case-by-case basis further information on these standards is set out at [link]

Taking a bespoke approach to density	We propose a bespoke approach to respond to growth and greater density. This is proposed to provide flexibility to respond to density where it occurs and make the most of existing features of an area. We are proposing a trigger for when this planning would occur for example, 30 lots per hectare, but would like feedback on what this trigger point should be.
Retaining quantity standards for greenfield areas, with more flexibility	Developers and council will still have to provide an amount of open space in greenfield areas that matches the rest of the city but this can be provided in more flexible ways to make the most of land that may be unsuitable for housing.
Adding acquisition guidelines	We have included acquisition guidelines to ensure that land acquired for open space is fit for purpose and does not create future issues for ratepayers.
Improving design and accessibility guidance	We will still need to plan for open space to be accessible to as many people as possible but we will add new guidance to help developers and council understand how to achieve this in practice.

Have your say

We want to hear your views on this proposal.

Consultation period

3 August 2026 – 3 September 2026

How to make a submission

You can give your feedback:

- Entering your feedback online at letstalk.tauranga.govt.nz/XX
- Emailing it to policy@tauranga.govt.nz
- Filling in the form attached to this statement of proposal

You can also present your views directly to the City Futures Committee.

- Hearings will be held after submissions close
- You can attend:
 - in person
 - via phone or video link

If you wish to speak, let us know in your submission.

Where can I get more information?

More information is available:

- on Council's website [[link](#)]
- at Council service centres and libraries

DRAFT

9.7 Integrating events into Council's Strategic Framework

File Number: A20386436

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PURPOSE OF THE REPORT

1. This report presents two options for integrating events strategic planning within Council's wider strategic framework and seeks feedback from Council regarding the preferred way forward.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Integrating events into Council's Strategic Framework".
- (b) Approves widening the scope of the existing 'Tauranga Matarauui 2023-2033 - Inclusive City Strategy' via:
 - (i) Renaming the existing Strategy to 'Tauranga <translation to come> 2023-2033 – Inclusive and Vibrant City Strategy'.
 - (ii) Adding a sixth goal to the Strategy, focussed on vibrancy, events, and arts and culture.
- (c) Notes that this change will result in the renamed 'Tauranga <translation to come> 2023-2033 – Inclusive and Vibrant City Strategy' acting as the primary strategy for two Community Outcomes ('Tauranga Matarauui – An inclusive city' and 'Tauranga <translation to come> – A vibrant city that embraces events').
- (d) Notes that a report will be brought to the City Future Committee in August presenting the revised Strategy for adoption, along with an updated Events Action and Investment Plan, a new Major Events Strategic Plan (*exact title TBC*), and a new Event Venues Network Plan.

EXECUTIVE SUMMARY

2. This report provides:

- An update on recent work completed towards priority actions in Council's Events Action and Investment Plan (Events AIP).
- Options for how events can be better integrated into Council's existing strategic framework (**Attachment 1**), following the recent adoption of a new Community Outcome "A vibrant city that embraces events."

Update on priority actions in Council's Events AIP

3. Events AIP Action 1: Council's strategic approach to major or "anchor" events. Anchor events are defined as those that reflect and amplify Tauranga's distinct identity and deliver significant economic, social, and reputational benefits.

4. Work-to-date suggests there is an opportunity for Council to shift from assessing whether events are simply “good”, to whether they are strategically important for Tauranga. Making this shift will result in more targeted investment decisions, enhance value-for-money, and strengthen the city’s profile nationally and internationally. Internal and external consultation, including with Tourism Bay of Plenty, Bay Venues, TECT, and sector experts, has informed this initial work.
5. Events AIP Action 2: Development of an Event Venues Network Plan. The plan will outline a range of options to improve event venue capacity and functionality over time, which will inform future Long-term Plan (LTP) discussions and decisions.

Options for integrating events into Council’s strategic framework

6. On 18 November 2025, Council approved revised Community Outcomes ahead of the development of the 2027-37 LTP. This included a new Community Outcome “*A vibrant city that embraces events.*”
7. In response to this, a programme of work was initiated in late 2025, which has considered how Council can strategically plan for, attract, support, and deliver events in Tauranga. This work has included engagement with stakeholders and is in progress, with an evolving focus on major and larger-scale events. The results of this work will be presented to Council at the City Future Committee on 18 August 2026.
8. This report is an interim step leading up to August. The purpose of this report is to get Council direction on how to best integrate this increased focus on events into Council’s existing strategic framework.
9. Option 1 (RECOMMENDED) proposes expanding the Tauranga Matarauui 2023–2033 – Inclusive City Strategy into an Inclusive and Vibrant City Strategy. This would involve renaming the Strategy and adding a sixth goal focused on vibrancy, events, arts, and culture. The revised Strategy would serve as the primary document supporting two Community Outcomes (‘Tauranga Matarauui – An inclusive city’ and ‘Tauranga <translation to come> – A vibrant city that embraces events’).
10. This option is recommended as it leverages an established strategy, avoiding unnecessary duplication, and directs resources towards implementation and focussed planning, rather than towards developing a new standalone strategy, ensuring efficient use of time and funds. It recognises strong connections between events and community wellbeing, diversity, and economic development.
11. Option 2 (NOT RECOMMENDED) proposes creating a standalone Events Strategy. Whilst this would elevate the profile of events, it would also result in the duplication of content already captured in the well-established Events AIP, additional resource demands, and deliver a strategy which was not consulted on to the extent that the other primary Council strategies were.

Next Steps

12. Next steps include reporting back to the City Future Committee in August 2026 with:
 - a revised Inclusive and Vibrant City Strategy;
 - an updated Events AIP;
 - the new strategic approach for major events (title TBC); and
 - the new Event Venues Network Plan for consideration and adoption.

BACKGROUND

13. On 18 November 2025, Council approved revised Community Outcomes ahead of the development of the 2027-37 LTP. This included a new Community Outcome “*A vibrant city that embraces events.*”

14. This report responds to the new Community Outcome and provides:
 - An update on recent work completed towards priority actions in Council’s Events AIP (specifically planning for major/anchor events and the Event Venues Network Plan).
 - Options for how events can be better integrated into Council’s existing strategic framework (**Attachment 1**), following recent adoption of the new Community Outcome “*A vibrant city that embraces events.*”

PRIORITY ACTIONS IN COUNCIL’S EVENTS AIP

15. Since the adoption of the new Community Outcome, further work has been completed on two priority actions identified in the Events AIP. This has started to form a picture of what could sit under the new Community Outcome to help give effect to it (in the same way that other Community Outcomes are supported via a primary strategy and associated AIPs).
16. Combined, the outcomes of this work will result in focussed leverage of larger events to deliver outcomes for the city, and a considered approach to the development of event venues across the city.

EVENTS AIP Action 1: Council’s strategic approach to major events

17. This work proposes that “anchor events” are used as a key mechanism to create focus, reinforce Tauranga’s identity, and support clearer priorities for improved investment decisions.
18. Anchor events are events which characterise and amplify Tauranga’s distinct qualities. Focusing larger investment decisions towards anchor events (whilst still supporting a programme of smaller scale, community-focused events) will help deliver value-for-money for ratepayers and raise Tauranga’s event profile. This recognises the role of large-scale (anchor) events in driving increased visitation and generating positive media exposure, alongside significant social and economic benefits for our communities.
19. To date, the concept has been socialised internally through several discussions and workshops, including:
 - Early consultation with the Tourism Bay of Plenty lead team
 - A separate session with Haydn Marriner (leading the development of the Tauranga destination brand)
 - Engagement with Chad Hooker, Adam Ellmers, and Amanda West from Bay Venues, to capture the perspective of our largest venues
 - A workshop with the TCC Events Team to refine the initial anchor proposals
 - Consultation with Wayne Werder and Paula Hudson from TECT
 - Review and feedback from the Events Funding Panel, incl. Dave Courtney (Priority One)
 - Discussions with specific members of the Spaces and Places team, and the Strategy, Governance and Climate Resilience team.
20. Additionally, the Deputy Mayor hosted an “Event about Events” session in late 2025 which, whilst not specifically about the concept of anchor events, highlighted the importance of events to Tauranga.
21. The anchor events concept has strong alignment with the Tauranga Events AIP as it reflects the intent of a number of Council’s outcomes/primary strategies. It builds on our strengths as a city by shifting from asking “is this a good event?” to “is this an important event for Tauranga?”, using anchor events as the assessment framework.
22. This draft work will also be reviewed by a Senior Advisor at Major Events New Zealand, as well as Kylie Hawker-Green, former Head of Major Events New Zealand. Collectively, this represents access to nationally recognised points of major events expertise, which will help support confidence that the proposed approach is grounded in deep sector knowledge and is the right direction for Tauranga.

23. Several event industry workshops were held in mid-June, and input and feedback from these workshops is currently being integrated into the new Major Events Strategic Plan (exact title TBC).
24. Staff are also working with the Pou Takawaenga team on engagement plans with Mana Whenua, which will be undertaken prior to the City Future Committee meeting on 18 August 2026.

Events AIP Action 2: Development of an Event Venues Network Plan

25. Tauranga lacks fit-for-purpose event venues that support the ability to grow across all sectors. Many venues require compromise, adeptness, and innovative thinking to deliver quality events. The Event Venues Network Plan identifies a scale of opportunities to improve this over time. It will be packaged up to provide some realistic options for Elected Member consideration in the upcoming LTP.

REFLECTING EVENTS INTO COUNCIL'S STRATEGIC FRAMEWORK

26. A programme of work was initiated in late 2025 in response to the new Community Outcome "A vibrant city that embraces events." This work has considered how Council can strategically plan for, attract, support, and deliver events in Tauranga. Whilst still in progress, it has included engagement with stakeholders and has an evolving focus on major and larger-scale events (as discussed earlier in this report). The outcomes of this work will be presented to Council at the City Future Committee on 18 August 2026.
27. This report is an interim step leading up to August.
28. The purpose of this report is to get Council direction on how to best integrate this increased focus on events into Council's existing strategic framework. The report outlines two different options and seeks Council direction regarding which option to progress.
29. Following Committee decisions, a further report will be brought to the City Future Committee on 18 August 2026, aligning with the wider strategy stocktake being completed by the Strategy, Governance and Climate Resilience team. The August report will formalise the integration of events within the strategic framework (as per Committee direction) and present the outcomes of the Events AIP actions discussed above (major/anchor events and the Event Venues Network Plan).

OPTIONS ANALYSIS

30. There are two options for integrating the revised events strategic direction within Council's wider strategic framework.

Option 1: Widen and rename the existing Tauranga Matarauui 2023-2033 – Inclusive City Strategy (RECOMMENDED)

31. This would look like:
 - Renaming the existing strategy (Tauranga Matarauui 2023-2033 – Inclusive City Strategy) to Tauranga <translation to come> 2023-2033 – Inclusive and Vibrant City Strategy.
 - Adding a sixth goal to the Strategy, focussed on vibrancy, events, and arts and culture. This would complement the existing goals, which are about wellbeing, access, inclusion and diversity, safe communities, and strong neighbourhoods and liveable communities.
 - Having the renamed Inclusive and Vibrant City Strategy act as the primary strategy for two Community Outcomes ('Tauranga Matarauui – An inclusive city' and 'Tauranga <translation to come> – A vibrant city that embraces events').
32. This approach, having one primary strategy for two Community Outcomes, has been used before. Prior to combining the Community Outcomes 'Tauranga Tātai Whenua – A well planned city' and 'Tauranga Ara Rau – A city we can move around easily', both of these Outcomes had Connected Centres Programme 2020/UFTI as their primary strategy.

33. The recent work completed on events would sit underneath the revised strategy as:

- An updated Events AIP
- A new strategic approach for major events (*exact title TBC*)
- A new Event Venues Network Plan.

Advantages	Disadvantages
<ul style="list-style-type: none"> • Still delivers an enhanced focus on events. • Avoids creating a new events-focused primary strategy, which would sit uncomfortably alongside the other primary strategies, which have a much wider remit (i.e. the environment, urban planning and the economy). • There are strong linkages between events and aspects of the current Inclusive City strategy, such as diversity, community building, and wellbeing. • Widening the focus of the Inclusive City Strategy makes it a better home for other high-profile and evolving activities, such as Tauranga Museum and Te Manawataki o Te Papa. • The current Events AIP has strategic outcomes already and is relatively new, meaning that it is more productive to focus on implementation. This option optimises staff time, directing it towards planning for events at a more action-focused, granular level, and providing better value-for-money at this stage in the strategy cycle (a major strategic refresh was completed not long ago, in 2022, and the next major review would be likely to occur in 2029, prior to the 2030 LTP). 	<ul style="list-style-type: none"> • Potential perception of reduced importance, without a direct one-to-one relationship between the events focused Community Outcome and corresponding strategy.

Option 2: Have a standalone Events Strategy (NOT RECOMMENDED)

34. This approach would result in the development of a standalone Events Strategy to sit as a primary strategy, directly underneath the new events-focused Community Outcome and alongside ‘Tauranga Matarauui 2023-2033 – Inclusive City Strategy’, ‘Tauranga Taurikura 2023-2033 – Environment Strategy’, the Connected Centres Programme/Urban Form and Transport Initiative (sub-regional), and the ‘Western Bay of Plenty Economic Strategy 2021’.

35. Underneath the Events Strategy would sit a revised Events AIP, with an additional focus on major events and the Event Venues Network Plan.

Advantages	Disadvantages
<ul style="list-style-type: none"> • Elevates events as a priority area for Council. 	<ul style="list-style-type: none"> • An events-focused primary strategy would sit uncomfortably alongside the other primary strategies which have a much wider remit (i.e. the environment, urban planning and the economy).

	<ul style="list-style-type: none"> • Much of the events strategic direction is already captured in the Events AIP. • Would deliver a primary strategy which has not gone through the same level of engagement as other Council developed primary strategies ('Tauranga Mataranui 2023-2033 – Inclusive City Strategy', 'Tauranga Taurikura 2023-2033 – Environment Strategy'). • Requires staff time and resources to be directed towards preparing a strategy document, diverting the Events Team from their work to ensure Council's events function is strategically aligned towards maximising event outcomes for the city. • Not widening the 'Tauranga Mataranui 2023-2033 – Inclusive City Strategy' to better accommodate events, arts and culture, means the opportunity is lost to create a more natural home for other high-profile council activities, such as the museum.
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STATUTORY CONTEXT

- 36. The (current) purpose of local government under the Local Government Act 2002 is to “promote the social, economic, environmental, and cultural well-being of communities, both in the present and for the future”. Council’s strategic framework enables Council to do this, with this report focusing on how strategic planning for, and delivery of, events is integrated within the framework.
- 37. How Council delivers, plans for and manages events within the city is also impacted by legislation and regulation, particularly the Health and Safety at Work Act 2015 (HSWA), the Resource Management Act 1991 (RMA), and the Sale and Supply of Alcohol Act 2012.

STRATEGIC ALIGNMENT

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

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

- 39. While events primarily sit under the Community Outcome ‘We are a vibrant city that embraces events’, events also strongly support the Community Outcomes ‘We are an inclusive city’ and ‘We are a city that supports business and education’.
- 40. Events provide opportunities for people of different cultures, ages, abilities, and backgrounds to come together in welcoming, inclusive environments, and deliver economic benefits for businesses and individuals. They attract visitors and contribute to the city’s identity.

41. This report recommends widening the scope of the existing 'Tauranga Matarauui 2023-2033 – Inclusive City Strategy' by renaming it 'Inclusive and Vibrant City Strategy' and by including a sixth strategic goal, focussed on vibrancy, events, and arts and culture. The recommendations of this report will deliver a strategic framework that better supports the new Community Outcome for events, and which recognises the strong linkages between events, vibrancy, and inclusivity.

FINANCIAL CONSIDERATIONS

42. This report has no direct financial implications. The current work underway regarding major events and the Event Venues Network Plan is being funded within existing budgets and staff capacity. The recommendations of this report support maximising Council's event budget, focusing strategic planning efforts towards delivery of outcomes by taking a pragmatic approach towards realigning Council's existing strategic framework.
43. If additional budget is required for future initiatives, this will be highlighted by the next report to the City Future Committee in August 2026 and considered by Council via the upcoming LTP process.

LEGAL IMPLICATIONS / RISKS

44. This report has no direct legal implications. It proposes a low risk, resource efficient approach to realignment of Council's existing strategic framework.

TE AO MĀORI APPROACH

45. Staff are working with the Pou Takawaenga team on engagement plans with Mana Whenua, which will be undertaken prior to the City Future Committee meeting on 18 August 2026.

CLIMATE IMPACT

46. The decisions of this report have no direct climate implications, however events provide opportunities to implement best practice sustainability regarding waste management, and to promote the environment of Tauranga.

CONSULTATION / ENGAGEMENT

47. No engagement has occurred regarding the recommendation of this report (widening the focus of 'Tauranga Matarauui 2023-2033 – Inclusive City Strategy to better incorporate events).
48. There has been stakeholder consultation more generally regarding events and specifically regarding the proposed approach for major events (refer to the section of this report titled 'Events AIP Action 1: Council's strategic approach to major events').
49. Additionally, residents were asked to rate the importance of events as part of the recent survey completed ahead of the 2026/27 Annual Plan. Events and festivals were ranked as least important out of the seventeen services residents were asked to rank, however 58% of respondents still ranked events and festivals as somewhat or very important.
50. While residents may view events and festivals as less important than other Council services, such as roading, rubbish, water and open spaces, events are still viewed as a valuable part of Council's overall service offering to the community. This ranking aligns with Council's modest events budget – last financial year Council's expenditure on events was less than 1% of Council's total expenditure.

SIGNIFICANCE

51. 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.

52. 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; and
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
53. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decisions are of low significance.
54. The decision proposed by this report (widening the focus of the existing 'Tauranga Matarauui 2023-2033 – Inclusive City Strategy to better incorporate events) has no direct budget implications and has a strong and logical flow from the previous Council decision to create a new Community Outcome focussed on events.


ENGAGEMENT

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

NEXT STEPS

56. Return to City Future Committee in August 2026 and present:
- The completed work on major/anchor events and the Event Venues Network Plan.
 - A revised strategic framework as per Committee resolutions.

ATTACHMENTS

1. **Current Strategic Framework (as at 1 June 2025) - A19773817** [↓](#) 

Tauranga City Council: Our Direction framework - where strategies & plans fit

WIP for LTP 2027-2037 development as at: 18 November 2025

TIER 1: Vision for Tauranga endorsed and adopted by Council, 13 June 2022

Tauranga, together we can
prioritise nature, lift each other up, fuel possibility

TIER 2: Council's approaches and community outcomes including a summary of Council's strategic direction for each outcome and approach. Adopted 12 December 2022

Council's approaches to: Te Ao Māori, Sustainability, and Working beyond Tauranga				
Tauranga Matarauui - An inclusive city	Tauranga Taurikura - A city that values, protects and enhances our environment	Tauranga - Tātai Whenua (incl Ara Rau) Title TBC A well planned city that is easy to move around	Tauranga a te kura - A city that supports business and education	Title TBC A vibrant city that embraces events
Tauranga is a city that celebrates our past, is connected in our present and invested in our future. Where people of all ages, beliefs, abilities and backgrounds thrive.	Tauranga is a city that prioritises our natural environment and outdoor lifestyle, and actively works to protect and enhance it.	Tauranga is well planned and connected, easy to live in and navigate around, with thriving centres, affordable homes, resilient infrastructure, community amenities and sustainable transport choices.	Tauranga is a city that attracts and supports a range of business and educational opportunities, creating jobs and a skilled workforce.	Tauranga is a city that champions events and experiences that enhance vibrancy, connects communities, builds identity and delivers cultural, social and economic benefits for its people.

TIER 3: Council's Strategies:

(a) Holistic Strategies
High-level, contribute to all community outcomes

(b) Primary Strategies
ONE for each outcome. Joint or TCC. Intended to cover whole outcome.

SmartGrowth Strategy 2023 - NEW adopted June 2024 (SmartGrowth, Joint W/BOP sub-regional)				
Tauranga Moana Iwi Management Plan 2016-2026 (Iwi document, Tauranga Moana)				
Tauranga Matarauui 2023-2033 - Inclusive City Strategy	Tauranga Taurikura 2023-2033 - Environment Strategy	Connected Centres Programme, 2020 - urban development focus + transport & movement focus (UFTI, joint sub-regional strategy)	Western Bay Economic Strategy, 2021 (PriorityOne, joint sub-regional strategy)	Primary Strategy TBC

TIER 4: Action & Investment Plans (AIPs)
Identify how our strategies will best be delivered (specify: priorities, responsibilities, scale, cost)

Short, action-focused plans

This level of the framework contains a number of specific action and investment plans (AIPs) which provide the 'how we will get there' for our strategies. AIPs are our longer-term roadmaps for delivery on our strategic direction.

Each AIP contributes to more than one community outcome, but for simplicity is shown below under the outcome it primarily contributes to.

AIPs can be place-based, e.g. City Centre AIP, or topic-based, e.g. Accessible Tauranga AIP.
AIPs normally have a 3 - 10 year view, and can be joint plans or TCC-owned plans.
AIPs may have a different title such as 'strategy' or 'strategic plan', but all belong in the AIP level of our framework.
AIPs ONLY INCLUDE ACTIONS TO 'MOVE FORWARD' - THEY DO NOT INCLUDE OPERATIONAL DELIVERY.

Actions within AIPs identify projects for consideration during each long-term plan or annual plan process, and the council is not the only funder of actions within these plans. While the AIPs will not be able to be funded all at once, they identify the best-fit set of actions to deliver on relevant goals within our primary and holistic strategies over time.

(a) Place-based AIPs (incl spatial plans)

The Historic Village Strategic Plan 2020	Kaituna Action Plan - Te Tini a Tuna 2019-2029 (joint, Te Maru o Kaituna River Authority)	Te Papa (Peninsula) Spatial Plan 2020-2050
	Wairoa River Valley Strategy 2013, Vision to 2055 (joint, review scheduled for 2025/6)	City Centre Action & Investment Plan 2022-2032
	Tauranga Harbour Integrated Management Strategy 2006 (BOPRC-led, joint)	Otumoetai Spatial Plan 2023-2050 (NEW - adopted 1 May 2023)
	Tauranga Harbour Recreation Strategy 2008 (BOPRC-led, joint)	Mount to Arataki Spatial Plan 2024-2054 (NEW - adopted 25 Mar 2024)

(b) Topic-based AIPs

Accessible Tauranga Action & Investment Plan 2023-2033 (NEW - adopted 21 Aug 2023)	Tauranga Climate Action & Investment Plan 2023-2033 (NEW - adopted 21 Aug 2023)	Our Public Places Strategic Plan - He tauranga tangata 2023-2033 (NEW - adopted 21 Aug 2023)	Western Bay Transport System Plan 2021 (TSP) (Report 3 - Transport Operating Framework: Reviewed 2023) (joint, sub-regional)	WBOP International Strategy 2023-2025 (PriorityOne-led, joint, sub-regional)	Tauranga Events Action & Investment Plan 2022-2032
Welcoming Communities WBOP Plan 2018-2023 (joint, sub-regional) (TCC plan under development 2024)	Nature and Biodiversity Action & Investment Plan 2023-2033 (NEW - adopted 21 Aug 2023)	Community Centres Action & Investment Plan - He pa tangata 2023-2033 (NEW - adopted 21 Aug 2023)	BOP Land Transport Plan 2021-2031 (RLTP) (BOPRC-led, joint, regional) (under review April 2024)	Tourism BOP Visitor Economy Strategy 2018-2028 (TBOP-led, joint, regional)	
Safer Communities Action & Investment Plan 2023-2033 (NEW - adopted 21 Aug 2023)	Waste Management & Minimisation Plan 2022-2028	Reserves and Open Space Action & Investment Plan 2023-2033 (NEW - adopted 21 Aug 2023)	BOP Public Transport Plan 2022-2032 (BOPRC-led, joint, regional)	Te Ha Tapoi - Tourism Strategy 2019-2022 (TBOP-led, joint, regional)	
SmartGrowth Housing Action Plan 2021 (joint, sub-regional) (under review by SG Housing Group 2024)		Play, Active Recreation and Sport Action & Investment Plan 2023-2033 (NEW - adopted 21 Aug 2023)	Tauranga Parking Strategy 2021 (to be underpinned by a range of parking management plans)		
Kainga Tupu - WBOP Homelessness Strategy 2020 (joint, sub-regional) (under review 2024)		BOP Spaces & Places Strategy 2021-2023 (SportBOP-led, joint, regional) (under review 2024)	Tauranga Airport Masterplan 2010-2030 (under review 2024)		
Arts, Culture and Heritage Action & Investment Plan 2023-2033 (NEW - adopted 21 Aug 2023)		Urban Design Action & Investment Plan (NEW - adopted 13 May 2024)			
	Stormwater Strategy 2024-2054 (General Manager-approved DRAFT, pending Local Waters Done Well impact)	Water Supply Strategy 2024-2054 (General Manager-approved DRAFT, pending Local Waters Done Well)			
		Wastewater Strategy 2024-2054 (General Manager-approved DRAFT, pending Local Waters done Well)			

9.8 Status updates on actions from prior City Future Committee meetings

File Number: A20460254

Author: Anahera Dinsdale, Governance Advisor

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

PURPOSE OF THE REPORT

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

RECOMMENDATIONS

That the City Future Committee:

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

BACKGROUND

2. This is a recurring report provided to every City Future Committee meeting. The next report will be to the City Future Committee meeting of 18 August 2026.
3. The attached update includes all open actions and actions completed since the last report on 19 May 2026.
4. Once reported, completed actions are archived and made available in the Stellar library⁷.

DISCUSSION

5. The action status update report for the City Future Committee as at 19 June 2026 is provided as **Attachment 1** to this report, and is summarised in the table below.

Status of actions	No. actions
Closed (completed since the last report)	3
In progress	6
Pending (waiting on something)	1
To be actioned	0
Total actions included in this report	10

ATTACHMENTS

1. **Attachment 1 - Actions from City Future Committee as at 23 June 2026 - A20582350** [↓](#)



⁷ Stellar pathway: Council & Committees → City Future Committee → 2025 → Actions Requested by City Future Committee meetings.

City Future Committee				Actions status update as at: 23 June 2026			
Meeting Date	Agenda Ref.	Report Name	Action Required	Status Update <i>(incl anticipated / actual completion date)</i>	Status Summary	Date Closed	GM / CE Responsible
19 May 2026	10.5	Strategy Stocktake - Tauranga Matarauuni (Inclusive City Strategy)	That staff send an update of the 30 external event stakeholders regarding the status and upcoming workshops for the major event strategy, ensuring they are invited to participate.	08/06/2026: All invitees to Events About Events have been invited to the upcoming events strategic sessions. The Deputy Mayor was also sent some draft comms so she could email those external stakeholders directly	Closed		Sarah Omundsen
19 May 2026	10.5	Strategy Stocktake - Tauranga Matarauuni (Inclusive City Strategy)	That staff provide clear mapping out of grant funding to strategy outcomes and action plans.	17/06/2026: Staff have now collated funding disbursed through Community Grants and Community Development Match Fund against each of the strategic outcomes. This has since been shared with Elected Members.	Closed		Sarah Omundsen
31 Mar 2026	9.4	Arterial Route Improvements	A draft strategy around cycling across and around Tauranga is developed and presented to Members of the Committee.	Staff will provide Councillors with background (briefing) information in relation to cycling in Tauranga and work to completed to date to help inform scope and next steps.	In progress		Reneke van Soest
14 Oct 2025	9.1	Vale Street, Windsor Road and Grange Road Safety Improvement Options	That staff provide the Committee with a report that includes an up-to-date list of every (transport) project (including safety projects) included in the current Annual Plan, and by year, in the Long Term plan, including where projects have been bundled and the details of projects in those bundles also listed in the report. 19 May 2025 That staff confirm whether the local community has been informed of the current status of the 14 October 2025 road safety improvement projects, and report back if not.	A briefing request has been submitted to share with EM - the outcome of the request and seek early feedback to ensure we are on the right track. A paper outlining the outcome is proposed to be tabled at the 15/12/2025 City Delivery Committee Mtng. The work is being progressed through the Transport Minor Safety & Accessibility Programme. Technical design and investigation activity is being supported, and will be brought forward through Annual Plan / LTP processes as funding and prioritisation allows.	In progress		Reneke van Soest

Meeting Date	Agenda Ref.	Report Name	Action Required	Status Update <i>(incl anticipated / actual completion date)</i>	Status Summary	Date Closed	GM / CE Responsible
14 Oct 2025	9.2	Harbour Drive Safety Improvement Options	That staff provide a report back to the City Delivery Committee on the maintenance response for boulders and the use of agrochemicals along Harbour Drive, including alternatives to chemical use. 19 May 2025 That staff confirm whether the local community has been informed of the current status of the 14 October 2025 road safety improvement projects, and report back if not.	Greg Steele has confirmed that City Operations will mow the grass and weed eat around the boulders as per normal City Operations practices. With regards to agrochemicals, we follow the TCC agrichemical policy and only use approved agrichemicals. This policy can be provided if required.	In progress		Reneke van Soest
12 Aug 2025	9.3	Te Tumu Wastewater Servicing Options	Staff to report back to Committee on the resilience of the wastewater system if delivered.	An assessment for alternative wastewater servicing options for Te Tumu has commenced. It will consider the resilience of a developer-delivered onsite treatment plant within Te Tumu. This assessment will also consider the resilience of the existing TCC wastewater network if Te Tumu flows (and hence large scale upgrades) are excluded from the system. Completion of the assessment is anticipated by 4th quarter of FY26 (i.e. March-June 2026).	In progress		Reneke van Soest
12 Aug 2025	9.3	Te Tumu Wastewater Servicing Options	Staff to report back to Committee on the impact costs if delivered in an alternative way.	An assessment for alternative wastewater servicing options for Te Tumu has commenced. It will consider the developer costs of a developer designed, constructed and operated onsite treatment plant within Te Tumu, plus costs of larger-scale treatment plants that would be delivered and operated by the Water Services CCO. This assessment will also consider the costs of smaller scale upgrades required to the existing TCC wastewater network if Te Tumu flows (and hence large scale network upgrades) are excluded from the system. The potential cost impact to the Te Maunga WWTP upgrade programme will also be considered. Completion of the assessment is anticipated by 4th quarter of FY26 (i.e. March-June 2026).	In progress		Reneke van Soest

Meeting Date	Agenda Ref.	Report Name	Action Required	Status Update <i>(incl anticipated / actual completion date)</i>	Status Summary	Date Closed	GM / CE Responsible
17 Feb 2026	9.1	Status update on actions from prior City Future Committee meetings	Provide the following information on the workshop report page: the intention of the workshop, the content and the potential actions nad outcome from the workshop. 19 May 2026: List all workshops held between now and the next City Futures Committee meeting, confirming that each included the required information	Standard workshop template report updated to include: Purpose of workshop 1.What is the purpose of the workshop? Executive summary 2.The problem/issue/opportunity to be solved and why it is an issue. 3.Summary of what has been done to date and where we are in the process. 4.What direction is needed from the mayor and councillors through this workshop? 5.What are the next steps? Outcomes Sought What are you hoping to achieve from the workshop? What result do you want? New template used for LTP Workshop 2 on June, and Annual Report workshop 16 June	Closed	15 Jun 2026	Christine Jones
17 Feb 2025	8.6	2025/26 Development Contributions Policy - Growth Funding Opportunities	That a workshop be held once Central Government provides direction on the funding and financing tools.	Report with an update in the City Future 1/4ly Growth, Land Use and Transport Planning Report to 5 May 2025. Also addressed in the Government Reforms Affecting TCC report to 5 May 2025 City Futures meeting. Once further clarity on Central Government reform then a workshop can be scheduled. Legislative change information released December 2025, with submissions due February 2026. Staff reviewing the information and will report to Council with recommended submission points. Submission reported to March City Future Committee Awaiting information on whether legislation will be introduced prior to the 2026 central government elections	Pending		Christine Jones
2024 - Vision, Planning, Growth & Environment Committee							

Meeting Date	Agenda Ref.	Report Name	Action Required	Status Update <i>(incl anticipated / actual completion date)</i>	Status Summary	Date Closed	GM / CE Responsible
14 Oct 2024	9.2	Waste Infrastructure Programme Business Case development	To provide the Subregional waste infrastructure analysis. This is also to cover projections of costs including external consultants	Workshop held 11 August with Elected members. Report to 16 September Council meeting on broader Te Maunga site. Reported to November City Future meeting on Objectives to inform Business Case option analysis. Business case development underway. Workshop scheduled with Elected members 12 May 2026 but was deferred as work not ready. Discussed and agreed with Cr Rozeboom and Cr Taylor as chairs of City Future Committee (late April) Further work underway - expected to be reported to Elected Members late June / July	In progress		Christine Jones

10 DISCUSSION OF LATE ITEMS

11 PUBLIC EXCLUDED SESSION

Resolution to exclude the public

RECOMMENDATIONS

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

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
11.1 - Public Excluded Minutes of the City Future Committee meeting held on 19 May 2026	s7(2)(g) - The withholding of the information is necessary to maintain legal professional privilege s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
Confidential Attachment 2 - 9.3 - Greenfields Growth Planning - Western Corridor	s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a) the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
Confidential Attachment 2 - 9.5 - Quarterly Update - Growth, Land Use Planning & Transport Strategy Projects - June 2026	s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a) the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

12 CLOSING KARAKIA