



AGENDA

City Future Committee meeting Tuesday, 13 October 2026

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

Date: Tuesday, 13 October 2026

Time: 9:30 am

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

**Gareth Green
Acting 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.

Order of Business

1	Opening karakia	9
2	Apologies	9
3	Public forum	9
4	Acceptance of late items	9
5	Confidential business to be transferred into the open	9
6	Change to order of business	9
7	Confirmation of minutes	10
7.1	Minutes of the City Future Committee meeting held on 1 July 2026	10
7.2	Minutes of the Extraordinary City Future Committee meeting held on 7 September 2026.....	19
7.3	Minutes of the City Future Committee meeting held on 18 August 2026	25
8	Declaration of conflicts of interest	47
9	Business	48
9.1	17th Ave Parking Intervention	48
9.2	Revocation of the Library Archives Policy and Māori Roadways Policy	49
9.3	Hamilton Street Upgrade Concept.....	78
9.4	Strategy Stocktake - Wrap-Up.....	88
9.5	Quarterly Update - Growth, Land Use Planning & Transport Strategy Projects - October 2026	102
9.6	City Future Committee Work Programme - November 2026 to October 2027	129
9.7	Status updates on actions from prior City Future Committee meetings	140
9.8	Time of use charging and Tolling investigations - Long Term Plan - Issues & Options Paper	144
10	Discussion of late items	154
11	Public excluded session	155
11.1	Public Excluded Minutes of the City Future Committee meeting held on 18 August 2026	155
11.2	Public Excluded Minutes of the Extraordinary City Future Committee meeting held on 7 September 2026	155
	Confidential Attachment 2 9.5 - Quarterly Update - Growth, Land Use Planning & Transport Strategy Projects - October 2026	155
12	Closing karakia	157

- 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 1 July 2026

File Number: **A20941575**

Author: **Caroline Irvin, Governance Advisor**

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

RECOMMENDATIONS

That the Minutes of the City Future Committee meeting held on 1 July 2026 be confirmed as a true and correct record.

ATTACHMENTS

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



DRAFT MINUTES

**City Future Committee meeting
Wednesday, 1 July 2026**

Order of Business

1	Opening karakia	3
2	Apologies	3
3	Public forum.....	3
4	Acceptance of late items	4
5	Confidential business to be transferred into the open.....	4
6	Change to order of business.....	4
7	Declaration of conflicts of interest	4
8	Business.....	4
	8.1 Hearings on the draft revised Use of Council Land Policy	4
9	Discussion of late items	8
10	Closing karakia	8

**MINUTES OF TAURANGA CITY COUNCIL
CITY FUTURE COMMITTEE MEETING
HELD AT THE TAURANGA CITY COUNCIL CHAMBERS, L1, 90 DEVONPORT ROAD,
TAURANGA
ON WEDNESDAY, 1 JULY 2026 AT 2:00 PM HEARING - USE OF COUNCIL LAND POLICY
SUBMISSIONS**

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

IN ATTENDANCE: Reneke van Soest (General Manager: Operations & Infrastructure), Gareth Wallis , Sarah Holmes (Team Leader: Governance & CCO Support Services), Caroline Irvin (Governance Advisor)

EXTERNAL: Submitters as listed in the minutes

Timestamps are included at the start of each submitter's item and signal where the agenda item can be found in the recording of the meeting held on 1 July 2026 at [Councils YouTube Channel](#).

1 OPENING KARAKIA

Cr Hēmi Rolleston opened the meeting with a karakia.

2 APOLOGIES

APOLOGY

COMMITTEE RESOLUTION CFC/26/0/1

Moved: Cr Marten Rozeboom

Seconded: Cr Hēmi Rolleston

That the apology for absence received from Cr Hautapu Baker and Cr Rick Curach, and lateness from Mayor Mahé Drysdale be accepted.

CARRIED

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

Nil

7 DECLARATION OF CONFLICTS OF INTEREST

Cr Rod Taylor advised he was a member of the Athletics Tauranga Inc and would not take part in any discussion on this item.

8 BUSINESS

8.1 Hearings on the draft revised Use of Council Land Policy

Staff Sandy Lee, Policy Analyst
Mike Seabourne, Head of Transport

Submitters

Timestamp: 11 minutes and 6 seconds

1. Louise Dean – Racing Tauranga

- Racing Tauranga had managed the reserve for over 150 years without Council operational funding.
- Its commercial activities helped fund community access, maintenance and improvements.
- The racecourse supported many community users and events.
- The club sought recognition of long-term strategic leaseholders and their hybrid community-commercial model.
- She requested operational flexibility due to national racing scheduling.
- Buddy McCarroll's statement noted iwi support for the club's stewardship of the reserve.

Timestamp: 16 minutes and 15 seconds

2. Julie Paama-Pengelly - Te Tuhi Mareikura Trust

- Coronation Park was an important public space with strong cultural and historical significance to tangata whenua.
- Community and Māori organisations struggled to access the park for events due to existing booking arrangements.
- The policy should better support Treaty of Waitangi principles, Māori visibility, and community-led cultural activations.
- Ms Paama-Pengelly advocated for greater diversity and inclusivity in the use of the park, rather than it being dominated by a single type of activity.

- Ms Paama-Pengelly noted Council should take a more strategic approach to reserving dates and creating opportunities for a wider range of community events and celebrations, including events such as Matariki.

Timestamp: 26 minutes and 16 seconds

3. Chris Duffy - Little Big Markets

- Little Big Markets support around 1,700 vendors, most of whom were local small businesses.
- Restrictions on market bookings were introduced without robust evidence and before the policy review process was completed.
- Independent market data commissioned by the organisers showed increased spending and visitor activity associated with the markets.
- The markets provided economic benefits, community activation and opportunities for local makers, sole traders and artisans.
- Community benefit should be assessed using evidence rather than assumptions, and proven event operators should be given appropriate weight in allocation decisions.
- Mr Duffy requested that the policy balance commercial impacts on businesses with the wider public benefits generated by activities on public land.

In response to questions

- Mr Duffy stated that Little Big Markets contributed financially through its lease arrangements, provided measurable economic and community benefits, and was willing to collaborate with other events. He noted that market bookings must be reapplied for each season, there was no automatic rollover, and while alternative locations could be discussed, the organisation preferred to remain at Coronation Park after 13 years of establishing the market there.

Timestamp: 41 minutes and 50 seconds

4. Jay Banner - Mount Business Association

- Mount Business Association supported the draft policy's focus on balancing public benefit with impacts on existing rate-paying businesses.
- Coronation Park should be more accessible to a wider range of community groups and event organisers.
- Concerns were raised that frequent bookings by one organiser limited opportunities for other events and users. Public spaces should not become dominated by a single user through repeated bookings.
- Mount Business Association was advocating for a more diverse programme of cultural, community, wellness and recreational events but also clarified it supported the Little Big Markets. However, it wanted a more balanced allocation of the space.

In response to questions

- Mr Banner clarified that Mount Mainstreet often submitted bookings on behalf of community groups and specific events. He advocated for a wider variety of activities at Coronation Park, noting that many proposed events would initially be one-off activations, and confirmed a willingness to collaborate and share space with other users.

Timestamp: 52 minutes and 15 seconds

5. Martin Kalabza – Little Big Markets

- The markets were an important incubator for local makers, creators and small businesses and had helped him start and grow his small business.
- Mr Kalabza emphasised that regular access to the same market location was important for building a customer base and business success.
- The markets provided opportunities for people to test ideas and learn and grow their businesses over time.

- Collaboration between the markets and Mount businesses rather than competition was encouraged.
- He highlighted that many vendors relied on the market as a pathway to broader retail and wholesale opportunities.

In response to questions

- Mr Kalabza said the Little Big Markets helped launch his business and continued to support many local entrepreneurs. He stressed the importance of a consistent location for attracting customers, noting his own progression into wholesale markets, and described the markets as an important platform for small business growth.

Timestamp: 1 hour

6. Jo Warren - Business Owner Mount Maunganui

- The role of mobile vendors in appropriate locations and at events was supported, but their presence at Mount Main Beach was questioned.
- She raised concerns about mobile vendors competing with established beachfront businesses that paid rates, rent and other operating costs.
- Council should give greater weight to the interests of existing rate-paying businesses when considering licences.
- The number of mobile vendor licences was questionable, and greater clarity was sought around licensing, monitoring and enforcement.
- She argued that beachfront parking spaces used by vendors were valuable public assets and should remain available for public access, particularly for mobility-impaired users and families.
- Tauranga's approach seemed to differ from many other coastal councils, where mobile vendors were more restricted or required to pack up daily.
- Ms Warren sought policy changes to better balance public benefit, commercial activity and protection of existing businesses.

In response to questions

- Ms Warren reiterated her concerns about mobile vendors competing with established businesses at Mount Main Beach. She suggested alternative locations should be considered, noting that Tauranga's approach differed from many other councils, and raised concerns about the visual and public access impacts of permanent vendor operations on the beachfront.

Timestamp: 1 hour and 12 minutes

7. Glenys Kroon - Athletics Tauranga Inc

- Community access to the athletics track was supported but there were concerns about increasing use by non-club and commercial groups.
- Commercial running groups could use the track without contributing financially, while athletics club members paid fees.
- There were safety and etiquette concerns, including inexperienced users occupying track lanes used by athletes training at speed.
- Lack of information and signage meant users were often unaware of bookings, track protocols, and priority use arrangements.
- Better signage, education and enforcement around track use was sought and greater recognition that athletics was the primary user of the facility was needed. The track was a unique regional asset.
- Ms Kroon suggested promoting alternative running facilities, such as the Peace Mile route, for recreational users.

In response to questions

- Ms Kroon emphasised the need for better signage and communication about bookings and track etiquette. She noted that the inside lane experienced the most wear and suggested encouraging recreational users to spread their use across other lanes while reinforcing athletics' primary use of the facility.

Timestamp: 1 hour and 20 minutes

8. Brent Warner - Mount Maunganui Lifeguard Services

- Mr Warner requested that surf lifesaving clubs be treated differently from standard sporting clubs because of their public safety role.
- The proposed six-year termination provision was opposed, arguing it created uncertainty for clubs that had few or no viable relocation options.
- He highlighted the contribution of surf lifesaving clubs in saving lives, providing volunteer hours, beach education, civil defence support and emergency response services.
- Longer-term tenure arrangements were sought to support infrastructure investment and financial sustainability, as well as greater ability for clubs to undertake commercial activities to generate income for lifesaving equipment and operations.
- Traditional funding sources and volunteer capacity were under increasing pressure, making alternative revenue sources important.
- A tailored or "hybrid" policy approach was supported, recognising the unique role of surf lifesaving organisations.

In response to questions

- Mr Warner reiterated the need for long-term tenure security to support funding, infrastructure investment and operational certainty. He supported a tailored policy approach for surf lifesaving clubs and emphasised that their public safety role and limited relocation options distinguished them from typical sporting organisations.

Timestamp: 1 hour and 32 minutes

9. Mike Chapman – Ōmanu Community Gardens

- Mr Chapman thanked the Council for supporting the establishment of the Ōmanu Community Garden, which now included 47 garden beds and produced food for the food bank.
- More flexibility in the types of legal arrangements (leases, licences, MOUs) was sought for community gardens.
- He requested that the policy recognised community gardens as serving community purposes, not just personal use and highlighted the garden's contribution to food security, community learning and support for the food bank.
- He sought flexibility in the definition of community gardens to allow the growing of fruit trees and other food-producing plants, not just vegetables.

In response to questions

- Mr Chapman said community gardens operated under different models and required flexible policy settings. He explained that Ōmanu Community Garden combined individual plots with community outcomes, including food bank support, and sought flexibility around tenure arrangements, garden purposes and planting types.

Timestamp: 1 hour and 37 minutes

10. Mr Turiki Tiananga - Little Big Markets

- Mr Tiananga spoke in support of the Little Big Markets and the role they played in bringing people together, saying the markets created community connection and provided a space for people from different backgrounds to gather.
- He argued that many people attended for the social and community benefits, not just to spend money.
- Economic conditions were difficult for many small businesses and individuals at present and

challenged suggestions that the markets were responsible for difficulties faced by other businesses.

- He encouraged a focus on community wellbeing and collaboration rather than competition.

COMMITTEE RESOLUTION CFC/26/0/2

Moved: Cr Glen Crowther

Seconded: Cr Hēmi Rolleston

That the City Future Committee:

- (a) Receives the report "Hearings on the draft revised Use of Council Land Policy".
- (b) Receives the written submissions on the draft revised Use of Council Land Policy (Attachment 1)
- (c) Receives the verbal submissions from those submitters who wish to speak to their submission.

CARRIED

9 DISCUSSION OF LATE ITEMS

Nil

10 CLOSING KARAKIA

Cr Hēmi Rolleston closed the meeting with a karakia.

The meeting closed at 3.45pm.

The minutes of this meeting were confirmed as a true and correct record at the City Future Committee meeting held on 13 October 2026.

7.2 Minutes of the Extraordinary City Future Committee meeting held on 7 September 2026

File Number: A21206113

Author: Quinn Tawaka, Governance Advisor

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

RECOMMENDATIONS

That the Minutes of the Extraordinary City Future Committee meeting held on 7 September 2026 be confirmed as a true and correct record.

ATTACHMENTS

- 1. Minutes of the Extraordinary City Future Committee meeting held on 7 September 2026**



DRAFT MINUTES

**Extraordinary City Future Committee
meeting**

Monday, 7 September 2026

Order of Business

1	Opening karakia	3
2	Apologies	3
3	Public forum.....	3
4	Acceptance of late items	3
5	Confidential business to be transferred into the open.....	3
6	Change to order of business.....	4
7	Declaration of conflicts of interest	4
8	Discussion of late items	4
9	Public excluded session	4
9.1	Waste Infrastructure Network - Drop-Off Facilities Preferred Options.....	4
9.2	Findings of Ngā Pōtiki Cultural Assessment - Waste Drop-Off Facilities.....	4
10	Closing karakia	5

**MINUTES OF TAURANGA CITY COUNCIL
EXTRAORDINARY CITY FUTURE COMMITTEE MEETING
HELD AT THE TAURANGA CITY COUNCIL CHAMBERS, L1, 90 DEVONPORT ROAD,
TAURANGA
ON MONDAY, 7 SEPTEMBER 2026 AT 2:00PM**

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

IN ATTENDANCE: Christine Jones (General Manager: Strategy, Partnerships & Growth), Andrew Mead (Head of City Planning & Growth), Cayley McLean (Principal Strategic Waste Planner) Gareth Green (Manager of the Mayoral Office), Sarah Holmes (Team Leader: Governance & CCO Support Services) and Quinn Tawaka (Governance Advisor).

At 2:08pm the meeting adjourned.

At 2:14pm the meeting resumed in open.

1 OPENING KARAKIA

Tangata Whenua Representative Arthur Flintoff 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 that item 9.2 'Findings of Ngā Pōtiki Cultural Assessment – Waste Drop-Off Facilities' would be taken before item 9.1 'Waste Infrastructure Network – Drop-Off Facilities Preferred Options'.

7 DECLARATION OF CONFLICTS OF INTEREST

Nil

8 DISCUSSION OF LATE ITEMS

Nil

9 PUBLIC EXCLUDED SESSION

Resolution to exclude the public at 2:16pm.

COMMITTEE RESOLUTION CFC/26/0/1

Moved: Cr Hēmi Rolleston

Seconded: Deputy Mayor Jen Scoular

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
9.1 - Waste Infrastructure Network - Drop-Off Facilities Preferred Options	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities 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
9.2 - Findings of Ngā Pōtiki Cultural Assessment - Waste Drop-Off Facilities	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities 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

At 4:19pm the meeting resumed in open.

10 CLOSING KARAKIA

Cr Hēmi Rolleston closed the meeting with a karakia.

The meeting closed at 4:19pm.

The minutes of this meeting were confirmed as a true and correct record at the City Future Committee meeting held on 13 October 2026.

7.3 Minutes of the City Future Committee meeting held on 18 August 2026

File Number: A21211440

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 18 August 2026 be confirmed as a true and correct record.

ATTACHMENTS

- 1. Minutes of the City Future Committee meeting held on 18 August 2026**



DRAFT MINUTES

**City Future Committee meeting
Tuesday, 18 August 2026**

Order of Business

1	Opening karakia	4
2	Apologies	4
3	Public forum	4
3.2	Kathryn Lellman from Tauranga Arts Festival Trust speaking to Strategy Stocktake - A City that Embraces Events	5
3.3	Kelly Schischka from AIMS Games Trust speaking to Strategy Stocktake - A City that Embraces Events	5
3.4	Surf Life Saving New Zealand speaking to Strategy Stocktake - A City that Embraces Events	5
3.5	Steffi August speaking to pilot driver rest/truck stop in Tauriko.....	6
3.1	Deputy Mayor Margaret Murray-Benge, Ian Travers Chairman of the Bethlehem Residents Committee and Murray Watkins Member of the Bethlehem Residents Committee - Carmichael Road.....	7
4	Acceptance of late items	7
5	Confidential business to be transferred into the open	8
6	Change to order of business	8
7	Confirmation of minutes	8
7.1	Minutes of the City Future Committee meeting held on 30 June 2026	8
8	Declaration of conflicts of interest	8
9	Business	8
9.1	Strategy Stocktake - A Vibrant City that Embraces Events.....	8
9.2	Use of Council Land Policy Deliberations and Adoption Report.....	9
9.3	Review of Volunteer Community Participation Policy.....	11
9.4	Review of Gambling Venues Policy	12
9.5	Adoption of the Universal Design Toolkit	12
9.11	Status updates on actions from prior City Future Committee meetings	13
10	Public excluded session	13
11.1	Public Excluded Minutes of the City Future Committee meeting held on 30 June 2026	14
11.2	Waste Infrastructure Network - Drop-Off Facilities Preferred Options.....	14
	Confidential Attachment 1 9.9 - Te Tumu Planning Update	14
9	Business (Continued)	14
9.6	Transport System Operating Framework Endorsement.....	15
11	Public excluded session	18
11.1	Public Excluded Minutes of the City Future Committee meeting held on 30 June 2026	18
11.2	Waste Infrastructure Network - Drop-Off Facilities Preferred Options.....	18
	Confidential Attachment 1 9.9 - Te Tumu Planning Update	18
12	Business	19
9.9	Te Tumu Planning Update	19

9.10	Waste Infrastructure Network - Drop-Off Facilities - Public Report	19
9.7	Chipseal over Asphalt Targeted Rating Consultation.....	20
9.8	City Waters Planning Update	21
9.2	Use of Council Land Policy Deliberations and Adoption Report.....	21
13	Discussion of late items	24
14	Closing karakia	24

**MINUTES OF TAURANGA CITY COUNCIL
CITY FUTURE COMMITTEE MEETING
HELD AT THE TAURANGA CITY COUNCIL CHAMBERS, L1, 90 DEVONPORT ROAD,
TAURANGA
ON TUESDAY, 18 AUGUST 2026 AT 9:00 AM**

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

IN ATTENDANCE: Christine Jones (General Manager: Strategy, Partnerships & Growth), Reneke van Soest (General Manager: Operations & Infrastructure), Sarah Omundsen (General Manager: Regulatory & Community Services), Craig Rice (Chief Operating & Financial Officer), Jane Small (Major Projects Director), Gareth Green (Manager of the Mayoral Office), Sarah Searle (Principal Strategic Advisor), Michelle Stevens (Event Development Manager), Gareth Wallis (Head of Community Hubs, Arts, Heritage & Events), Anahera Dinsdale (Governance Advisor), Caroline Irvin (Governance Advisor), Quinn Tawaka (Governance Advisor)

EXTERNAL: As listed in the minutes below.

Timestamps are included at the start of each item and signal where the agenda item can be found in the recording of the City Future Committee meeting held on 18 August 2026 at [Part 1](#), [Part 2](#) and [Part 3](#).

1 OPENING KARAKIA

Cr Hēmi Rolleston opened the meeting with a karakia.

2 APOLOGIES

COMMITTEE RESOLUTION CFC/26/5/1

Moved: Cr Steve Morris

Seconded: Deputy Mayor Jen Scoular

That the apologies received for absence from Cr Hautapu Baker and Mayor Mahé Drysdale and lateness received from Tangata Whenua Representative Mr Arthur Flintoff and Cr Kevin Schuler be accepted.

CARRIED

3 PUBLIC FORUM

Timestamp: 30 seconds (Part 1)

3.2 Kathryn Lellman from Tauranga Arts Festival Trust speaking to Strategy Stocktake - A City that Embraces Events

Key Points

- Ms Lellman cited a Massey University study showing that every dollar invested in live performance returns \$3.20 in community benefit, and shared that the 2025 Arts Festival attracted over 14,000 attendees, with 29% from outside Tauranga and 39% being first-time attendees, demonstrating both economic and social value.
- She emphasised that arts and culture were central to Tauranga's identity alongside coastline and sports, arguing that investment in cultural activation was essential for making civic spaces vibrant and meaningful.
- She described the potential of immersive performances like 'Whale Song' by Curious Legends, which could engage the community and visitors through site-specific events involving local children, choirs, and processions, illustrating how such events can enliven public spaces and foster civic pride.

Timestamp: 1 minutes 50 seconds (Part 1)

3.3 Kelly Schischka from AIMS Games Trust speaking to Strategy Stocktake - A City that Embraces Events

Key Points

- AIMS Games 2026 was set to welcome 467 schools and 14,506 athletes from across Aotearoa/New Zealand, Australia, Cook Islands and Fiji for a week of sport, friendship and creating lifelong friends.
- The event attracts over 27,000 visitors to Tauranga and generated over \$9.7M in tourism expenditure and reaches over 10 million people worldwide.
- Ms Schischka supported the city framework and particularly the concept of anchor events.
- She noted that AIMS games was born here and was now part of the city's identity and that host city partnerships and strategic investment provide certainty.
- She encouraged Council to support the recommendations and continue backing the events that showcase the very best of Tauranga to the world.

3.4 Surf Life Saving New Zealand speaking to Strategy Stocktake - A City that Embraces Events

Did not attend.

Timestamp: 7 minutes (Part 1)

3.5 Steffi August speaking to pilot driver rest/truck stop in Tauriko.

Key Points

- Ms August was the Founder of FA Truckstop which was New Zealand's first driver wellbeing truck stop.
- She noted that freight movements on SH29 were forecasted to increase by over 56-64% by 2043.
- Truck drivers struggled to safely access basic facilities while on the road and she believed that a wellbeing hub for truck drivers would be beneficial for Tauranga.
- Wellbeing hubs were designed for the people not the truck.
- The proposal was intended as a pilot project that could be measured, assessed, and potentially replicated elsewhere in New Zealand.
- She was not seeking Council funding or development approval at this stage but rather support to further explore the concept and bring the right stakeholders together.
- She argued that while New Zealand has invested heavily in freight infrastructure, there has been far less focus on the wellbeing of the people who move that freight.
- The project aims to improve driver safety and wellbeing while supporting the wider community and transport industry.

In response to questions:

- Ms August clarified that she was seeking collaboration and participation from Council, and a joint discussion involving relevant parties to explore how the proposal could benefit the community.
- She also highlighted the shortage of truck parking, noting that hundreds of trucks move through the Tauranga area each day. She suggested that providing a known, safe location for drivers to stop could reduce roadside parking and congestion, improve safety and efficiency, and better manage freight traffic through the city.
- She had already identified a potential site in Tauriko, and approximately 4,000 square metres would be required. The facility would include at least 15 truck parking spaces, accommodation, and a restaurant or amenities for drivers.
- Ms August emphasised the urgency of improving conditions for truck drivers, stating that around 44 truck drivers die each year in truck-related accidents and stressing the need for action to improve safety and wellbeing.

At 9.23am, Cr Steve Morris entered the meeting.

At 9.33am, Tangata Whenua Representative Mr Arthur Flintoff entered the meeting.

Timestamp: 15 minutes and 14 seconds (Part 1)

3.1 Deputy Mayor Margaret Murray-Benge, Ian Travers Chairman of the Bethlehem Residents Committee and Murray Watkins Member of the Bethlehem Residents Committee - Carmichael Road

Tabled document attached

Key Points

- Ms Murray-Benge spoke on behalf of Bethlehem residents and Bethlehem Country Club who have waited years for basic pedestrian safety on Carmichael Road.
- She noted Bethlehem had grown significantly and Council had developed safe pedestrian footpaths which were well used in the community.
- They believed that a missing footpath link between existing pedestrian infrastructure created unsafe conditions, particularly for older residents, mobility aid users, parents, and bus passengers.
- References were made to existing Council strategies supporting active travel, age-friendly planning, and injury reduction.
- Residents described vehicles using the area as a rat run and highlighted difficulties crossing busy traffic corridors.
- Residents expressed that existing commitments to safe pedestrian access should be completed rather than delayed further.

Attachments

- 1 Public Forum Item 3.1 - Deputy Mayor Margaret Murray Benge - Carmichael Road Handouts

4 ACCEPTANCE OF LATE ITEMS

That the City Future Committee:

Accepts the following late attachments to Public Excluded Item 11.2 – Waste infrastructure Network – Drop Off Facilities Options for consideration at the meeting:

- Ngā Pōtiki Cultural Assessment
- Ngā Pōtiki Cultural Values Framework
- Memo Fraser Thomas Ltd

The above items were not included in the original agenda because they were not available at the time the agenda was issued, and discussion cannot be delayed until the next scheduled meeting of the Committee because a decision is required in regard to these items.

COMMITTEE RESOLUTION CFC/26/5/2

Moved: Cr Rod Taylor

Seconded: Cr Hēmi Rolleston

That the City Future Committee:

- (a) Accepts the late attachments to Public Excluded Items 11.2 Waste infrastructure

Network – Drop Off Facilities Options

- (i) Ngā Pōtiki Cultural Assessment
- (ii) Ngā Pōtiki Cultural Values Framework
- (iii) Memo Fraser Thomas Ltd

CARRIED

5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

6 CHANGE TO ORDER OF BUSINESS

The Chair noted at 1pm, the meeting will go into Public Excluded to discuss Items 11.1 and 11.2.

7 CONFIRMATION OF MINUTES

Timestamp: 28 minutes 15 seconds (Part 1)

7.1 Minutes of the City Future Committee meeting held on 30 June 2026

COMMITTEE RESOLUTION CFC/26/5/3

Moved: Cr Glen Crowther

Seconded: Cr Kevin Schuler

That the Minutes of the City Future Committee meeting held on 30 June 2026 be confirmed as a true and correct record.

CARRIED

8 DECLARATION OF CONFLICTS OF INTEREST

Cr Steve Morris declared a conflict of interest in relation to item 9.2 and took no part in the discussion or voting on the matter.

Cr Marten Rozeboom declared a potential conflict of interest in relation to item 9.2 as he was a member of the Tauranga Golf Club.

Tangata Whenua Representative Mr Arthur Flintoff declared a conflict of interest in relation to item 11.2 and took no part in the discussion or voting on the matter.

9 BUSINESS

Timestamp: 30 minutes (Part 1)

9.1 Strategy Stocktake - A Vibrant City that Embraces Events

Staff Sarah Searle, Principal Strategic Advisor
Michelle Stevens, Event Development Manager
Gareth Wallis, Head of Community Hubs, Arts, Heritage & Events

Power point Presentation

COMMITTEE RESOLUTION CFC/26/5/4

Moved: Cr Kevin Schuler

Seconded: Cr Rod Taylor

That the City Future Committee:

- (a) Receives the report "Strategy Stocktake - A Vibrant City that Embraces Events".
- (b) Adopts a new sixth goal 'A vibrant city' for inclusion within Tauranga Matarauui: Inclusive and Vibrant City Strategy, noting that this goal is focussed on events, arts and culture, and history and heritage (see Attachment 1).
- (c) Approves the recommended updates (see Attachment 2) for inclusion in the Tauranga Event Action and Investment Plan 2027, noting that:
 - (i) updates focus on removing completed or near completed actions and replacing them with next steps (if relevant), and updating timings.
 - (ii) allocation of funding for the Plan will occur via the 2027-37 Long-term Plan decision making process.
- (d) Endorses the 'Eventful City Framework', a strategic approach towards event attraction and prioritisation, which delivers on Action 1a of the Tauranga Events Action and Investment Plan (see Attachment 3).
- (e) Approves, as proposed by the 'Eventful City Framework', development of an anchor events portfolio as the primary mechanism for strategic event prioritisation and investment.
- (f) Notes that the Event Venues Network Plan recommendations (see Attachment 4) will be discussed at a Council workshop in October 2026 to help inform Long-term Plan options and prioritisation approach.

CARRIED

Attachments

- 1 Slides - City Futures Meeting - 18 August 2026

Timestamp: 1 hour and 18 minutes (Part 1)

9.2 Use of Council Land Policy Deliberations and Adoption Report

Staff Sandy Lee, Policy Analyst
Gert van Staden, Spaces & Places Partnerships & Facilitations Team Leader
Ross Hudson, Acting Head of Spaces and Places

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Use of Council Land Policy Deliberations and Adoption Report".
- (b) Agrees to:
 - (i) Allow new kōhanga reo to be considered for provision on Council land. (See section 10.1 of the updated policy).
 - (ii) Retain the current standard 2 year notice period for termination clauses for community leases but amend the current provision (for the Chief Executive to consider extensions of up to 7 years) to instead consider exemptions from the standard period where leaseholders have made or are intending to make substantial capital investment in buildings, infrastructure and/or other permanent improvements on the land, and the investment is site-specific with no reasonable alternative sites for relocation. (See section 8.5 of the updated policy). Noting that lifeguard service, golf and racing leases are included in the exemption.
 - (iii) Exclude the airport land, TECT Park and Huharua Park, and Bay Venues Limited from the scope of the policy. (See section 2.2. of the updated policy).
 - (iv) Manage the commercial activities on council land issue by:
 - (1) Directing staff to relook at the fees for regular commercial activities on council land (through the next User Fees & Charges review) with the view to increasing such charges to address perceived fairness concerns raised, and
 - (2) Continuing with the status quo in the policy to use the existing policy principle of vibrancy, inclusivity and diversity to support a range of commercial activities in an area.
 - (v) Approve the minor definitional changes to community gardens, cultural tour operators and public benefit. (See section 3.0 of the updated policy).
- (c) Adopts the revised Use of Council Land Policy 2026 (see Attachment 2).
- (d) Authorises the General Manager: Operations and Infrastructure to make any necessary minor drafting or presentation changes to the revised Use of Council Land Policy before it is uploaded onto the council website.

An amendment was proposed:

COMMITTEE RESOLUTION CFC/26/5/5

Moved: Cr Glen Crowther

Seconded: Cr Kevin Schuler

That the Council:

- (b) Agrees to:
 - (i) Allow new kōhanga reo, play centres and kindergartens to be considered for provision on Council land. (See section 10.1 of the updated policy).
 - (ii) Retain the current standard 2 year notice period for termination clauses for community leases but amend the current provision (for the Chief Executive to consider extensions of up to 7 years) to instead consider exemptions from the standard period where leaseholders have made or are intending to make substantial capital investment in buildings, infrastructure and/or other permanent improvements on the land, and the investment is site-specific with no reasonable alternative sites for relocation. (See section 8.5 of the updated policy). Noting that

lifeguard service, golf, racing leases, kōhanga reo, play centres and kindergartens are included in the exemption.

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

Against: Nil

Abstained: Cr Marten Rozeboom, Deputy Mayor Jen Scoular and Cr Steve Morris

CARRIED 6/0

An amendment was proposed:

AMENDMENT

Moved: Deputy Mayor Jen Scoular

Seconded: Cr Rod Taylor

That the Council:

(b) Agrees to:

(iv) Manage the commercial activities on council land issue by:

(1) Directing staff to relook at the fees for regular commercial activities on council land (through the next User Fees & Charges review) with the view to increasing such charges to address perceived fairness concerns raised, including consideration of activities generating commercial rates vs pop-up / temporary activities; and

Due to members requiring more clarity around amendment wording, the Chair adjourned the item to discuss further with staff. Item 9.2 was then continued later in the meeting.

At 11.18am the meeting adjourned.

At 11.33am the meeting resumed in open.

Timestamp: 2 hours and 23 minutes – Part 1 of livestream

9.3 Review of Volunteer Community Participation Policy

Staff Sharon Herbst, Policy Analyst
Alastair McNeil, Head of Commercial

COMMITTEE RESOLUTION CFC/26/5/7

Moved: Cr Rod Taylor

Seconded: Cr Kevin Schuler

That the City Future Committee:

- (a) Receives the report "Review of Volunteer Community Participation Policy".
- (b) Adopts the Volunteer Community Participation Policy 2026 (Attachment 1).
- (c) Notes that supporting operational documents, including the Volunteer Community Participation Procedure, Volunteer Agreement Template and Health Safety and

Wellbeing Volunteer Guideline, have been developed and adopted by the Executive to support implementation of the policy.

- (d) Delegates authority to the Chief Operations and Financial Officer to make any necessary minor drafting, formatting, legislative or operational amendments to the Volunteer Community Participation Policy 2026 prior to publication.

CARRIED

Timestamp: 2 hours and 30 minutes (Part 1)

9.4 Review of Gambling Venues Policy

Staff Sharon Herbst, Policy Analyst
Sam Kemp, Team Leader: Alcohol Licensing
Sarah Omundsen, General Manager: Regulatory & Community Services

COMMITTEE RESOLUTION CFC/26/5/8

Moved: Tangata Whenua Representative Mr Arthur Flintoff

Seconded: Cr Glen Crowther

That the City Future Committee:

- (a) Receives the report "Review of Gambling Venues Policy".
- (b) Notes that the review findings indicate the current Gambling Venues Policy is achieving its intended outcomes, including reductions in gambling venue and gaming machine numbers and a reduction in the number of venues located in higher deprivation areas.
- (c) Notes that stakeholder feedback highlights an ongoing tension between gambling harm minimisation objectives and the availability of funding from gaming machines for community organisations.
- (d) Agrees that the current Gambling Venues Policy remains fit for purpose and should be retained.
- (e) Notes that any amendment to the Gambling Venues Policy would require consultation through a Special Consultative Procedure under the Local Government Act 2002.

CARRIED

Timestamp: 2 hours and 41 minutes – Part 1 of livestream

9.5 Adoption of the Universal Design Toolkit

Staff Paula Naude, Head of Community Outcomes & Emergency Management
Tan Phuangdokmai, Strategic Advisor: Disability & Ageing

COMMITTEE RESOLUTION CFC/26/5/9

Moved: Cr Steve Morris

Seconded: Deputy Mayor Jen Scoular

That the City Future Committee:

- (a) Receives the report "Adoption of the Universal Design Toolkit".
- (b) Endorses the Universal Design Toolkit as Tauranga City Council's guide to best-practice Universal Design outcomes.
- (c) Notes that the Toolkit is a non-statutory guidance document.
- (d) Supports the use of the Toolkit by Council staff when planning, designing and upgrading Council facilities, public spaces and infrastructure, where appropriate and reasonably practicable.

CARRIED

Timestamp: 3 hours and 6 minutes (Part 1)

9.11 Status updates on actions from prior City Future Committee meetings

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

COMMITTEE RESOLUTION CFC/26/5/10

Moved: Cr Kevin Schuler

Seconded: Cr Rod Taylor

That the City Future Committee:

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

CARRIED

At 12.24pm the meeting adjourned.

At 12:57pm the meeting resumed in open.

10 PUBLIC EXCLUDED SESSION AT 12:57PM

COMMITTEE RESOLUTION CFC/26/5/11

Moved: Cr Hēmi Rolleston

Seconded: Cr Marten Rozeboom

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 30 June 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
11.2 - Waste Infrastructure Network - Drop-Off Facilities Preferred Options	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities 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 1 - 9.9 - Te Tumu Planning 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 2:26pm.

9 BUSINESS (CONTINUED)

Timestamp: 1 minutes 20 seconds (Part 2)

9.6 Transport System Operating Framework Endorsement

Staff Parth Sheshodia, Team Leader: Transport Planning
Shawn Geard, Manager: Transport System Operations

Power point Presentation

MOTION

Moved: Cr Rod Taylor
Seconded: Cr Kevin Schuler

That the City Future Committee:

- (a) Receives the report "Transport System Operating Framework Endorsement".
- (b) Endorses the TSOF 2026 Update as the agreed sub-regional framework for transport system prioritisation.
- (c) Notes that the TSOF 2026 Update has been developed collaboratively through the TSP Partnership, comprising Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council, NZ Transport Agency Waka Kotahi, and iwi partners.
- (d) Agrees that the TSOF 2026 Update will inform the RLTP and LTP processes and provide the basis for funding prioritisation through the NLTF.
- (e) Notes that the indicative cost estimates within the TSOF are high-level and will be refined through future project-specific business case processes.
- (f) Notes that the report was endorsed by Western Bay of Plenty transport committee on 5th June.
- (g) Notes that, at its 5 June 2026 meeting, the Western Bay of Plenty Transport Committee resolved to undertake engagement with the community on the TSP, incorporating TSOF outputs. Two options exist for Council to resolve either
 - (i) Approves engagement with the community on the TSP, incorporating TSOF outputs, be undertaken as a separate process before LTP consultation; or
 - (ii) Approves that projects identified through the TSOF and included in the draft LTP be consulted on through the LTP consultation process.

The motion was taken in parts

COMMITTEE RESOLUTION CFC/26/5/123

Moved: Cr Rod Taylor
Seconded: Cr Kevin Schuler

That the City Future Committee:

- (a) Receives the report "Transport System Operating Framework Endorsement".
- (c) Notes that the TSOF 2026 Update has been developed collaboratively through the TSP Partnership, comprising Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council, NZ Transport Agency Waka Kotahi, and iwi partners.
- (d) Agrees that the TSOF 2026 Update will inform the RLTP and LTP processes and provide the basis for funding prioritisation through the NLTF.
- (e) Notes that the indicative cost estimates within the TSOF are high-level and will be refined through future project-specific business case processes.
- (f) Notes that the report was endorsed by Western Bay of Plenty transport committee on 5th June.

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

Against: Nil

CARRIED 9/0

An amendment was proposed:

Moved: Cr Rod Taylor

Seconded: Cr Kevin Schuler

That the City Future Committee:

- (b) Endorses the TSOF 2026 Update as the agreed sub-regional framework for transport system prioritisation.
- (g) Notes that, at its 5 June 2026 meeting, the Western Bay of Plenty Transport Committee resolved to undertake engagement with the community on the TSP, incorporating TSOF outputs. ~~Two options exist for Council to resolve either~~ Resolves to;
 - ~~(i) Approves engagement with the community on the TSP, incorporating TSOF outputs, be undertaken as a separate process before LTP consultation; or~~
 - (ii) Approves that projects identified through the TSOF and included in the draft LTP be consulted on through the LTP consultation process.

For: Cr Marten Rozeboom, Cr Rod Taylor and Cr Kevin Schuler

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

LOST 3/6

COMMITTEE RESOLUTION CFC/26/5/14

Moved: Cr Glen Crowther

Seconded: Tangata Whenua Representative Mr Arthur Flintoff

That the City Future Committee:

- (b) Endorses the TSOF 2026 Update as the draft sub-regional framework for transport system prioritisation.

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

Against: Nil

Abstained: Cr Rod Taylor

CARRIED 8/0

COMMITTEE RESOLUTION CFC/26/5/15

Moved: Cr Rod Taylor

Seconded: Cr Kevin Schuler

Moved: Cr Rod Taylor

Seconded: Cr Kevin Schuler

That the City Future Committee:

- (g) Notes that, at its 5 June 2026 meeting, the Western Bay of Plenty Transport Committee resolved to undertake engagement with the community on the TSP, incorporating TSOF outputs. Resolves to;
 - (i) Approves engagement with the community on the TSP, incorporating TSOF outputs, be undertaken as a separate process before LTP consultation;

For: Cr Marten Rozeboom, Deputy Mayor Jen Scoular, Cr Glen Crowther, Cr Rick Curach, Cr Steve Morris, Cr Hēmi Rolleston and Tangata Whenua Representative Mr Arthur Flintoff

Against: Cr Kevin Schuler

Abstained: Cr Rod Taylor

CARRIED 7/1

EXTENSION OF MEETING TIME

COMMITTEE RESOLUTION CFC/26/5/13

Moved: Cr Glen Crowther

Seconded: Cr Marten Rozeboom

That the City Future Committee extends the meeting past 6 hours.

CARRIED

11 PUBLIC EXCLUDED SESSION AT 3:31PM

COMMITTEE RESOLUTION CFC/26/5/17

Moved: Deputy Mayor Jen Scoular

Seconded: Cr Marten Rozeboom

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

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
Confidential Attachment 1 - 9.9 - Te Tumu Planning 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	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

	negotiations)	section 6 or section 7
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CARRIED

The meeting resumed in open at 3:43pm.

12 BUSINESS CONTINUED AT 3:43PM

Timestamp: 1 minute and 30 seconds (Part 3)

9.9 Te Tumu Planning Update

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

COMMITTEE RESOLUTION CFC/26/5/14

Moved: Cr Rod Taylor

Seconded: Cr Glen Crowther

That the City Future Committee:

- (a) Receives the report "Te Tumu Planning Update" and notes the updates provided on the various Te Tumu workstreams.
- (b) Approves **Attachment 1** will remain in public excluded until such time as the negotiations have concluded and signed agreements fully approved by all parties are in place.

CARRIED

Timestamp: 19 minutes and 30 seconds (Part 3)

9.10 Waste Infrastructure Network - Drop-Off Facilities - Public Report

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

COMMITTEE RESOLUTION CFC/26/5/20

Moved: Cr Glen Crowther

Seconded: Cr Kevin Schuler

That the City Future Committee:

- (a) Receives the report "Waste Infrastructure Network - Drop-Off Facilities - Public Report".

CARRIED

Timestamp: 24 minutes and 40 seconds (Part 3)

9.7 Chipseal over Asphalt Targeted Rating Consultation

Staff Shawn Geard, Manager: Transport System Operations
Sikander Singh, Manager: Transport Network

COMMITTEE RESOLUTION CFC/26/5/215

Moved: Cr Steve Morris

Seconded: Tangata Whenua Representative Mr Arthur Flintoff

That the City Future Committee:

- (a) Receives the report "Residential Road Resurfacing and Asphalt Retention Options".
- (b) Notes Council's longstanding fit-for-purpose resurfacing policy adopted in 2012.
- (c) Notes that retaining asphalt on local residential streets generally represents a higher level of service and additional cost beyond Council's standard renewal programme.
- (d) Notes that NZTA funding settings support fit-for-purpose renewal treatments and do not generally support higher-cost amenity-driven resurfacing options.
- (e) Notes the legal, financial, administrative, affordability and policy challenges associated with community-funded asphalt retention options.
- (f) Confirms continuation of Council's fit-for-purpose resurfacing policy for residential road renewals (Option 1 – Recommended).
 - (i) This policy position to be consulted on as part of the Long-Term Plan consultation process.
- (g) Requests staff to investigate a targeted rate funding mechanism for community-funded asphalt retention and report back to Council with funding, legal, policy and implementation considerations (Option 3)

CARRIED

Timestamp: 56 minutes and 30 seconds (Part 3)

9.8 City Waters Planning Update

Staff Claudia Hellberg, Team Leader: City Waters Planning

COMMITTEE RESOLUTION CFC/26/5/2216

Moved: Cr Steve Morris

Seconded: Cr Rod Taylor

That the City Future Committee:

- (a) Receives the report "City Waters Planning Update",
- (b) Notes that future waters planning updates will be incorporated in the "Quarterly Growth, Land Use Planning & Transport Strategic Projects Update".

CARRIED

Timestamp: 1 hour and 2 minutes (Part 3)

9.2 Use of Council Land Policy Deliberations and Adoption Report

Staff Sandy Lee, Policy Analyst
Gert van Staden, Spaces & Places Partnerships & Facilitations Team Leader
Ross Hudson, Acting Head of Spaces and Places
Jeremy Boase, Head of Strategy, Governance & Climate Resilience

The item was revisited following adjourning the item earlier in the meeting.

The amendment proposed earlier in the meeting was not put or voted on in the meeting.

At 5:53pm Cr Steve Morris left the meeting.

COMMITTEE RESOLUTION CFC/26/5/17

Moved: Deputy Mayor Jen Scoular

Seconded: Cr Rod Taylor

That the City Future Committee:

- (a) Receives the report "Use of Council Land Policy Deliberations and Adoption Report".
- (b) Agrees to:
 - (i) Allow new kōhanga reo and play centres to be considered for provision on Council land. (See section 10.1 of the updated policy).
 - (ii) Retain the current standard 2 year notice period for termination clauses for community leases but amend the current provision (for the Chief Executive to consider extensions of up to 7 years) to instead consider exemptions from the standard period where leaseholders have made or are intending to make substantial capital investment in buildings, infrastructure and/or other permanent improvements on the land, and the investment is site-specific with no reasonable alternative sites for relocation. (See section 8.5 of the updated policy). Noting that lifeguard service, golf, racing leases, kōhanga reo, kindergartens and play centres are included in the exemption.
 - (iii) Exclude the airport land, TECT Park and Huharua Park, and Bay Venues Limited from the scope of the policy. (See section 2.2. of the updated policy).
 - (iv) Manage the commercial activities on council land issue by:
 - (1) Directing staff to relook at the fees for regular commercial activities on council land (through the next User Fees & Charges review) with the view to increasing such charges to address perceived fairness concerns raised; including consideration of activities generating commercial rates vs pop-up / temporary activities; and
 - (2) Continuing with the status quo in the policy to use the existing policy principle of vibrancy, inclusivity and diversity to support a range of commercial activities in an area.
 - (v) Approve the minor definitional changes to community gardens, cultural tour

operators and public benefit. (See section 3.0 of the updated policy).

- (c) Adopts the revised Use of Council Land Policy 2026 (see Attachment 2).
- (d) Authorises the General Manager: Operations and Infrastructure to make any necessary minor drafting or presentation changes to the revised Use of Council Land Policy before it is uploaded onto the council website.

CARRIED

At 6:02pm Cr Steve Morris returned to the meeting.

13 DISCUSSION OF LATE ITEMS

Nil

14 CLOSING KARAKIA

Cr Steve Morris closed the meeting with a karakia.

The meeting closed at 6:02pm.

The minutes of this meeting were confirmed as a true and correct record at the City Future Committee meeting held on 13 October 2026.

8 DECLARATION OF CONFLICTS OF INTEREST

9 BUSINESS

9.1 17th Ave Parking Intervention

File Number: A21247227

Author: Quinn Tawaka, Governance Advisor

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

BACKGROUND

1. The report accompanying this agenda item, '17th Ave Parking Intervention', will be circulated separately prior to the meeting.

9.2 Revocation of the Library Archives Policy and Māori Roadways Policy

File Number: A17653570

Author: Sharon Herbst, Policy Analyst
Rene Swan, Team Leader: Heritage & Research

Authoriser: Reneke van Soest, General Manager: Operations & Infrastructure
Sarah Omundsen, General Manager: Regulatory and Community Services

PURPOSE OF THE REPORT

1. To revoke the Council's Library Archives Policy and Māori Roadways Policy.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Revocation of the Library Archives Policy and Māori Roadways Policy".
- (b) Approves the revocation of the:
 - (i) Library Archives Policy 2020
 - (ii) Māori Roadways Policy 1993
- (c) Notes that the matters addressed by the Library Archives Policy 2020 and Māori Roadways Policy 1993 will continue to be managed through internal policies or procedures and case-by-case Council decisions.

EXECUTIVE SUMMARY

2. Reviews of council policies are undertaken by the policy team, working with subject matter experts, to ensure they are still fit-for-purpose. During the review process, policies may be determined to no longer be required.

Library Archives Policy

3. The Library Archives Policy was reviewed in 2025-26 to determine whether it remained fit for purpose. The review found that the policy continues to contain sound principles; however, the majority of its content relates to technical archive management practices, including acquisition criteria, collection development, preservation standards, tikanga considerations and deaccessioning processes.
4. These matters are operational in nature and are more appropriately managed through internal policies and procedures that can be updated in line with professional best practice and changing technologies. Council's ongoing commitment to the archive collection has been reinforced through investment in the new library and community hub, including a climate-controlled archive facility. Staff recommend revoking the council policy and replacing it with an internal policy (Attachment 1), noting it would still be available to the public through the library heritage and research website.
5. Te Rangapū does not currently support revocation of the Library Archives Policy, as its support for moving collection-related policies to internal policies or procedures was contingent on Council first considering an overarching approach to the governance and stewardship of community taonga. Staff acknowledge that broader discussions about the

governance and stewardship of community taonga may continue through the ongoing reviews of the Civic Art Collection Policy and Tauranga Museum Collection Policy, which are expected to return to the Committee in 2027. However, staff consider the Library Archives Policy can be determined independently of those future discussions.

Māori Roadways Policy

6. In 2021, council staff began reviewing the 1993 Māori Roadways Policy and recommended that it be revoked. The Committee at the time (Commissioners and appointed tangata whenua representatives) requested more engagement on the matter.
7. Following further investigation and engagement with Te Rangapū Mana Whenua o Tauranga Moana (Te Rangapū), it was agreed that requests for maintenance, repair or upgrades of Māori Roadways should be considered by Council on a case-by-case basis with a supporting internal procedure developed for Māori Roadway landowners, enabling the policy to be revoked.
8. Staff therefore recommend that both policies (Attachment 1 and 3) be revoked and replaced with internal policies and procedures (Attachment 2 and 4).

BACKGROUND

Library Archives Policy

9. Tauranga City Libraries has an extensive archive collection of documentary heritage relating to Tauranga and the western Bay of Plenty. In 2020, a Library Archives Policy was developed when the collection was being digitised to ensure the long-term survival of the 'raw material' for future storytelling and to increase the accessibility of the collection to the public. At the time, council had formal policies on how it would manage the civic art collection and the museum collection, but no policy for managing library archives.
10. Staff indicated that the absence of a policy increased the risk of the library archive being mishandled or neglected, with no requirement for staff to adhere to professional practice when handling items, particularly taonga Māori. The policy sets out the professional and institutional standards for the acquisition and preservation of the library archive. It guides staff in deciding what types of items are suitable for the collection, how to manage items with regard for tikanga, and how collections will be made available to the public.
11. The policy also served to formally recognise the importance of the archive collection and Council's commitment to its preservation. Since its adoption, Council has demonstrated this commitment through significant investment in the new library and community hub, including a purpose-built climate-controlled archive facility.
12. The archive collection is now supported by established professional practices, specialist staff expertise and procedures. As a result, the ongoing management of the collection is primarily an operational and technical function. Staff therefore consider internal policies and procedures to be a more appropriate mechanism than a Council policy for managing archive practices. Future reviews on the internal policies and procedures will include relevant stakeholder engagement, including engagement with Te Rangapū.
13. The review identified opportunities to improve the policy's clarity, usability and alignment with current archival practice. These changes have been incorporated into a revised internal policy that would be implemented if the Committee decides to revoke the Council policy (Attachment 1). The revised internal policy (Attachment 2) has clearer guidance on collection development, acquisition criteria, deaccessioning, digital preservation, and accessibility. It also strengthens Te Tiriti and mana whenua partnership provisions, introduces AI-related requirements, and adds a stronger focus on future engagement with Te Rangapū and other stakeholders.

Māori Roadways Policy

14. A Māori Roadway is a roadway laid down under the Te Ture Whenua Act 1993. Tauranga has 28 known Māori Roadways and they range from entrances to marae, papakāinga or

urupā, wāhi tapu to unformed roads or driveways to private residences. Māori roadways are generally publicly accessible unless a court order has been made to restrict access. The Local Government Act 1974 (LGA 1974) allows councils to consider maintaining, repairing upgrading or contributing towards Māori Roadways. In 1993 the Council was concerned that this would lead to numerous requests for assistance that would be costly to fulfil. As such, in 1993 the Council set a policy restricting when council would consider requests related to Māori Roadways and would only contribute if the road was vested in council and met certain technical requirements.

15. Council staff originally proposed to revoke the policy in 2021 and instead recommend that Council make case-by-case decisions on any requests to support Māori roadways. The Strategy, Finance and Risk Committee (Commissioners and appointed tangata whenua representatives) directed staff to consult with Te Rangapū prior to revoking. Discussions occurred with Te Rangapū who requested staff report back on the condition of the Māori Roadways in Tauranga. Following analysis of the 28 Māori Roadways Te Rangapū agreed a case-by-case approach to requests was appropriate but requested a procedure be developed to support those Māori landowners who may want to apply for assistance. Council staff prepared a procedure and provided this to Te Rangapū and the Te Rangapū policy subcommittee for feedback.
16. Revoking this policy (Attachment 3) will support Council to consider requests for Māori Roadways on a case-by-case basis, without the need to require Māori landowners to vest these roads in Council. The final procedure is provided in Attachment 4.

STATUTORY CONTEXT

17. Local authorities have a role to play in supporting the purpose of the Heritage New Zealand Pouhere Taonga Act 2014 to promote the identification, protection, preservation and conservation of New Zealand's historical and cultural heritage. Documents, photographs, maps, books, artworks, oral histories and other material that form part of the library archive help to tell the stories of the history of Tauranga and the western Bay of Plenty through the major events, people, sites and cultural practices that are recorded and preserved.
18. The provision of community services and facilities such as libraries is also a role of local authorities under the Local Government Act 2002, and the protection and preservation of the library archive helps support the cultural interests of the community.
19. Māori Roadways are legislated for under the Te Ture Whenua Act 1993 for the purpose of providing access, or additional or improved access to Māori land. This may happen when the land is partitioned or at any other time. Māori Roadways are publicly accessible unless a special court order is made to restrict access. Section 324A of the Local Government Act 1974 gives Council the power to carry out works on Māori Roadway subject to the written consent of the relevant landowners.
20. Revoking a policy that required the vesting of Māori land in Council will better support the intention of the Te Ture Whenua Māori Act 1993. The Act notes "it is the intention of Parliament that powers, duties, and discretions conferred by this Act shall be exercised, as far as possible, in a manner that facilitates and promotes the retention, use, development, and control of Māori land as taonga tuku iho by Māori owners, their whanau, their hapu, and their descendants, and that protects wāhi tapu". This also aligns with the principle within council's Te Ao Māori approach of active commitment, to protect and promote this taonga for future generations.

STRATEGIC ALIGNMENT

21. 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 | ☒ |
| We can move around our city easily | ☒ |
| We are a city that supports business and education | ☐ |

22. The recommendations in this report contribute to Tauranga Matarauui, an inclusive city, a city that celebrates the past, where our unique history and culture is well known and highly valued. The library archive collection supports the preservation and accessibility of Tauranga's documentary heritage. It provides an important record of the city's history, people, places, events and cultural stories, helping current and future generations understand and celebrate Tauranga's unique identity.
23. Revoking the Library Archives Policy will not change Council's commitment to preserving and providing access to the archive collection, which will continue to support research, education, and storytelling about Tauranga's history and culture. Archive management is now a mature operational function supported by specialist staff, established processes, and the new climate-controlled archive facility, making internal policies and procedures a more appropriate tool than a Council policy.
24. Revoking the Māori Roadways Policy will support a well-planned city and a city that is easy to move around in by allowing Council to consider contributing to Māori Roadways that provide a community benefit without the requirement for land to be vested.

OPTIONS ANALYSIS

Library Archives Policy

25. A review of the Library Archives Policy commenced in late 2025 to ensure it is still fit-for-purpose. In reviewing the policy, it was acknowledged that the policy contains a significant amount of technical information to inform day-to-day operations. Since the policy was adopted more than 5 years ago, a new library and community hub has been approved and built (and is about to be open to the public). This new facility includes a modern climate-controlled archive facility to house the archive collection. With the new library and community hub shortly opening to the public, staff consider it timely to implement the updated internal policy that will guide archive management in the new facility.
26. The issues identified through the review predominantly relate to operational processes and collection management practices rather than strategic direction. Staff consider these matters can be more effectively addressed through internal policies and procedures, which can be updated as professional standards, technology and practice evolve without requiring formal Council policy amendments.

Table 1: Options to revoke the Library Archive Policy

	Options	Advantages	Disadvantages
1a.	Rescind the Council's Library Archives Policy for it to become an internal policy. Recommended.	- Recognises that archive management is primarily an operational and technical function. - Allows internal policy to be updated more efficiently as professional standards, technology, and best practice evolve. - Enables the updated internal policy to be implemented in time	- Reduces the visibility of archive management requirements within Council's formal policy framework. It would still be visible to the public on the library website. - Does not align with the current Te Rangapū position, which is that

		for the opening of the new library facility - Retains protections for the archive collection through internal policy and procedures and specialist staff oversight. - Maintains commitment to working with mana whenua in the management of the archive collection through internal policies and procedures. - Reduces the need for Council to approve minor operational and/or technical changes.	collection-related policies should not be revoked until Council has considered an overarching policy approach for community taonga Reduces future governance oversight of archive management arrangements.
1b.	Adopt the updated Library Archives Policy as a council policy.	- An updated council policy is adopted in time for the new library and community hub opening. - Ensures the amendments recognised through the review can be implemented now - Retains a governance-level statement of Council's commitment to protecting and preserving documentary heritage. - Acknowledges the concerns of Te Rangapū to keep the policy at a governance level	- Does not recognise that archive management is primarily an operational and technical function. - Any minor operational changes required will need to be approved by Council.
1c.	Retain the Library Archives Policy pending further direction (Status Quo)	- Aligns with the current Te Rangapū position that Council should first consider its future approach to the governance and stewardship of community taonga before collection-related policies are revoked. - Provides the Committee with flexibility to determine future governance arrangements for collection-related policies.	- Delays implementation of the updated archive management policy developed for the new library and archive facility - Means archive management continues to be guided by a policy developed in 2020 - Retains largely operational and technical matters within a Council policy. - Makes it more difficult to update archive management practices as professional standards and technology evolve.

Māori Roadway Policy

27. Revoking the Māori Roadway Policy 1993 would allow Council to consider maintaining, repairing, upgrading or contributing towards to Māori Roadways in accordance with the LGA

1974 on a case-by-case basis. This approach would better reflect the principle of partnership and support the retention of Māori land by Māori owners.

28. Removing the requirement to vest land will also increase the likelihood of Māori landowners accepting Council support for improvements to Māori roadways to achieve a wider community benefit, for example Māori roadways that provide access for marae that operate as emergency community hubs.

Table 2: Options to revoke Māori Roadway Policy

	Options	Advantages	Disadvantages
2a.	Rescind the Māori Roadways Policy. Recommended.	- Allows for decisions on Council support for Māori roadways to be made on a case-by-case basis. - Reflects the preferences of Te Rangapū. - Supports keeping land in Māori ownership	May increase requests for support for Māori Roadways, but any funding decisions would still sit with Council.
2b.	Retain the Māori Roadways Policy as a Council policy (Status Quo)	- Maintains the existing policy position and decision-making framework. - No changes required to current arrangements.	- Continues to require vesting of land in Council before support can be considered. - May discourage Māori landowners from seeking assistance. - Does not reflect the preference of Te Rangapū for a case-by-case approach. - Is less consistent with the intent of Te Ture Whenua Māori Act 1993 to support retention of Māori land.

FINANCIAL CONSIDERATIONS

29. There are no additional financial implications associated with revoking the Library Archives Policy and transitioning its provisions into internal policies and procedures. Ongoing archive management activities, including engagement with Te Rangapū and mana whenua, will continue to be undertaken within existing business-as-usual budgets and staffing resources.
30. The ability of Council to consider requests for Māori Roadway maintenance, upgrade, repair or contribution without the need for the roadway to be vested in Council may increase the likelihood of Māori landowners requesting assistance. This may require resource from the Transport team and Takawaenga team to support requests however this is expected to be infrequent and can be covered by business-as-usual resourcing. Any financial decision to contribute towards a Māori Roadway would still sit with Council and would need to be considered in light of the community benefit related to that request.

LEGAL IMPLICATIONS / RISKS

31. There are no legal risks associated with the recommendations in this report, but as noted in paragraph 20, revoking a policy that required Māori roadways to be vested in Council will better support the intention of the Te Ture Whenua Māori Act 1993 to promote the retention of Māori land by Māori owners.
32. Te Rangapū has raised concerns that revoking the Library Archives Policy before Council has considered an overarching approach to the governance and stewardship of community taonga may reduce transparency and opportunities for future mana whenua and community involvement. In response, the internal policy includes a commitment to engage with Te Rangapū, mana whenua, hapū and whānau and other relevant community stakeholders when reviewing archive management practices and arrangements, ensuring Māori and community perspectives continue to inform the approach. The management, preservation and accessibility of the archive collection will continue through internal policies and procedures, professional archival standards, and existing legislative and organisational requirements.

TE AO MĀORI APPROACH

Library Archives Policy

33. The recommendations in this report align with the Te Reo Māori principle within council's Te Ao Māori approach (active commitment to protect and promote this taonga for future generations of all New Zealanders).
34. Revoking the Library Archives Policy will not change Council's commitment to preserving and providing access to documentary heritage relating to Tauranga Moana. The archive collection includes material that contributes to the protection and sharing of local histories, whakapapa, mātauranga Māori, Te Reo Māori, and other taonga, supporting greater understanding and appreciation of Tauranga's unique culture and history.
35. Te Rangapū was engaged throughout the review process, alongside the review of the Civic Art Collection Policy and Tauranga Museum Collection Policy, which remain under review. Te Rangapū advised that its support for revoking collection-related policies and replacing them with internal policies and procedures was contingent on Council first considering an overarching approach to the governance and stewardship of community taonga. Accordingly, Te Rangapū does not currently support the revocation of the Library Archives Policy.
36. Te Rangapū noted that Council policies provide an important public statement of Council's commitment and expectations, and were concerned that moving all direction into internal policies could reduce transparency, limit opportunities for future mana whenua and community input, and result in decisions being made through administrative processes without governance oversight. Te Rangapū expressed a desire to continue discussions on the development of a higher-level Council policy to provide strategic direction for the protection of community taonga, with supporting internal policies and procedures sitting beneath it.
37. In response, the proposed internal policy includes a commitment to engage with Te Rangapū, mana whenua, hapū, whānau and other community stakeholders when reviewing archive management practices and arrangements. The internal policy also outlines that archive management will also incorporate Māori concepts and practices through partnership, tikanga, kaitiakitanga and the Te Waka Hourua model.¹
38. Staff acknowledge that broader discussions about the governance and stewardship of community taonga may continue through the ongoing reviews of the Civic Art Collection Policy and Tauranga Museum Collection Policy, which are expected to return to Council in

¹ The Waka Hourua Model launched by Tauranga City Libraries in 2021 is an internal framework and physical taonga model used to integrate Mātauranga Māori (Māori knowledge) and Te Ao Pākehā approaches to the collection, preservation and access of heritage collections, guided by Te Tiriti o Waitangi.

2027. However, staff consider the Library Archives Policy can be determined independently of those future discussions.

39. Māori Roadway Policy

40. The recommendation in this report to consider request to maintain, repair upgrade or contributing towards Māori Roadways on a case-by-case basis reflects the principle of partnership.
41. As noted in paragraph 20, revoking the requirement for Māori roadways to be vested in Council before assistance can be considered better supports the intention of Te Ture Whenua Māori Act 1993 to promote the retention of Māori land by Māori owners.
42. Te Rangapū and the Te Rangapū Policy Subcommittee support the revoking of the Māori Roadways Policy and the replacement with the attached procedure to support requests to be considered by Council on a case-by-case basis.

CLIMATE IMPACT

43. Marae often act as community emergency hubs during emergencies and natural hazard events. Revoking the Māori Roadways Policy will enable Council to consider future requests for maintenance, repair or upgrades to Māori Roadways on a case-by-case basis, including where improved access may support community resilience and emergency response, without the requirement to vest roadways in Council.

CONSULTATION / ENGAGEMENT

Library Archives Policy

44. The library heritage and research team and the museum team provided feedback on the policy. A number of external stakeholders were approached for feedback, including groups who have used the archives, donated to the archives, or have an interest in archives, such as:
- Iwi, hapū and Māori organisations, as well as Te Rangapū Mana Whenua o Tauranga Moana
 - Heritage and historical societies
 - Museums and cultural organisations
 - Education and research institutions and groups, and
 - Other ethnic community groups
45. Stakeholders were contacted via email for their feedback on the policy with an option to meet to discuss the policy. Questions were provided to help guide and prompt feedback on aspects of the policy likely to be of most interest and relevance for each stakeholder. This included, for example, whether they think the acquisition criteria are clear and appropriate; how well they think the policy ensures the collection remains relevant to Tauranga and the western Bay of Plenty, and their thoughts on how the policy principles are reflected in the details of the policy.
46. The topic of Artificial Intelligence (AI) was raised in discussions with library collections staff and we included a prompt question for stakeholders to share any thoughts they had on the use of AI in relation to the archive collection.
47. We received feedback from ten stakeholders with many of them generally happy with the policy. Four stakeholders considered the policy to be working well as is, two made comments in relation to how heritage value is defined/demonstrated, and there was also a suggestion to make the Māori principles in the policy more practical. Four of the stakeholders also responded to the prompt on their thoughts on the use of Artificial Intelligence (AI) in relation to archives. The feedback has been incorporated into the revised internal policy.

Māori Roadway Policy

48. The Māori Roadways policy revocation and replacement procedure was developed with Te Rangapū and the Te Rangapū Policy Subcommittee over a series of engagements from 2023 to 2026.

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 decision.
 - (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 decision is of low significance. While the policies may be of interest to archive users, mana whenua, heritage stakeholders and Māori Roadway landowners, revocation will not materially affect Council services, strategic assets, finances, or Council's ability to perform its role. The matters addressed by both policies will continue to be managed through internal policies and procedures, with decisions relating to Māori Roadways continuing to be considered by Council on a case-by-case basis. The proposal primarily changes the mechanism through which these matters are managed rather than the services or outcomes provided to the community.

ENGAGEMENT

52. 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

53. Following the revocation of the policies, the files will be archived and internal policies and procedures will be approved internally through the Chief Executive or appropriate delegate.

ATTACHMENTS

1. **Library Archives Policy 2020 - A21216444**  
2. **Draft Library Archives Policy 2026 - A21204333**  
3. **Māori Road Ways Policy 1993 - A21216446**  
4. **Draft Māori Roadways Procedure 2026 - A21034992**  

LIBRARY ARCHIVES POLICY 2020



Policy type	Council		
Authorised by	Policy Committee		
First adopted	8 September 2020	Minute reference	PO11/20/5
Review date	This policy will be reviewed every five years or earlier if necessary.		

1. PURPOSE

- 1.1 To define the professional and institutional standards to which the Library Archives:
- § acquire collections
 - § preserve collections
 - § make collections available to the public

2. SCOPE

- 2.1 This policy applies to archive materials in analogue and digital format held by Tauranga City Libraries. This includes (but is not limited to): documents, photographs, books, maps, oral histories, artworks and material made publicly available on Pae Korokī.
- 2.2 The policy does not apply to material held in the general library collection.

3. DEFINITIONS

- 3.1 For the purposes of this document, the following definitions apply:

Term	Definition
Acquisition	Materials received by a repository as a unit; an accession.
Appraisal	The process of identifying materials offered to an archive that have enough value to be accessioned.
Archives	Materials created or received by a person, family, or organisation, public or private, in the conduct of their affairs and preserved because of the enduring value contained in the information they contain or as evidence of the functions and responsibilities of their creator, especially those materials maintained using the principles of provenance, original order, and collective control; permanent records. For the purposes of this policy, materials must be related to Tauranga or western Bay of Plenty.
Born digital	Information created in electronic format.

Conservation	Application of specific treatments carried out to protect collection items.
Deposit	To transfer records or other materials to a repository without transfer of title. Materials placed in a repository by such action.
Digital surrogate	A digital reproduction of a material object, such as a painting or a letter.
Documentary heritage	Documentary heritage is defined as comprising items that are: § Moveable. § Made up of signs/codes, sounds and/or images. § Able to be preserved. § Able to be produced and migrated. § The product of a deliberate documentary process.
Donation/Gift	Material, including title, that is transferred, without compensation, from one party to another.
Library Archives	Archives held by Tauranga City Libraries.
Loan	The temporary transfer of materials from one party to another.
Pae Korokī	Tauranga City Libraries' online platform for archive collections.
Preservation	Procedures and policies for the overall management and care of the collections.
Taonga	Are archive materials of Māori origin and includes all formats as defined in 2.1 of this policy.

4. PRINCIPLES

- 4.1 The Library Archives reflect a partnership between Māori and Pākēhā built on the principles outlined in Te Tiriti o Waitangi.
- 4.2 The archives reflect Tauranga Moana and western Bay of Plenty's diverse cultural identities and perspectives and promote intercultural and intra-cultural understanding and perspectives.
- 4.3 As kaitiaki, the archives have a moral responsibility to safeguard the collections in their care. Such responsibility ensures longevity of collections and access to these diverse stories for future generations.
- 4.4 The archives ensure that acquisition, preservation and access align with tikanga Māori and are responsive to Māori, particularly with regards to taonga Māori collections.
- 4.5 The archives ensure that approaches to acquisition, preservation and access are guided by national and international standards.

5. POLICY STATEMENT**5.1 Role and purpose of the archives**

- 5.1.1 The role of the Library Archives is to collect, preserve and share the diverse stories of Tauranga Moana for the benefit of the whole community – now and in the future.
- 5.1.2 The archives are a place to explore and make connections with the region and its community. The collections provide insight into ancestors and their memories left behind.

5.2 Geographical boundaries

- 5.2.1 The Library Archives will primarily curate material relevant to the western Bay of Plenty subregion (Tauranga City Council and Western Bay of Plenty District Council areas).
- 5.2.2 In relation to collecting taonga Māori, tribal boundaries may be considered. The following guidelines help identify the wider collecting area.

Mai i Ngā Kuri a Whārei ki te ihu o te waka o Te Arawa ma te Awa o te Atua. Ka huri atu ki te tihi o Arapohatu o te pae maunga a Kaimai ki nga motu o te moana nui a Toi te Huatahi.

(From Waihi region to Maketū and beyond there to Matatā. From the summit of arapohatu including the range of mountains known as the Kaimai and the offshore islands of the Bay of Plenty).

- 5.2.3 The Library Archives will also collect material from elsewhere in New Zealand, the Pacific and the wider world which relates to Tauranga Moana and the western Bay of Plenty.

5.3 Acquisition and collection development

- 5.3.1 The Library Archives comprise documentary heritage relating to Tauranga Moana and the western Bay of Plenty. Collections include:

- § manuscripts and archives: personal papers, research papers and business papers, created by or pertaining to local individuals and organisations
- § photographic material: negatives, positives, prints and digital photographs
- § maps
- § oral histories
- § paper-based artworks
- § rare books

- 5.3.2 When a collection is offered for donation, other formats may be considered on a case-by-case basis.
- 5.3.3 Ongoing acquisition is essential to developing the Library Archives and maintaining its relevance and significance to Tauranga Moana and the western Bay of Plenty. The development of the archives is guided by the following:
- responding to customer and community demand and local interest
 - enhancing strengths and addressing gaps in the collections
 - ensuring material is of continuing relevance to the wider Tauranga Moana community
 - researching taonga Māori provenanced to the region
 - priority acquisitions identified and implemented as part of collecting plans.
- 5.3.4 Material may be added to the archives if it conforms to the criteria listed at schedule one to this policy.
- 5.3.5 If a collection is offered, the archives retains the right to refuse any part of it. The archives will not necessarily accept a bequest or any part thereof, based on the considerations at schedule one.
- 5.3.6 The archives may identify and remove unwanted items from a larger body of material as part of the acquisition or cataloguing process. This is often to remove duplicate material but may also involve removing material that does not meet the criteria at schedule one, is outside the scope of strategic collecting plans, or is not suitable for long-term preservation due to the physical condition of the materials
- 5.3.7 An appraisal statement is made clear when accepting donations and is included in the donation paperwork.

5.4 Preservation of archives

- 5.4.1 The archives are securely stored in a fireproof, temperature and humidity-controlled environment that upholds tikanga Māori and international standards. Risks to the collection are mitigated through regular monitoring and assessment.
- 5.4.2 Digital material is backed-up and stored on secure servers.
- 5.4.3 The preservation and conservation needs of the archives are assessed at the point of deposit, throughout the cataloguing process, and when material is produced to customers in the library.
- 5.4.4 Preventive treatment, such as re-housing, is completed by staff in-house. Interventive treatment is outsourced to qualified conservators who are members of The New Zealand Conservators of Cultural Materials Pu Manaaki Kahurangi Incorporated (NZCCM).

5.4.5 Preservation copying is used to mitigate risks associated with handling of vulnerable collection items. In these cases, a digital surrogate, which is faithful to the original, is produced in place of the original. Surrogates are created according to appropriate standards for preservation and access. Due care is taken when transporting items for digitisation to ensure their safety, security and integrity.

5.4.6 Ongoing access to digital collections is ensured through rigorous digital-preservation processes that are guided by international best practice and standards.

5.4.7 The Library Archives maintains best practice plans and procedures to prevent, minimise, react to and recover from emergency situations that may damage both physical and digital collections.

5.5 Accessibility of archives

5.5.1 Physical access to the Library Archives is only provided in the library, where standard-driven procedures are in place to guarantee the security of the collection.

5.5.2 Items from the Library Archives may be loaned to other institutions subject to a risk assessment. Prospective borrowers must meet all Conditions for Loans.

5.5.3 Access to born-digital items and digital surrogates is provided through Pae Korikī, Tauranga City Libraries' online platform for archive collections.

5.5.4 The Library Archives have a clear permissions and constraints framework within which the community can discover and re-use items. This framework ensures the rights and responsibilities of the researcher are communicated clearly:

- A kaitiakitanga statement is used to communicate the ethical and cultural parameters around access and re-use.
- For works where copyright is likely to apply, but the rights owner is unable to be identified or traced after a reasonable search, a clear statement is provided to researchers, and strong 'take-down' procedure is in place.
- Where no copyright restriction applies, the archives provide the items for use and reuse with a clear statement, but only after careful consideration of cultural and ethical issues.

5.5.5 All public access arrangements will ensure that agreements with donor and depositors are honoured. Carefully written acknowledgements also offer researchers – especially those discovering material from the archives through other channels – a clear route back to their original context.

6. RELEVANT DELEGATIONS

6.1 The implementation of this policy is delegated to the Chief Executive or their sub-delegate.

7. REFERENCES AND RELEVANT LEGISLATION

- Heritage New Zealand Pouhere Taonga Act 2014
- New Zealand National Library: Te Mauri o Te Mātauranga: Purihia, Tiakina! Principles for the Care and Preservation of Māori Materials
- New Zealand National Library Preservation Policy
- New Zealand National Library Collection Use and Reuse Policy
- The New Zealand Conservators of Cultural Materials Pu Manaaki Kahurangi Incorporated's Code of Ethics

- Auckland Libraries Māori Collection Management Policy
- The display and conservation of taonga Māori – establishing culturally appropriate display and conservation facilities: Mahi Māreikura – a work in progress, Hēmi Whaanga, Te Pua Wānanga ki te Ao (School of Māori and Pacific Development), Te Whare Wānanga o Waikato (University of Waikato), 2006
- BS 4971:2017 – Conservation and care of archive and library collections
- PAS 198:2012 – Specification for managing environmental conditions for cultural collections
- ISO 11799:2015 – Information and documentation – Document storage requirements for archive and library materials
- ISO 14721:2012 – Space data and information transfer systems. Open archival information system (OAIS). Reference model
- BS EN 16893:2018 Conservation of Cultural Heritage – Specifications for location, construction and modification of buildings or rooms intended for the storage or use of heritage collections
- ISO/TR 19814:2017 – Information and documentation – Collections management for archives and libraries

8. ASSOCIATED POLICIES/PROCEDURES

- Tauranga Museum Collection Policy
- Conditions for Loans
- Digitisation Guidelines

9. SCHEDULES

Schedule one: Acquisition Criteria

Acquisition criteria
Item is documentary heritage as defined in section 3.1 of this policy
Item is consistent with the collection development guidelines outlined in section 5.3 of this policy
The archives is able to meet the cost of acquiring, storing, managing, and making collection items accessible
The donor or depositor has declared their right to legal title
The material is unrestricted by conditions, except in special circumstances and with the approval of a member of Tauranga City Libraries' management team
The archives can provide appropriate conditions and proper care for the material in keeping with professionally accepted standards
The material was not illegally exported from its country of origin, or illegally imported into New Zealand
The material was not illegally obtained in New Zealand in breach of any law, international convention, of sound conservation principles, or in breach of ethical trust

The material is not physically hazardous. If material is offered which is considered by staff to constitute a threat to the physical integrity of existing collections, the archives must first assess any possible threat or danger to collections or human safety and accept the object only if appropriate action can be taken to make it safe.

DRAFT LIBRARY ARCHIVES POLICY



Policy type	Administration	
Authorised by	The Chief Executive	
First adopted	TBC October 2026	
Review date	As required.	

1. PURPOSE

- 1.1 To provide a clear and consistent framework for staff to guide the development of the Library Archives, and to set the institutional standards for how archival material is acquired, preserved, made accessible to the public, and deaccessioned to ensure alignment with national professional standards.

2. SCOPE

- 2.1 This policy applies to archival material in analogue and digital format held by Tauranga City Libraries.
- 2.2 The policy does not apply to material held in the general library collection.

3. DEFINITIONS

- 3.1 For the purposes of this policy, the following definitions apply:

Term	Definition
Acquisition	The process of adding material permanently and legally into the Library Archives.
Appraisal	The process of identifying materials offered to an archive that have enough value to be accessioned.
Archives	Materials created (through human-centred processes) or received by a person, family, or organisation, public or private, in the conduct of their affairs and preserved because of the enduring value contained in the information they contain or as evidence of the functions and responsibilities of their creator, especially those materials maintained using the principles of provenance, original order, and collective control; permanent records.
Born digital	Information created in electronic format.
Collecting Plan	Document identifying the strengths and gaps in the archive collection to inform decisions about material that Tauranga City Libraries prioritise for collection.

Conservation	Application of specific treatments carried out to protect collection items.
Deaccession	The removal of an item permanently from the library archives through transfer, repatriation or disposal.
Deposit	The transfer of records or other materials to a repository without transfer of title.
Digital surrogate	A digital reproduction of a physical item, created to an appropriate standard of fidelity and accompanied by metadata that records its provenance and relationship to the original.
Documentary heritage	Unique physical records including but not limited to: - manuscripts and archives: personal papers, research papers and business papers, created by or pertaining to local individuals and organisations - photographic material: negatives, positives, prints and digital photographs - maps - oral histories - paper-based artworks - rare books
Donation/Gift	Material, including title, that is transferred, without compensation, from one party to another.
Human-centred process	A creation workflow in which humans are the primary originators, decision-makers and craftspeople. AI tools may be used only in a supporting capacity.
Library Archives	Archives held by Tauranga City Libraries.
Loan	The temporary transfer of materials from one party to another.
Pae Korokī	Tauranga City Libraries' online platform for archive collections.
Preservation	Procedures and policies designed to ensure the ongoing integrity, authenticity, accessibility and usability of material in the collections – whether analogue or digital.
Kaitiaki	For the purposes of this policy, means guardian who preserves and protects specific taonga.
Taonga	Are archive materials of Māori origin and includes all formats under the definition of Documentary Heritage.
Tauranga City Libraries	The team that is responsible for the Library Archives.

4. PRINCIPLES

- 4.1 Partnership - the **Library** Archives reflect a partnership between Māori and Pākēhā built on the principles outlined in Te Tiriti o Waitangi **and operationalised through Te Waka Hourua model.**
- 4.2 Diversity - the **Library** Archives reflect Tauranga Moana and western Bay of Plenty's diverse cultural identities and perspectives and promote intercultural and intra-cultural understanding and perspectives.
- 4.3 Kaitiaki - **Tauranga City Council** has a moral responsibility to safeguard the collections in our care. Such responsibility ensures longevity of collections and access to these diverse stories for future generations.
- 4.4 Tikanga – **Tauranga City Council** ensures that acquisition, preservation, access **and deaccession** align with tikanga Māori and are responsive to Māori, particularly with regards to taonga Māori collections.

5. POLICY STATEMENT

5.1 Role and purpose of the archives

- 5.1.1 The **purpose** of the Library Archives is to preserve and share the diverse stories of Tauranga Moana (**boundaries defined in 5.2.1 & 5.2.2**) for the benefit of the whole community – now and in the future.
- 5.1.2 The archives are a place to explore and make connections with the region and its community. The collections provide insight into ancestors and their memories left behind.

5.2 Geographical boundaries

- 5.2.1 The Library Archives will primarily **consist of** material **that is** relevant to the western Bay of Plenty subregion (Tauranga City Council and Western Bay of Plenty District Council areas).
- 5.2.2 In relation to collecting taonga Māori, tribal boundaries may be considered. The following guidelines help identify the wider collecting area.

Mai i Ngā Kuri a Whārei ki te ihu o te waka o Te Arawa ma te Awa o te Atua. Ka huri atu ki te tihi o Arapohatu o te pae maunga a Kaimai ki nga motu o te moana nui a Toi te Huatahi.

(From Waihi region to Maketū and beyond there to Matatā. From the summit of arapohatu including the range of mountains known as the Kaimai and the offshore islands of the Bay of Plenty).

- 5.2.3 Material from elsewhere in New Zealand, the Pacific and the wider world **will also be collected for the archive if it** relates to Tauranga Moana and the western Bay of Plenty.

5.3 Acquisition

- 5.3.1 Ongoing development of the archives **is achieved through strategic processes to continually build, shape and enhance the collection's** relevance and significance to Tauranga Moana and the western Bay of Plenty.
- 5.3.2 **Material may be added to the archives through donations or deposits, or from exchanges or transfers from another institution, or through collaborations or purchases (bidding at auctions).**

- 5.3.3 Material that is considered of heritage value may be added to the archives. Heritage value is material that is:
- Relevant to the culture and history of Tauranga Moana and the western Bay of Plenty region or to the tribal boundaries for taonga Māori, and
 - Unique or a rare physical record, and
 - Aligned with customer and community demand and local interest, and/or
 - Taonga Māori provenanced to the region, and/or
 - Aligned with priority acquisitions identified in the Collecting Plan.
- 5.3.4 In addition to its heritage value, material must also meet the criteria listed in Schedule One to this policy.
- 5.3.5 Donors must be completely transparent about any use of Artificial Intelligence (AI) on material that is offered for donation, and Tauranga City Libraries retains the right to refuse material if it considers AI-use to have exceeded human-centred processes.
- 5.3.5 When a collection is offered for donation, other formats not specifically defined as Documentary Heritage may be considered on a case-by-case basis.
- 5.3.6 Tauranga City Libraries will assess material in accordance with 5.3.3 and Schedule One and retains the right to refuse any part of a collection that is offered.
- 5.3.7 An appraisal statement is made clear when accepting donations and is included in the donation paperwork.
- 5.3.8 Tauranga City Libraries will work with mana whenua to inform the Collecting Plan and priority acquisitions.

5.4 Preservation of archives

- 5.4.1 The archives are securely stored in a fireproof, temperature and humidity-controlled environment that upholds tikanga Māori and international standards. Risks to the collection are mitigated through regular monitoring and assessment.
- 5.4.2 Digital material is backed-up and stored across three secure storage environments, including at least two geographically separate locations and one offline or immutable copy, in alignment with level 2 of the current version of the National Digital Stewardship Alliance (NDSA) Levels of Digital Preservation.
- 5.4.3 The preservation and conservation needs of the archives are assessed at the point of deposit, throughout the cataloguing process, and when material is produced to customers in the library.
- 5.4.4 Preventive treatment, such as re-housing, is completed by staff in-house. Interventive treatment is outsourced to qualified conservators who are members of The New Zealand Conservators of Cultural Materials Pu Manaaki Kahurangi Incorporated (NZCCM).
- 5.4.5 Preservation copying is used to mitigate risks associated with handling of vulnerable collection items. In these cases, a digital surrogate, which is faithful to the original, is produced in place of the original. Surrogates are created according to appropriate standards for preservation and access. Due care is taken when transporting items for digitisation to ensure their safety, security and integrity.
- 5.4.6 Ongoing access to digital collections is ensured through rigorous digital-preservation processes that are guided by international best practice and standards.
- 5.4.7 Tauranga City Libraries maintains best practice plans and procedures to prevent, minimise, react to and recover from emergency situations that may damage both physical and digital collections.

5.5 Accessibility of archives

- 5.5.1 Physical access to the Library Archives is only provided in the library, where standard-driven procedures are in place to guarantee the security of the collection.
- 5.5.2 Items from the Library Archives may be loaned to other institutions subject to a risk assessment. Prospective borrowers must meet all Conditions for Loans.
- 5.5.3 Access to born-digital items and digital surrogates is provided through Pae Korikī, Tauranga City Libraries' online platform for archive collections.
- 5.5.4 **Tauranga City Libraries** have a clear permissions and constraints framework within which the community can discover and re-use items. This framework ensures the rights and responsibilities of **all parties** are communicated clearly:
 - A kaitiakitanga statement is used to communicate the ethical and cultural parameters around access and re-use.
 - For works where copyright is likely to apply, but the rights **of the** owner is unable to be identified or traced after a reasonable search, a clear statement is provided to researchers, and strong 'take-down' procedure is in place.
 - **In alignment with the Waka Hourua Model, cultural and ethical considerations will be considered when providing items for use and re-use even when no legal copyright restriction applies.**
- 5.5.5 All public access arrangements will ensure that agreements with donors and depositors are honoured. Carefully written acknowledgements also offer researchers – especially those discovering material from the archives through other channels – a clear route back to their original context.

5.6 Deaccession

- 5.6.1 **Deaccessioning is an essential part of developing the Library Archives to ensure it is aligned with its purpose, through consistent refinement and improvement, and to ensure resources are used efficiently.**
- 5.6.2 **Tauranga City Libraries** may remove items from a larger body of material as part of the acquisition or cataloguing process due to:
 - duplicate material
 - **the item** not meeting the criteria in Schedule One
 - **the item not being consistent with heritage value per 5.3.3**
 - **the item not being** suitable for long-term preservation due to the physical condition of the materials
 - **the material better meets the acquisition criteria of another institution**
 - **the material should legally be held by another individual, group or institution**
 - **returning deposited material in accordance with the memorandum of understanding.**
- 5.6.3 **Where possible, deaccessioned material will be offered to the original donors, other relevant stakeholders or the community. Disposals will be the last resort.**
- 5.6.4 **Tauranga City Libraries will keep a record of all deaccessioned material.**

5.7 Future reviews

- 5.7.1 **Staff will engage with Te Rangapū Mana Whenua o Tauranga Moana Partnership (or subsequent iwi/hapū representative group) as well as other appropriate stakeholders, including hapū and whanau, when undertaking reviews of this policy.**

6. RELEVANT DELEGATIONS

- 6.1 The implementation of this policy is delegated to the Chief Executive or their sub-delegate.

7. REFERENCES AND RELEVANT LEGISLATION

- Heritage New Zealand Pouhere Taonga Act 2014
- International standards
- BS 4971:2017 – Conservation and care of archive and library collections
- PAS 198:2012 – Specification for managing environmental conditions for cultural collections
- ISO 11799:2015 – Information and documentation – Document storage requirements for archive and library materials
- ISO 14721:2012 – Space data and information transfer systems. Open archival information system (OAIS). Reference model
- BS EN 16893:2018 Conservation of Cultural Heritage – Specifications for location, construction and modification of buildings or rooms intended for the storage or use of heritage collections
- ISO/TR 19814:2017 – Information and documentation – Collections management for archives and libraries

8. ASSOCIATED POLICIES/PROCEDURES

- Tauranga Museum Collection Policy
- Conditions for Loans
- Digitisation Guidelines
- **Collecting Plan**
- **Artificial Intelligence Policy**

9. SCHEDULES

Schedule One: Acquisition Criteria

Acquisition criteria
Legal • The donor or depositor has declared their right to legal title. • The material was not illegally exported from its country of origin, or illegally imported into New Zealand. • The material was not illegally obtained in New Zealand in breach of any law, international convention, of sound conservation principles, or in breach of ethical trust. • The material is unrestricted by conditions, except in special circumstances and with the approval of a member of Tauranga City Libraries' management team.
Resources • Tauranga City Libraries is able to meet the cost of acquiring, storing, managing, and making collection items accessible. • Tauranga City Libraries can provide appropriate conditions and proper care for the material in keeping with professionally accepted standards.

Safety

- The material is not physically hazardous to the collections or human safety, or appropriate action can be taken to make it safe if there is possible threat or danger.

Maori Road Ways

M 55.6 Policy 18.5.93

That discussions be held with appropriate Iwi representatives over the following draft guidelines for dealing with the control and maintenance of Maori roadways:

- (1) In all cases, written application to Council on behalf of the owners be obtained, including consent of the owners as per Section 31 of the Local Government Act No. 2 1989.
- (2) That only Maori roadways serving five or more households or such other level of community involvement that Council may, at its discretion, agree to be considered for legalisation.
- (3) That the road reserve width be adequate for the existing service to be provided in terms of Council's Code of Practice for Development (12 m minimum width).
- (4) That Council's involvement with traffic control and carriageway maintenance be subject to Council gaining legal interest in the roadway by way of having it declared a public road and, where necessary, the owners meeting a mutually agreed percentage of the cost to upgrade it to the required standard.
- (5) That upon the terms outlined above being satisfied, Council will accept all further costs for maintaining the road to Council's network standards and confirm this in writing to all owners served by the roadway.

REQUESTS FOR MAINTENANCE, REPAIR OR UPGRADES OF MĀORI ROADWAYS PROCEDURE

Policy type	Administration
Authorised by	Head of Transport
First adopted	TBC
Review date	as required

1. PURPOSE

- 1.1 To provide guidance on the process to consider requests for maintenance, repair or upgrades of Māori Roadways at Tauranga City Council.
- 1.2 To ensure a consistent approach to managing requests from landowners to maintain, repair or upgrade Māori Roadways or contribute to the costs of these works.

2. DEFINITIONS

Term	Definition
Adjoining Landowner	The registered owners of land abutting the Māori Roadway as confirmed by the Māori Land Court.
Council	Refers to the elected member body representing Tauranga or any Committee, Sub-committee or elected member of the Council authorised to exercise the authority of the Council.
Customer Contact Module (CCM)	An entry in the council's customer contact management system through which the council logs and monitors requests from the community for council services.
Landowner	The registered owners of the Māori Roadway as confirmed by the Māori Land Court.
Māori Roadway	Roadways within Tauranga City Council boundaries laid out in accordance with Part 14 of Te Ture Whenua Māori Act 1993.
Tauranga City Council	Tauranga City Council or any person authorised or delegated to act on its behalf.

3. PRINCIPLES

- 3.1 The Council will consider requests to maintain, repair or upgrade a Māori Roadway on a case by case basis, where these requests meet the statutory requirements of the Local Government Act 1974.
- 3.2 Tauranga City Council is committed to giving effect to the principles of Te Tiriti o Waitangi (Treaty of Waitangi) throughout the process of preparing a request to maintain, repair or upgrade a Māori Roadway.
- 3.3 Engagement principles include engaging early with landowners regarding requests for maintenance or upgrades of Māori Roadways, communicating with all parties in a timely and respectful manner throughout the duration the process, and supporting parties to engage in Council processes.

4. POLICY STATEMENTS

4.1 The meaningful partnership between council and Iwi/Hapū is formally outlined in the council's [Relationship Protocols](#).

4.2 Tauranga City Council shall carry out its role and functions in relation to Māori Roadways in accordance with Section 324A of the Local Government Act 1974 and the Te Ture Whenua Maori Act 1993

4.3 The Council will consider requests from landowners for Council to contribute to the cost to maintain, repair, or improve a Māori Roadway on a case by case basis through a Council decision provided the criteria of 4.4 are met.

4.4 Tauranga City Council shall, before considering a request to landowners to maintain, repair, or improve Māori Roadways confirm:

- written consent from the landowners of the Māori Roadway
- if the planned Māori Roadway abuts another piece of land, written consent from the landowners of the adjoining land.

5. RECEIVING A REQUEST FOR MAINTENANCE, REPAIR OR UPGRADES OF A MĀORI ROADWAY

5.1 On receiving a request for the maintenance, repair or upgrade of a Māori Roadway staff will log a Customer Contact Module (CCM) request for the transportation team.

5.2 The Manager: Transport Network Operations will review the request and respond in accordance with this procedure.

5.3 Decisions on funding any Māori Roadway will be considered as part of an Annual Plan / Long Term Plan process. Relevant information would need to be completed by September to enable the Transportation Team to assess the request in accordance with this procedure.

6. PRE-ENGAGEMENT WITH IWI / HAPŪ

6.1 To support the preparation of a report to Council, Tauranga City Council will require information from landowners to assist the Council to consider the request.

6.2 Te Pou Takawaenga Māori Strategic Unit will support the discussion if needed with landowners as to work through this procedure.

6.3 The Transportation Team will lead the preparation of relevant technical supporting information for inclusion in the Council report including (but not limited to):

- What are the landowners' preferred timeframe for the maintenance, repair or upgrades required?
- Do landowners want council to provide the maintenance, repair or upgrade to the roadway, or a financial contribution?
- Have the landowners obtained all written permission from other landowners or adjoining landowners as required under the Local Government Act 1974?
- What are the legal provisions for present and future public access to the road?
- What are the landowners' preferences for ongoing engagement on the maintenance on the roadway?
- If the landowners would like Tauranga City Council to do the works, whether the landowners and adjoining landowners would agree to Tauranga City Council doing exploratory work on the roadway (if required given the circumstances of the request)?
- What is the current use of the roadway and what properties, wahi tapū or community facilities does it service (this is focused on practical assessment noting the significance of the roadway will be covered as per section 8.2 below)

7. ASSESSMENT OF THE MĀORI ROADWAY

7.1 Tauranga City Council carry out an assessment in order to provide Council with information on the cost and feasibility of maintaining, repairing or upgrading the roadway. They will also assess the role the road serves in the roading network.

7.2 The process for the assessment may vary depending on the nature of the request. Some assessments may be possible through a desktop exercise, other assessments may require exploratory works.

7.3 Before any site visits or exploratory works are carried out, council staff will ensure they have the consent of the landowners and adjoining landowners to the relevant works.

8. PREPARATION OF A COUNCIL REPORT

8.1 Once the relevant information has been received from landowners in accordance with section 6 and 7, council staff will prepare a report for inclusion at a Council meeting. This will enable Council to consider the request on a case-by-case basis.

8.2 Te Pou Takawaenga will provide support to the Transportation Team to ensure the cultural component of the Council report reflect tangata whenua views appropriately.

8.3 Landowners may request to be present at the public forum of the Council meeting to share their views with the Council directly. The acceptance of the request will be subject to approval from the Chair of the Council.

9. RELEVANT DELEGATIONS

9.1 The General Manager: Operations and Infrastructure has delegated authority to implement this policy.

10. REFERENCES AND RELEVANT LEGISLATION

- The Treaty of Waitangi Act 1975
- Local Government Act 1974
- Te Ture Whenua Māori Act 1993

11. ASSOCIATED DOCUMENTS

- Tauranga City Council/Iwi-hapu protocol agreement.

Schedule 1: List of known Māori Roadways approximate location

Note: This list reflects those Māori Roadways known to Tauranga City Council. As the council is not notified of new Māori Roadways or changes to Māori Roadways this list is not comprehensive, and any requests to maintain, upgrade, repair or contribute to a road believed to be a Māori Roadway would need to be considered as per the procedure.

Roadways are located near:

- Bethlehem Road (3 roadways)
- Carmichael Road and State Highway 2 (3 roadways)
- Kaponga Street
- Cambridge Road (near Townhead Rd)
- Cambridge Road opposite side to Westminster Drive (Te Atatu PI)
- Cambridge Road opposite side to Westminster Drive (Te Reti Views)
- Stephens Place near Ohauti Road (4 roadways)
- Wineberry Lane
- Kaitemako Road
- Matapihi Road (near Hoskins road intersection) (3 roadways)
- Waikari Road
- Matapihi Station Road
- Mataphi Road
- Welcome Bay Road
- Kairua Road (2 roadways)
- Kaitemako (Tapuaeotu Way)
- Off Ranch Road
- Near pt Whareroa
- Ranch Road

9.3 Hamilton Street Upgrade Concept

File Number: A21213599

Author: Rebecca Rimmer, Senior Project Manager
Christopher Barton, Portfolio Manager: Infrastructure

Authoriser: Jane Small, Director Major Projects

PURPOSE OF THE REPORT

1. To seek endorsement of a spatial concept for the upgrade of Hamilton Street between The Strand and Durham Street in the City Centre.

RECOMMENDATIONS

That the City Future Committee:

- (a) receives the report "Hamilton Street Upgrade Concept"; and
- (b) endorse the spatial concept for the Hamilton Street upgrade to progress to next stages of design development to align delivery with the development of the Civic Whare, Exhibition and Museum (CWEM).

EXECUTIVE SUMMARY

2. In alignment with the opening of the TMoTP CWEM in mid 2028 and other key developments including Panorama Towers, Northern Quarter and the proposed Rydges hotel, changes are proposed to existing Hamilton Street between The Strand and Durham Street. The changes between Willow and Durham are required to align with the CWEM.
3. This project is a key priority in implementing the city centre movement framework and programme of planned city centre streetscape upgrades.
4. An emerging concept has been developed with the following key features:
 - (a) One-way movement (from The Strand to Durham Street) consistent with the centre city movement framework as endorsed by the City Future Committee on 19 May 2026
 - (b) Retention of vehicle access to Kingsview apartments from Durham Street
 - (c) New bus stop and coach parking outside the Museum
 - (d) Retention of key on-street parking and loading bays (also noting Panorama Towers is scheduled to open in 2027 including 200 additional publicly accessible carparks)
 - (e) Maximising footpath width on the southern side of the street, which receives the most natural light
 - (f) Tactical urbanism including landscaping
 - (g) Focus on delivering value for money through reuse of existing infrastructure where possible and optimising materials selection.
5. Early discussions on the concept are being held with key stakeholders including adjacent businesses and developers along the corridor.
6. Design of the corridor is being progressed in this current FY 2026/27. Construction of the Hamilton Street upgrade between Willow Street and Durham Street is required to be completed in advance of the opening of the exhibition centre and museum in mid 2028.

7. Given pressures on the first 3 years in the 2027-37 LTP capital spend, an option will be presented to prioritise Willow to Durham section in FY27-FY30 period (to align with CWEM opening) and defer the Strand to Willow section to later years.

BACKGROUND

8. The City Centre Movement Framework was endorsed by the City Future Committee on 19 May 2026 and is part of the City Centre Action and Investment Plan (City Centre AIP).
9. Hamilton Street is identified within the Framework as a key people-focused connection that supports movement between the city centre, the civic precinct, Wharepai Domain, surrounding developments and the waterfront.
10. The framework envisages Hamilton Street as a low-speed, pedestrian-oriented corridor that prioritises accessibility, walkability and integration with adjacent public spaces, while continuing to provide access to nearby parking and developments.



City Centre Movement Framework

11. Hamilton Street plays an important role in supporting the broader transformation of the city centre, including connections to Te Manawataki o Te Papa, cultural facilities, public open spaces and its redevelopment is intended to complement major public and private investment underway across the city centre. Major redevelopment is currently occurring on both sides of the street.
12. Hamilton Street is also an important public transport route into the city centre, serving trips from Ōtūmoetai, Matua, Mount Maunganui and eastern suburbs. The Hamilton Street bus stop is anticipated to be a key stop servicing Te Manawataki o Te Papa and the



CWEM Concept from Hamilton Street

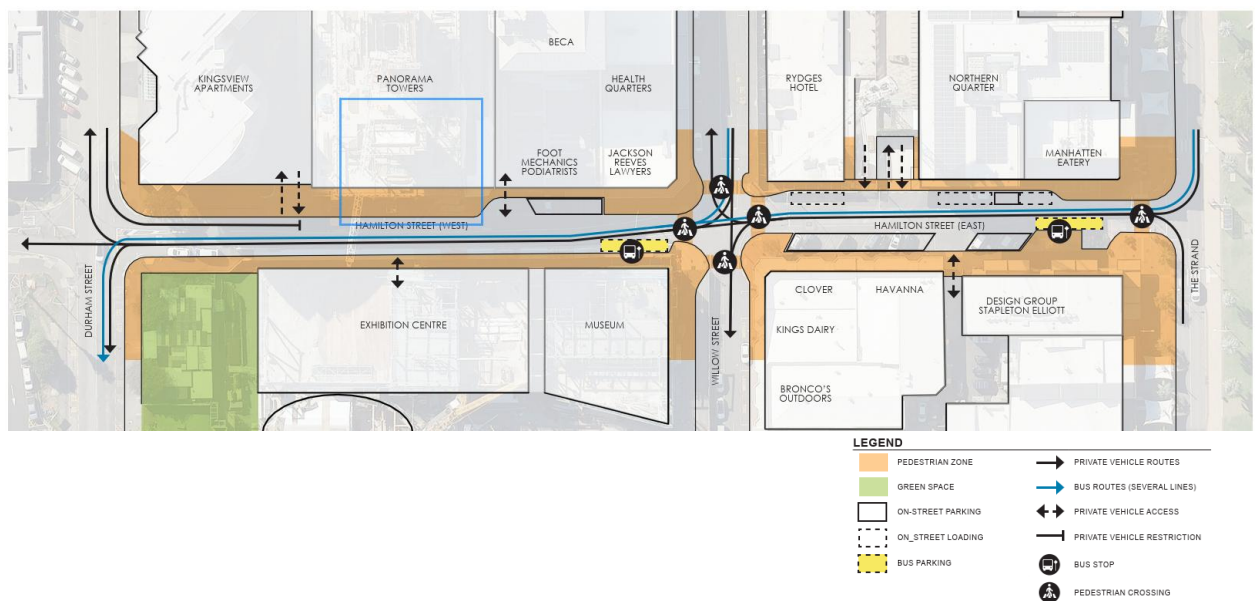


Panorama Towers Concept



Rydges Hotel Concept

13. Hamilton Street is currently operating as a one-way eastbound corridor since implementation as part of the city centre movement pilot in early 2024. Existing movements are as below:



STRATEGIC ALIGNMENT

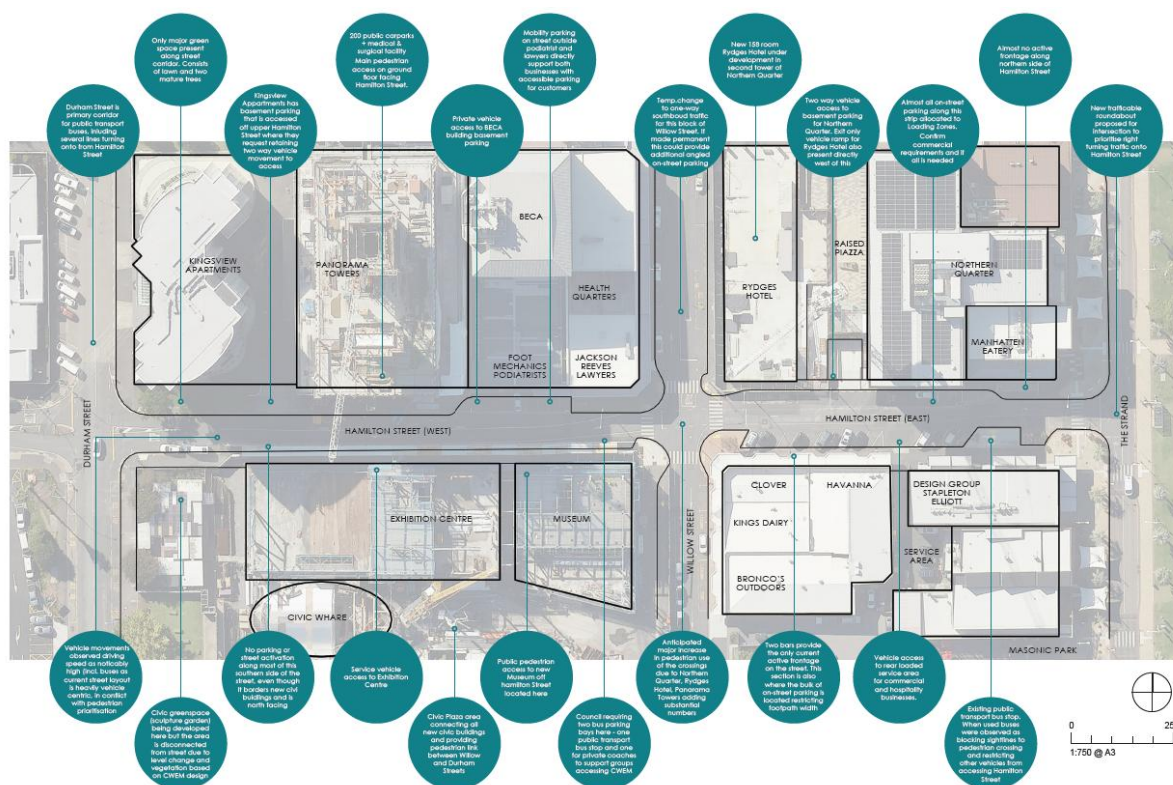
14. The proposed upgrades to Hamilton Street will contribute to the promotion or achievement of the following strategic community outcome(s):

	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	✓

KEY CONSIDERATIONS

15. An assessment has been completed of current and anticipated functionality along the corridor and to identify potential opportunities to inform the concept. Key considerations include:
- **CWEM** to include two bus parking bays - one public transport bus stop and one for private coaches to support groups accessing the precinct. Civic greenspace (sculpture garden) being developed but the area is disconnected from street due to level change.

- **Panorama Towers.** Providing 200 public parking spaces and a medical and surgical facility, with the main pedestrian entrance facing Hamilton Street.
- **Kingsview Apartments** have basement parking that is accessed off upper Hamilton Street and have requested retaining two-way vehicle movement to access
- **BECA building** has private vehicle basement parking
- **Podiatrist and lawyers** on street parking directly outside including mobility parking - directly supports both businesses.
- **Willow Street:** Potential temporary change to one-way southbound traffic identified for Harrington to Hamilton block of Willow Street during Rydges construction. If made permanent this could provide opportunities for additional angled on-street parking on Willow Street and opportunity to further pedestrianise the Hamilton/Willow intersection.
- **Northern Quarter** Two-way vehicle access to basement parking, as well as exit only vehicle ramp for Rydges Hotel.
- **Rydges Hotel** under development in second tower of Northern Quarter including new 158 room hotel. Limited active frontage along Hamilton Street. Consent requires provision for loading bays on Hamilton Street
- **The Strand:** New trafficable roundabout proposed for intersection with The Strand to prioritise right turning traffic onto Hamilton Street.
- **Durham Street** is a primary corridor for public transport buses.
- **Existing public transport bus stop.** Current stops observed as blocking sightlines to pedestrian crossing and restricting other vehicles from accessing Hamilton Street.
- **Parking:** Currently 22 on-street parking spaces (incl. two mobility spaces) plus five loading zone spaces across three locations.
- **Clover and Havanna** bars provide the only current active frontage on the street. This section is also where the bulk of on-street parking is located restricting footpath width. No street activation along most of this southern side of the street, even though it borders new civic buildings and is north facing. Opportunity in this area for long-term on-street dining, but would require removal of on-street parking.
- **Hamilton Street Conditions:** Northern side generally colder and less sunny. Southern side more sunlight – difference will become further extenuated with additional high-rise buildings. Can become a wind corridor.
- **Vehicle movements** observed travelling at noticeably high speeds (including buses), as current street layout is heavily vehicle centric, in conflict with pedestrian prioritisation. Opportunity to design to reduce speeds.



16. Key design considerations include:

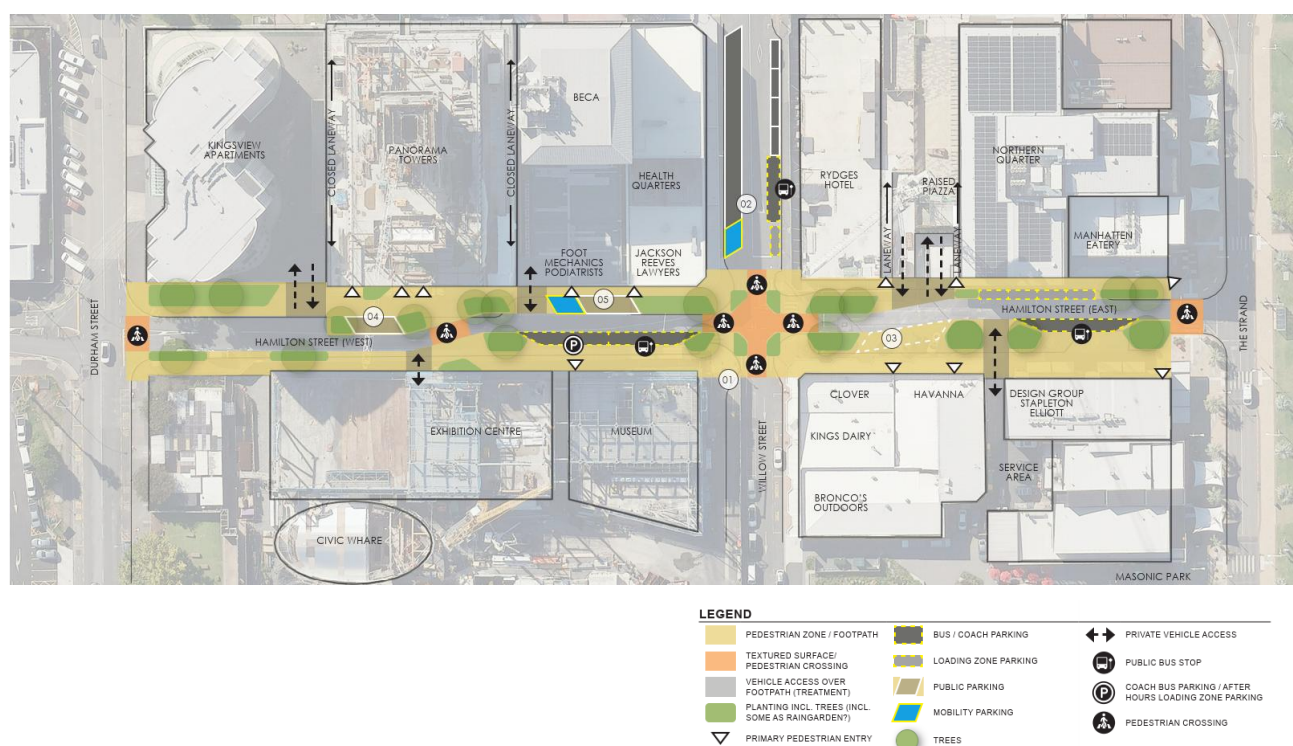
- Retention of existing mobility parking
- Retain the consented Rydges loading bays
- Support two-way movements at the intersection with Willow Street (north)
- Retain Kingsview parking access from Durham Street.
- Ensure design including levels support the CWEM loading area, and access is retained throughout project delivery
- Provide taxi, rideshare and cycle parking
- Coordinate bus shelter design with the CWEM
- Assess after-hours use of upper-level bus stops as loading bays.

PROPOSED CONCEPT:

17. An emerging concept has been developed as below and attached (Attachment 1). This design seeks to address the key corridor issues and leverage some opportunities. Key features include:

- (a) Retain one-way movement (from The Strand to Durham Street) consistent with the centre city movement framework, with the road width and alignment encouraging safe and appropriate speeds.
- (b) Maximising footpath width on the southern side of the street which receives the most natural light and mitigate wind effects through landscaping and corridor alignment changes.

- (c) Retention of mobility parking, loading bays and key on-street parking. On-street parking retention proposed outside Clover/Havanna (noting opportunity in future to transition some of this area to potential on-street dining), Foot Mechanics and Panorama Towers.
 - (d) Pedestrian focus at the Hamilton Street / Willow Street intersection and proposed pedestrian crossing facility between Panorama Towers and CWEM site
 - (e) Offline bus stops for both public transport network buses and coaches
 - (f) Integration of 3-water utility renewals and upgrades
 - (g) Tactical urbanisation including landscaping – noting designs of these elements are yet to be developed.
18. The Committee is being asked to endorse the emerging concept which is also presently the subject of targeted stakeholder engagement with businesses and developers who would be impacted by any changes. It is not intended to take the concept to wider consultation for the reasons set out below. However, the next step is to prepare a design for endorsement by this Committee and that design would be the subject of broader community and stakeholder consultation to receive feedback to inform the final detailed design.



FINANCIAL CONSIDERATIONS

19. The total project budget is \$9.83m, with a budget of \$500,000 in the current FY27 to complete the detailed design.

Financial Year	Budget	Commentary & Status
2026/27 (Current)	\$500,000	For design. Budget approved.
2027/28	\$7,196,780	Included in draft 2027-37 LTP
2028/29	\$2,138,112	Included in draft 2027-37 LTP
Total	\$9,834,892	

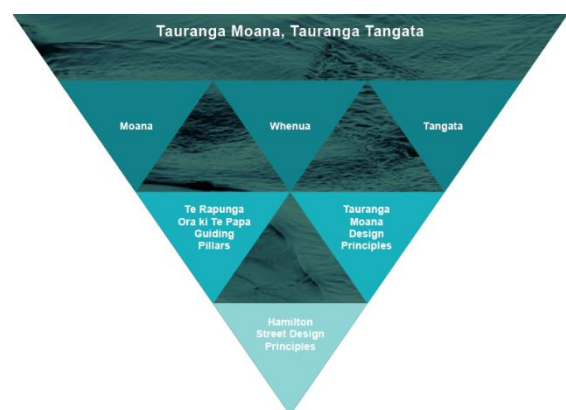
20. As part of consideration of the 2027-37 Long Term Plan, Council can consider the below delivery options to spread the cost of the improvements across the LTP period:
 - (a) Deliver full length (The Strand to Durham Street) – as per above cost profile
 - (b) Prioritise CWEM area (Willow to Durham) – requires circa \$5m in 2027/28, deliver remaining section later in the LTP period.
21. To deliver as two separate sections as proposed in (b) with a delay in between would likely result in some additional overall costs with the most significant being in additional Preliminary and General and escalation. Depending on the length of the delay could add an additional 20% to 30% to the cost of the project
22. Budget estimates have been indicatively developed to date and will be further refined as the project progresses. An updated cost estimate will be completed at the end of Concept Design stage and further refined at the end of Detailed Design to further inform implementation costs.

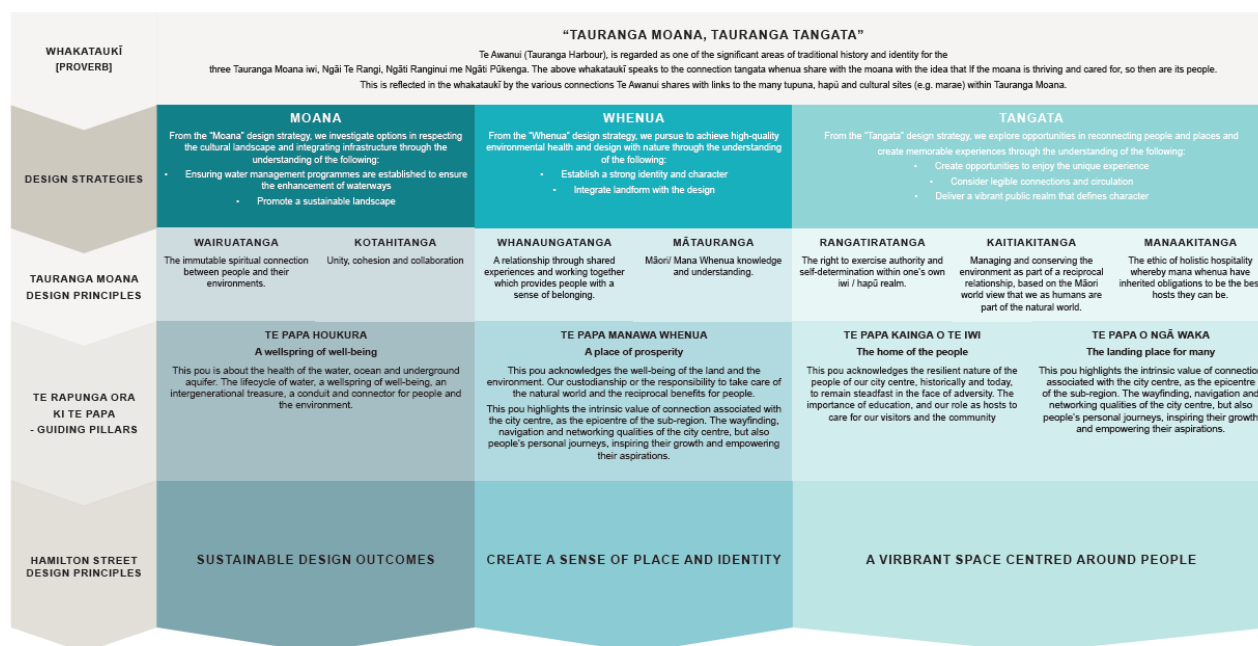
KEY RISKS AND LEGAL IMPLICATIONS

23. **Misalignment of delivery timing with adjacent development.** Construction of this corridor needs to be sequenced alongside construction and opening of other key sites, including Panorama Towers (opening 2027), CWEM (opening 2028) and Rydges hotel.
24. **Service programming and delivery.** Construction within a live transport corridor, alongside major adjoining developments, may disrupt the network, property access, businesses and public transport services. Mitigation will require coordinated staging, traffic management and regular communication with affected parties.
25. **Reputation and stakeholder confidence.** Parking changes, public transport disruption and intersection modifications may attract public concern. Clear decision-making, targeted consultation and ongoing engagement with mana whenua, businesses, residents and other stakeholders will be essential.

TE AO MĀORI APPROACH

26. The design is planned to be grounded in design principles developed in partnership with Tangata Whenua for the overall city centre development programme and Te Manawataki o Te Papa development.
27. A draft design framework has been developed incorporating the Tauranga Moana Design Principles and Te Rapunga Ora ki Te Papa Guiding Pillars.





28. The framework seeks an integrated approach that advances the social, economic, environmental and cultural aspirations of Tauranga Moana communities. As concept designs develop we will seek to further engage with mana whenua.

CLIMATE IMPACT

29. Environmental conditions and limited green infrastructure along Hamilton Street are important design considerations.
30. New buildings on the northern side will shade much of the street and create cooler conditions on the adjacent footpath. The design should encourage pedestrian use of the sunnier, north-facing southern footpath beside the exhibition centre, museum and other civic amenities.
31. Tall buildings on both sides may intensify prevailing westerly winds, particularly toward the western end of the corridor. Trees and other landscape elements should be used to reduce wind exposure and improve pedestrian comfort.
32. The corridor currently has very limited trees, lawn and planted areas. The design would benefit from increased greenery, shade and amenity, and assess opportunities to incorporate rain gardens and other water-sensitive design measures.
33. Opportunities for low-carbon or sustainable construction materials will also be considered.

SIGNIFICANCE OF DECISION

34. 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.
35. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
- the current and future social, economic, environmental, or cultural well-being of the district or region
 - any persons who are likely to be particularly affected by, or interested in, the decision.
 - the capacity of the local authority to perform its role, and the financial and other costs of doing so.

36. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of medium significance.

CONSULTATION / ENGAGEMENT

37. Taking into consideration the above assessment, that the decision is of medium significance, and that the proposed changes to Hamilton St have been signalled through the City Centre Movement Framework, officers are of the opinion that no further engagement is required prior to Council making this decision to endorse the concept.
38. During design development further engagement is planned. Staff intend to provide regular project updates and targeted communications and will hold stakeholder engagement sessions on the emerging design during the design development phase.

Click here to view the [TCC Significance and Engagement Policy](#)

NEXT STEPS

39. Subject to endorsement of the concept, next stages of design development will commence.
40. Components of the construction, particularly the footpath adjacent to the CWEM site between Willow and Durham are planned to be constructed as part of the TMoTP programme, and designs for this as part of the Hamilton Street upgrade are required by early 2027.
41. Detailed design for the corridor is programmed to be complete in the first half of 2027, with construction to be subsequently phased in alignment with other site development activities - subject to confirmation of funding.
42. Completion of construction of the Willow Street to Durham Street section adjacent to the CWEM site is programmed to be complete by mid 2028 in advance of the planned CWEM site opening.

ATTACHMENTS

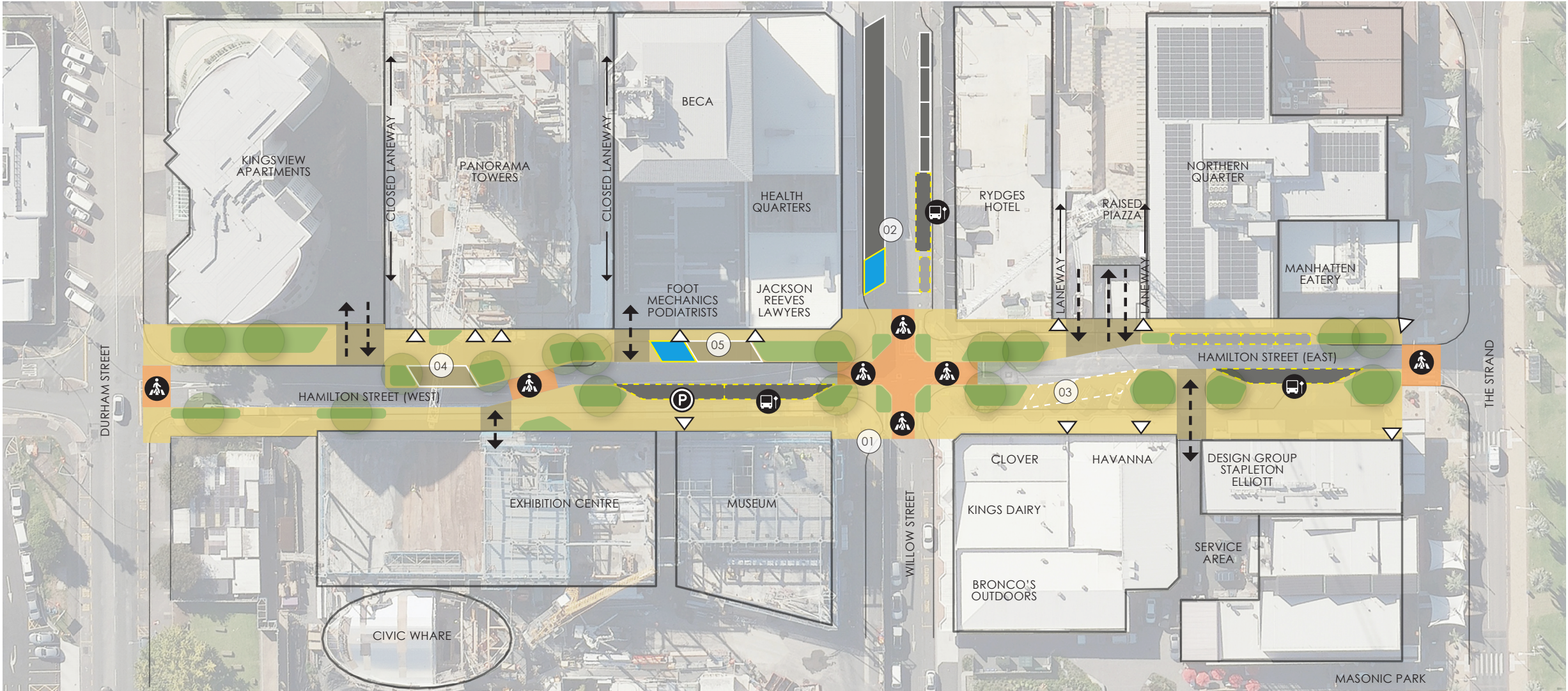
1. **Hamilton Street Upgrade - Spatial Concept Design - A21213597**  

SITE LAYOUT DESIGN & PROGRAMMING

SPATIAL ARRANGEMENT OF THE SITE TO INFORM THE LAYOUT & STRUCTURE FOR ENGAGEMENT & CONFIRMATION OF DESIGN.

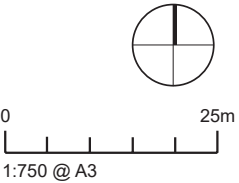
LANDSCAPE CONCEPT PLAN WILL BE DEVELOPED BASED ON CONFIRMED PROGRAMMING

DRAFT - FOR DISCUSSION



LEGEND					
	PEDESTRIAN ZONE / FOOTPATH		BUS / COACH PARKING		PRIVATE VEHICLE ACCESS
	TEXTURED SURFACE/ PEDESTRIAN CROSSING		LOADING ZONE PARKING		PUBLIC BUS STOP
	VEHICLE ACCESS OVER FOOTPATH (TREATMENT)		PUBLIC PARKING		COACH BUS PARKING / AFTER HOURS LOADING ZONE PARKING
	PLANTING INCL. TREES (INCL. SOME AS RAINGARDEN?)		MOBILITY PARKING		PEDESTRIAN CROSSING
	PRIMARY PEDESTRIAN ENTRY		TREES		

- NOTES
- Design to tie into Willow Street upgrade, to be worked through with CWEM project team.
 - Future potential parking layout with increased on-street parking capacity if this block of Willow Street is made permanently one way.
 - Explore opportunities to relocate allocated disabled and other on-street parking to adjacent street to enable alfresco and other positive streetscape pedestrian activation opportunities.
 - Short term parking for pickup / drop off and deliveries for Panorama Towers Medical Clinic.
 - On-street parking to have same surface treatment as pedestrian zones to reflect more urbanized street environment and minimise the expensive pavement requirements for heavy vehicle load rating to single traffic lane.



9.4 Strategy Stocktake - Wrap-Up

File Number: A21050812

Author: Sarah Searle, Principal Strategic Advisor

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

PURPOSE OF THE REPORT

1. This is the final report in a series of Long-term Plan ("LTP") Strategy Stocktake reports that have been presented to the City Future Committee.
2. The report gives an overview of findings from the Strategy Stocktake, outlines next steps, and seeks endorsement of the Te Reo Māori interpretations for the new and merged community outcomes.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Strategy Stocktake - Wrap-Up".
- (b) Endorses the Te Reo Māori interpretations for the merged and new community outcomes:
 - *Tauranga Tātai Whenua* – A city that is well planned and easy to move around
 - *Tauranga a Te Ihi* – A vibrant city that embraces events
- (c) Requires further summaries of all 35 Action and Investment Plans to be produced with a focus on what direction they are setting for Tauranga;
OR
- (d) Does not require further summaries of all Action and Investment Plans to be produced

EXECUTIVE SUMMARY

3. Undertaking a strategy stocktake is a key element of LTP planning. The stocktake has reviewed 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. These stocktake papers have been aligned to each of Council's community outcomes and presented to the City Future Committee as follows:
 - (a) Tauranga Taurikura – A city that values, protects and enhances our environment – [31 March 2026](#)
 - (b) Tauranga Matarauui – An inclusive city – [19 May 2026](#)
 - (c) Tauranga – Tātai Whenua (merged with Ara Rau) – A city that is well planned and easy to move around – [30 June 2026](#)
 - (d) Tauranga a te kura – A city that supports business and education - [30 June 2026](#)
 - (e) A Vibrant City that Embraces Events – [18 August 2026](#)

5. Elected Members were also given the opportunity to consider AIP prioritisation in an AIP workshop held on 27 August 2026.
6. Steps to complete the strategy stocktake include -
 - (a) Completion of identified updates to AIPs
 - (b) Update of Te Kupenga (the fishing net), including Te Reo Māori for the new and merged community outcomes
 - (c) Updates of web content to reflect the refreshed strategic framework
7. **Attachment A** gives a summary of all AIPs reviewed with stocktake findings, LTP implications and next steps. Minor updates to AIPs (for example editorial and tidy-up of completed actions) will be approved by General Managers, with more substantive changes brought back to Elected Members for adoption. Unless a date for City Future approval is specified in Attachment A, it is planned that any changes will be approved by General Managers.
8. **Attachment B** gives an overview of the Strategic Framework and how all strategies and AIPs fit together under the Community Outcomes.
9. Input is also sought on the approach Elected Members would like to take to development of any further AIP summaries.

BACKGROUND

Stocktake process and findings

10. The strategy stocktake has been undertaken by staff in conjunction with Strategy and AIP Leads and Owners since late 2025 and reported regularly to Elected Members via the City Future Committee.
11. For many strategies and plans the finding has been that they are still fit for purpose, with only minor tidy-up changes required.
12. Plans identified for a more substantive refresh or involving broader changes include –
 - (a) Tauranga Matarauui (primary strategy) – extended to include a sixth goal focussed on vibrancy and events
 - (b) Arts, Culture & Heritage AIP – updated version to be produced 2027
 - (c) City Centre AIP – review underway
 - (d) Waters Strategies (through transition to new Waters organisation and development of Water Services Strategy by July 2027)
 - (e) Climate AIP – produce streamlined version without moving away from substantive goals
 - (f) Tauranga Events AIP – updated in light of new community outcome and Eventful City Framework
 - (g) Waste Management and Minimisation Plan (review to be undertaken 2027/2028)
 - (h) Western Bay of Plenty Economic Strategy – refresh led by Priority One
 - (i) Te Ha Tapoi – Tourism Strategy 2019-2022 – removed from strategic framework as outdated and no longer referred to by Tourism Bay of Plenty. Existing Visitor Economy Strategy will be reviewed by TBOP at an appropriate time

Further summaries of AIPs

13. The stocktake reports to the City Future Committee have included a one-page summary of every AIP as an attachment.

14. It is understood that some Elected Members would like a further summary version of all AIPs to be produced, for example using generative AI to produce a summary of “what strategy / direction are the AIPs setting for Tauranga city?”
15. Producing and refining further summaries would involve staff resource and confirmation of this direction is therefore sought via recommended resolutions (c) or (d).

AIPs workshop

16. A workshop was held with Elected Members on 27 August 2026 seeking input around the following AIPs and plans:
 - (a) Spatial plans – Te Papa, Otumoetai, Mount to Arataki
 - (b) Climate AIP
 - (c) Tauranga Matarauui – Accessible Tauranga, Safer Communities, Welcoming Communities, WBOP Homelessness Strategy
 - (d) Historic Village Master Plan
 - (e) Spaces and Places – Play, Active Recreation and Sport, Reserves & Open Spaces, Nature & Biodiversity, Community Centres.
17. Feedback received was used by AIP owners to continue development of LTP budgets (Opex and Capex).

New outcome(s) – incorporation into framework, Te Kupenga and Te Reo Māori

18. At the Council meeting of 18 November 2025, Council discussed and agreed amendments to the Community Outcomes, including the merging of two existing outcomes (‘A well planned city’ and a ‘City that we can move around easily’) and the introduction of new outcome: *Tauranga - A vibrant city that embraces events - 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.*
19. This followed from Elected Member feedback at a City Future Committee Workshop of 24 July 2025, where the strategic framework was discussed, and a desire to elevate the profile and impact of events within the city was agreed.
20. Through the stocktake process consideration has been given on how to incorporate the new outcome into the existing framework.
21. The City Future Committee meeting of 30 June 2026 approved widening the scope of the existing Tauranga Matarauui 2023-2032 – Inclusive City Strategy via:
 - (a) Renaming the existing Strategy to ‘Tauranga 2023-2033 – Inclusive and Vibrant City Strategy’.
 - (b) Adding a sixth goal to the Strategy, focussed on vibrancy, events, and arts and culture
22. On 18 August 2026 the City Future Committee approved recommended updates to the Tauranga Events Action & Investment Plan and endorsed the Eventful City Framework strategic approach to Events.

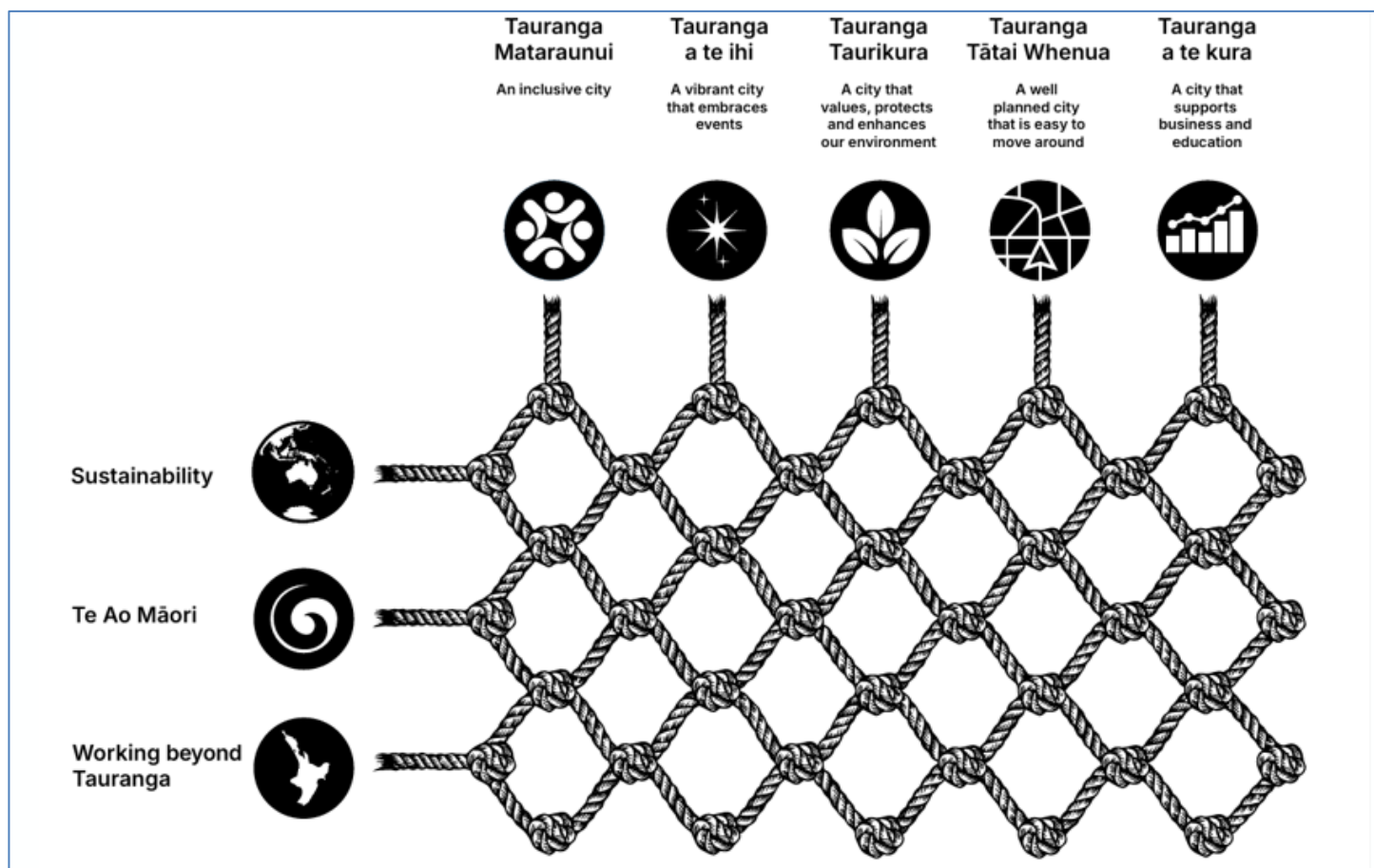
Te Reo Māori

23. It was requested that Te Rangapū Mana Whenua o Tauranga Moana (“Te Rangapū”) develop Te Reo Māori for the new and merged community outcomes. Te Rangapū engaged Josh Te Kani (Te Pou Ahurea – Cultural Specialist) to develop these Te Reo interpretations.
24. The proposed Te Reo Māori interpretation for the new outcome (A vibrant city that embraces events) is **Tauranga a te ihi** – *The inspiring effect of Tauranga being a champion/experience*
25. Mr Te Kani also advised that the meaning of Tauranga Matarauui could be extended to include a vibrant city (in addition to an inclusive city) – this meaning covers *in awe of the multifaceted element of someone / somewhere.*

26. For the merged outcomes, Tauranga Tātai Whenua (a well-planned city) can incorporate Tauranga Ara Rau (a city that we can move around easily). Tauranga Tātai Whenua encompasses the meaning *“Having things in specific order – there is a pattern to how things are laid out.”*
27. The proposed Te Reo Māori for the new and merged outcomes (i.e. Tauranga a te ihi, Tauranga Mataraunui and Tauranga Tātai Whenua) was presented back to Te Rangapū on 24 September 2026 who approved these interpretations for endorsement by the City Future Committee. The interpretations for the outcomes were also presented to the Tauranga City Council Kaumātua Forum on 29 September 2026, who did not have any issues with or feedback on the proposed interpretations.

Te Kupenga

28. Since development in 2023, Council’s strategic framework has been visually represented by Te Kupenga (a fishing net) which weaves together the community outcomes and Council’s three strategic approaches.
29. An updated version of Te Kupenga has been produced to incorporate the present Council’s refreshed community outcomes –



30. A draft version of the updated Te Kupenga was also presented to Te Rangapū on 24 September. They were happy with the proposed draft and signalled an interest in being involved as it was further refined, as appropriate.

Summary One-Pager – Council’s updated strategic framework

31. An updated summary one-pager of the Strategic Framework is attached at **Attachment 2**. This includes –
- (a) Council’s updated principles and priorities
 - (b) The new and merged community outcomes

- (c) Any changes at AIP level based on stocktake findings

32. This will form the strategic basis that is reflected in the LTP.

STATUTORY CONTEXT

33. As part of the LTP process required under the **Local Government Act 2002**, Council should periodically review its strategies, policies and plans to ensure they collectively give effect to the purpose of local government (s10), support the role of local authorities (s11), and are consistent with the principles of good governance, transparency and prudent stewardship set out in the Act.
34. This review provides the strategic foundation for the LTP, ensuring that Council's activities, levels of service, investment priorities and funding decisions remain aligned with statutory responsibilities, community outcomes and the long-term wellbeing of current and future communities.
35. Different community outcomes are impacted by different pieces of legislation such as the Resource Management Act 1991, Natural and Built Environment legislation, and Climate Change Response Act 2002.

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. Council's strategic framework gives effect to all of the community outcomes.

OPTIONS ANALYSIS

38. The recommended approach to endorsement of the Te Reo Māori and further summaries of AIPs is covered in Recommendations (b), (c) and (d) and the Background section above and therefore not repeated here.

FINANCIAL CONSIDERATIONS

39. Council's strategies and AIPs underpin the direction for many of the investment decisions through the LTP. **Attachment A** gives a summary of LTP implications including whether the impacts of each AIP are primarily Opex or Capex, both, or neither.

RISKS AND LEGAL IMPLICATIONS

40. If community outcomes, strategies and plans are not regularly reviewed, they may become inconsistent with legislative requirements, Council priorities, or community needs. This can lead to poor decision-making, reduced effectiveness of service delivery, challenges in demonstrating compliance with statutory obligations, and increased risk of legal challenge, reputational damage, or loss of community confidence.

TE AO MĀORI APPROACH

41. Council's [Te Ao Māori approach](#) is one of the horizontal 'weaves' in Te Kupenga which underpins the approach to all other outcomes and plans.

42. The strategic framework is also grounded in principles such as partnership (rangapū), participation, active protection, manaakitanga (care for people), kaitiakitanga (environmental stewardship), whanaungatanga (relationships and connectedness), and intergenerational wellbeing, which align with a Te Ao Māori approach.
43. Staff presented to Te Rangapū around Council's Eventful City Framework (30 July 2026) and on the updated Kupenga and development of Te Reo Māori for the new community outcomes (24 September 2026) as summarised above. The Te Reo Māori interpretations for the new and merged outcomes were also presented to the TCC Kaumātua Forum on 29 September 2026 as outlined above.
44. Te Rangapū were also involved extensively in development of the original Our Direction strategic framework in 2022/2023. Any AIPs identified through the current stocktake for a more extensive refresh (for example the Arts, Culture & Heritage AIP) will be done in conjunction with tangata whenua.

CLIMATE IMPACT

45. Climate impacts across TCC's community outcomes, strategies and AIPs may include influences on greenhouse gas emissions, climate resilience, resource use, and adaptation to climate-related risks.
46. For example, transport and growth-related AIPs can affect emissions through land use and travel patterns; infrastructure and waters strategies can improve resilience to flooding, sea level rise and extreme weather; environmental and open space plans can support carbon sequestration and biodiversity; economic development and events strategies can influence emissions through energy use and travel; and community wellbeing, housing and accessibility initiatives can help build social resilience to climate impacts.
47. Collectively, Council's strategic framework plays a significant role in shaping both emissions outcomes and the community's ability to adapt to a changing climate.

CONSULTATION / ENGAGEMENT

48. Consultation and engagement was undertaken around development of Our Direction from 2020-2022.
49. Where a minor refresh of strategies and plans is recommended this would not involve further consultation or engagement. More substantive changes will be developed in conjunction with stakeholders and tangata whenua.

SIGNIFICANCE

50. 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.
51. 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.
52. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the issue is of low significance. While the strategies and plans contain outcomes of significance to the community, this paper is primarily an update on a workstream (i.e. stocktake process).

ENGAGEMENT

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

NEXT STEPS

54. Following this City Future Committee meeting the following steps will be undertaken –
- (a) Activity owners will continue to refine associated LTP budgets and prioritisation for Council consideration through the LTP process.
 - (b) TCC website will be updated with the refreshed strategic framework including Te Kupenga
 - (c) Identified updates to AIPs will be finalised – minor changes approved by General Managers, substantive changes brought back to Elected Members
 - (d) Updated versions will be published on website
55. When the LTP is adopted in 2027 the AIP documents will be updated to show what has been funded and prioritised, and what is unfunded.

ATTACHMENTS

1. **Strategy Stocktake AIPs Summary Table - LTP Implications and Stocktake Findings (City Future 13 October) - A21215237** [!\[\]\(8e0eb8918f2919c624da32bafc3bf955_img.jpg\)](#) 
2. **Strategic Framework Structure - (City Future 13 October) - A21215536** [!\[\]\(bbdbc7fc87191782dd0a54a03ffe4d3d_img.jpg\)](#) 

AIP Stocktake Findings and Next Steps

October 2026

AIP/Strategic Plan	Addressed in the strategy stocktake process (all dates refer to City Future meetings)	Other workshop or report coverage (Completed)	Other workshop or report expected	Activity plan(s) and budget(s) where most impacts will be seen (Activity plan workshops scheduled for 27 and 29 October)	Stocktake findings	Next steps
AIPs with only (or predominantly) capex implications						
City Centre AIP	30 June 2026 (A well planned city) 	N/A	Council workshop - 23 October 2026 (City Centre Incentives); 17 November Council meeting (CCAIP stocktake); 19 November 2026 (City Centre Development Incentive Fund)	City Planning and Growth; Spaces and Places	Propose to undertake a 'spatial mapping' stocktake of the City Centre AIP (CCAIP) alongside Priority One CBD Blueprint stocktake. This will show past, current and future opportunities for private and public investment	Further consideration following the CCAIP stocktake
Community Centres AIP	30 June 2026 (A well planned city) 	Council workshop - 27 August 2026 (Action & Investments Plans); 3 September 2026 (Network of Community Centres)	Council workshop - 22 October 2026 (Network of Community Centres)	Spaces and Places	The AIP remains strategically sound, prioritisation and funding to be considered through LTP process. It is recommended that the AIP be updated to remove completed actions, update status of other actions, and noting actions that have become BAU	Continue to develop budget in line with EM feedback e.g. through AIPs workshop 27 August
Historic Village Strategic Plan	19 May 2026 (Tauranga Matarauui) 	Council workshop - 27 August 2026 (Action & Investments Plans)	No further workshop or report	Historic Village	The Strategy review signalled a need for planned, staged investment rather than significant immediate change. The Master Plan sets out proposed projects and delivery on the Strategic Plan	Continue to develop budget in line with EM feedback e.g. through AIPs workshop 27 August
Mount to Arataki Spatial Plan	30 June 2026 (A well planned city) 	Council workshop - 27 August 2026 (Action & Investments Plans); Council workshop - 24 September 2026 (Intensification)	No further workshop or report	Spaces and Places; Transport; City Planning and Growth	The Plans remain strategically sound, with level of investment in various projects to be confirmed	Review actions in 2027 to better reflect outcomes from the LTP process and funding priorities between Council and partners
Otumoetai Spatial Plan						Engage with Council, partners and community (subject to Council direction) on future actions beyond 2030
Te Papa Spatial Plan						
Nature and Biodiversity AIP	31 March 2026 (Tauranga Taurikura) 	Council workshop - 27 August 2026 (Action & Investments Plans)	Council workshop - 22 October 2026	Spaces and Places	No major changes to AIP, funding and implementation to be considered through LTP	Continue to develop budget in line with EM feedback e.g. through AIPs workshop 27 August
Play, Active Recreation and Sport AIP	30 June 2026 (A well planned city) 	Council workshop - 27 August 2026 (Action & Investments Plans); 3 September 2026 (Sport and Recreation Investment)	Council workshop - 22 October 2026 (Community Stadium)	Spaces and Places	The AIP remains strategically sound, prioritisation and funding to be considered through LTP process	Continue to develop budget in line with EM feedback e.g. through AIPs workshop 27 August

AIP/Strategic Plan	Addressed in the strategy stocktake process (all dates refer to City Future meetings)	Other workshop or report coverage (Completed)	Other workshop or report expected	Activity plan(s) and budget(s) where most impacts will be seen (Activity plan workshops scheduled for 27 and 29 October)	Stocktake findings	Next steps
Reserves and Open Space AIP	30 June 2026 (A well planned city) 	Council workshop - 27 August 2026 (Action & Investments Plans); 3 September 2026 (Sport and Recreation Investment)	Council workshop - 22 October 2026	Spaces and Places	The AIP remains strategically sound, prioritisation and funding to be considered through LTP process	Continue to develop budget in line with EM feedback e.g. through AIPs workshop 27 August
BOP Land Transport Plan	30 June 2026 (A well planned city) 	City Future report - 18 August 2026 ('Transport System Operating Framework Endorsement' report)	Regional Transport Committee workshop – 2 October 2026	Transportation	Developed at a regional level and provides a strong regional framework. Continued alignment between the RLTP, TSP, UFTI, and local authority LTPs will be important	Continue to develop budget in line with EM feedback e.g. 18 August City Future report
BOP Public Transport Plan	30 June 2026 (A well planned city) 	City Future report - 18 August 2026 ('Transport System Operating Framework Endorsement' report)	Regional Transport Committee workshop – 2 October 2026	Transportation	Developed at a regional level and provides a strong regional framework. Continued alignment between the RLTP, TSP, UFTI, and local authority LTPs will be important	Continue to develop budget in line with EM feedback e.g. 18 August City Future report Commence engagement on TSOF
WBoP Transport System Plan	30 June 2026 (A well planned city) 	City Future report - 18 August 2026 ('Transport System Operating Framework Endorsement' report)	No further workshop or report	Transportation	Developed at a sub-regional level and provides a strong regional framework. Continued refinement through the Transport System Operating Framework (TSOF) process is recommended	Continue to develop budget in line with EM feedback e.g. 18 August City Future report
Tauranga Parking Strategy	30 June 2026 (A well planned city) 	N/A	City Future Committee paper – 13 October ('17 th Ave Parking Intervention')	Transportation	The Strategy remains strategically sound. Any changes needed can be reflected at a Parking Management Plan level	Delivery underway with Parking Management Plans in development (e.g. the Mount and Tauranga South/Tauranga Hospital) and in different stages of approval. Mount PMP to be discussed March 2027. 17th Ave (part of South PMP) to be discussed October 2026
Stormwater Strategy	31 March 2026 (Tauranga Taurikura) 	Ongoing meetings of the Joint Committee (TCC and WBoPDC) to oversee establishment of the new Waters Organisation under Local Water Done Well		Waters Organisation	Consider in light of development of Water Services Strategy (Local Water Done Well)	Water Services Strategy to be developed by 01 July 2027
Water Supply Strategy	30 June 2026 (A well planned city) 					

AIP/Strategic Plan	Addressed in the strategy stocktake process (all dates refer to City Future meetings)	Other workshop or report coverage (Completed)	Other workshop or report expected	Activity plan(s) and budget(s) where most impacts will be seen (Activity plan workshops scheduled for 27 and 29 October)	Stocktake findings	Next steps
Wastewater Strategy	30 June 2026 (A well planned city) 					
AIPs with only (or predominantly) opex implications						
Accessible Tauranga AIP	19 May 2026 (Tauranga Matarauui) 	Council workshop - 27 August 2026 (Action & Investments Plans)	No further workshop or report	Community Development	The AIP is strategically sound; but minor tidy-up of actions and greater clarity regarding the level of investment is needed	Continue to develop budget in line with EM feedback from the AIPs workshop on 27 August to support more investment across the three priorities identified – Accessible Tick, Universal Design implementation and opportunities to improve accessibility of local marae and community facilities.
Arts, Culture & Heritage AIP	19 May 2026 (Tauranga Matarauui) 	City Future report - 18 August 2026 ('Strategy Stocktake – A Vibrant City That Embraces Events' report)	Council workshop - 22 October 2026 (Future of Baycourt; Community Stadium)	Museum; Libraries and Community Hubs; Baycourt	A major refresh is required to bring the content up to date and align with current action and investment planning.	A review process is currently underway, with a comprehensive refresh planned to commence early 2027. Early engagement and direction setting will be sought from City Future Committee in early 2027.
Climate AIP	31 March 2026 (Tauranga Taurikura) 	Council workshop - 27 August 2026 (Action & Investments Plans)	No further workshop or report	Adaptation (Climate & Resilience)	Review to be considered	Updates will be made to streamline the AIP in line with EM feedback.
Kāinga Tupu - WBOP Homelessness Strategy	19 May 2026 (Tauranga Matarauui) 	Council workshop - 27 August 2026 (Action & Investments Plans)	No further workshop or report	Community Development	The strategy is sound; however, input is needed from Councillors around appetite and expectations for Council's role in the homelessness space	Continue to develop budget in line with EM feedback to deliver the TCC actions in the WBOP Homelessness Strategy with the current BAU budget allocation.
Safer Communities AIP	19 May 2026 (Tauranga Matarauui) 	Council workshop - 27 August 2026 (Action & Investments Plans)	No further workshop or report	Community Development	The AIP is strategically sound, but minor tidy-up of actions and greater clarity regarding the level of investment is needed	Continue to develop budget in line with EM feedback from the AIPs workshop on 27 August to support more investment across the

AIP/Strategic Plan	Addressed in the strategy stocktake process (all dates refer to City Future meetings)	Other workshop or report coverage (Completed)	Other workshop or report expected	Activity plan(s) and budget(s) where most impacts will be seen (Activity plan workshops scheduled for 27 and 29 October)	Stocktake findings	Next steps
						priorities identified – particularly around the development of a safety team model to support the city, more formalised approach to how TCC work with safety groups, establishment of a strategically-led safety forum, and implementation of training of Crime Prevention Through Environmental Design.
Tauranga Events AIP	19 May 2026 (Tauranga Matairaunui) 	City Future report - 18 August 2026 ('Strategy Stocktake – A Vibrant City That Embraces Events' report)	Council workshop - 22 October 2026 (Events Venue Network Plan)	Events	AIP to be refreshed as needed following completion of Events Strategy, which will be reported to an upcoming City Future Committee meeting	Updates to Events AIP to be finalised per 18 August report; Eventful City Framework to be implemented. Decisions on final update to be made by City Future Committee at a later date.
Welcoming Communities WBOP Plan	19 May 2026 (Tauranga Matairaunui) 	Council workshop - 27 August 2026 (Action & Investments Plans)	No further workshop or report	Community Development	The Plan actions related to TCC are not yet consistently embedded across wider TCC strategies, business plans and across Council teamwork programmes. Draft of new plan for 2025-2028 has been produced and resourcing decisions will be made through the LTP process	In line with EM feedback at the AIPs workshop on 27 August continue to deliver the Welcoming Communities programme with the current BAU budget allocation.
AIPs with no or minimal LTP implications						
BOP Spaces and Places Strategy	30 June 2026 (A well planned city) 	N/A	Council workshop - 29 October 2026 (Sub-Regional Parks)	Spaces and Places	Joint strategy, recently updated, and is strategically sound	None
Our Public Places Strategic Plan ¹	30 June 2026 (A well planned city) 	N/A	Council workshop - 22 October 2026	Spaces and Places	Would benefit from review to differentiate from actions contained in other Spaces & Places AIPs (for example Reserves and Open Space)	None

¹ Our Public Places Strategic 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.

AIP/Strategic Plan	Addressed in the strategy stocktake process (all dates refer to City Future meetings)	Other workshop or report coverage (Completed)	Other workshop or report expected	Activity plan(s) and budget(s) where most impacts will be seen (Activity plan workshops scheduled for 27 and 29 October)	Stocktake findings	Next steps
Urban Design AIP	30 June 2026 (A well planned city) 	N/A	N/A	City Planning and Growth; Regulatory Support	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	No significant changes are anticipated to current focus and funding requirements. Additional guidance will be sought from Council as appropriate
Waste Management and Minimisation Plan	31 March 2026 (Tauranga Taurikura) 	N/A	Council workshop – 19 November 2026 (Capital programme for closed landfills)	Solid Waste	Most WMMP actions are underway or in implementation. A full review will be required to develop an updated WMMP – to commence in 2027	Waste Infrastructure Network Plan will be presented for decision in November WMMP review will occur in 2027-2028
Kaituna Action Plan – Te Tini a Tuna	31 March 2026 (Tauranga Taurikura) 	N/A	N/A	Waters Organisation	Joint strategy, no changes required	None
Wairoa River Valley Strategy	31 March 2026 (Tauranga Taurikura) 	N/A	N/A	Waters Organisation	Review has been considered previously but would need engagement from Western Bay, hapu and iwi	None
Smartgrowth Housing Action Plan	19 May 2026 (Tauranga Mataraunui) 	Council workshop - 24 September 2026 (Affordable Housing)	N/A	City and Infrastructure Planning	Joint multi-party strategy with a refresh underway. TCC is participating in a joint working group	Any changes to TCC's housing commitments arising from the updated plan will be reflected in LTP budget considerations
Tauranga Harbour Integrated Management Strategy	31 March 2026 (Tauranga Taurikura) 	N/A	N/A	Marine Facilities	Dated but has not been superseded – not TCC owned	None
Tauranga Harbour Recreation Strategy	31 March 2026 (Tauranga Taurikura) 	N/A	N/A	Marine Facilities	Dated but has not been superseded – not TCC owned	None
Tauranga Airport Masterplan	30 June 2026 (A well planned city) 	Council workshop – 4 August 2026 ('CCOs Strategic Cohesiveness Review' report); Council meeting – 22 September ('Consultation on Options for a New Governance and Delivery Model for Tauranga Airport' report)	N/A	Airport	The plan is strategically sound, however an updated version has been drafted, which future proofs the plan out to 50 years	Staff will continue the options analysis and due diligence work programme, including engagement, for a potential new governance and delivery model for the airport

AIP/Strategic Plan	Addressed in the strategy stocktake process (all dates refer to City Future meetings)	Other workshop or report coverage (Completed)	Other workshop or report expected	Activity plan(s) and budget(s) where most impacts will be seen (Activity plan workshops scheduled for 27 and 29 October)	Stocktake findings	Next steps
TBOP Visitor Economy Strategy	30 June 2026 (Tauranga a te kura) 	N/A	N/A	Economic Development	This strategy was prepared before major events materially affected the region's tourism environment, meaning it no longer reflects current context. This Strategy is being retained as a reference document only until updates can be made	Tourism Bay of Plenty will determine the most suitable timing for an updated Strategy to be developed
Western Bay of Plenty Economic Strategy	30 June 2026 (Tauranga a te kura) 	City Delivery Committee report – 15 September 2026 (Priority One Annual Report)	Council workshop – November (date TBC)	Economic Development	Priority One to lead refreshed version of the strategy that is more focused on delivery of regional economic development outcomes aligned with current economic conditions and opportunities	A refresh of the strategy has been completed and was included in the Priority One Annual Report presented to Council 15 September 2026
Western Bay of Plenty International Strategy	30 June 2026 (Tauranga a te kura) 	N/A	N/A	Economic Development	The strategy has been updated for the 2026-2028 period and will be retained as a key strategy supporting Tauranga's economic and education outcomes, maintaining key collaboration across partners	Implementation of updated strategy to continue

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

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

Principles - Look after what we've got; Accountable and transparent; Value for money; Everyone pays a fair share; Growth pays for growth; Bold and innovative

Priorities - Enable Housing; Address Transport; Enhance our Environment; Deliver services for our community

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

Council's approaches to: Te Ao Māori, Sustainability, and Working beyond Tauranga

Tauranga Matarauunui -
An inclusive city

Tauranga a te ihi
A vibrant city that embraces events

Tauranga Taurikura -
A city that values, protects and enhances our environment

Tauranga - Tātai Whenua
A well planned city that is easy to

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

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 champions events and experiences that enhance vibrancy, connects communities, builds identity and delivers cultural, social and economic benefits for its people.

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.

TIER 3: Council's Strategies:

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

SmartGrowth Strategy 2023 - adopted June 2024 (SmartGrowth, Joint W/BOP sub-regional)

Tauranga Moana Iwi Management Plan 2016-2026 (Iwi document, Tauranga Moana)

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

Tauranga Matarauunui 2023-2033
- Inclusive and Vibrant City Strategy

Tauranga Matarauunui 2023-2033
- Inclusive and Vibrant 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)

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

Short, action-focused plans

Action and investment plans (AIPs) 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 or topic-based.
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)

Wairoa River Valley Strategy 2013, Vision to 2055 (joint)

Tauranga Harbour Integrated Management Strategy 2006 (BOPRC-led, joint)

Tauranga Harbour Recreation Strategy 2008 (BOPRC-led, joint)

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

(b) Topic-based AIPs

Accessible Tauranga Action & Investment Plan 2023-2033

Tauranga Events Action & Investment Plan 2022-2032

Tauranga Climate Action & Investment Plan 2023-2033

BOP Spaces & Places Strategy 2024 (SportBOP-led, joint, regional)

Community Centres Action & Investment Plan - He pa tangata 2023-

Our Public Places Strategic Plan - He tauranga tangata

Play, Active Recreation and Sport Action & Investment Plan 2023-2033

Reserves and Open Space Action & Investment Plan 2023-2033

Western Bay Transport System Plan 2021 (TSP) (joint, sub-regional)

BOP Public Transport Plan 2022-2032 (BOPRC-led, joint, regional)

BOP Regional Land Transport Plan 2024-2034 (RLTP)

Tauranga Parking Strategy 2021 (underpinned by a parking management plans)

Tauranga Airport Masterplan 2010 - 2030

Urban Design Action & Investment Plan

Water Supply Strategy 2024-2054 (General Manager-approved DRAFT, pending Local Water Done Well)

Wastewater Strategy 2024-2054 (General Manager-approved DRAFT, pending Local Water done Well)

Welcoming Communities WBOP Plan 2018-2023 (joint, sub-regional)

Arts, Culture and Heritage Action & Investment Plan 2023-2033

Nature and Biodiversity Action & Investment Plan 2023-2033

Waste Management & Minimisation Plan 2022-2028

Stormwater Strategy 2024-2054 (General Manager-approved DRAFT, pending Local Water Done Well)

Safer Communities Action & Investment Plan 2023-2033

SmartGrowth Housing Action Plan 2021 (joint, sub-regional) (under review by SG Housing Group 2024)

2023 Kainga Tupu WBOP Homelessness Strategy and Action Plan

WBOP International Strategy 2023-2025 (PriorityOne-led, joint, sub-regional)

Tourism BOP Visitor Economy Strategy 2018-2028 (TBOP-led, joint, regional)

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

File Number: A21052486

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 - October 2026 - Attachment 2 - Confidential Quarterly Update - Growth, Land Use Planning and Transport Strategy Projects - October 2026	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information. s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities. 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 - October 2026".**
- (b) **Endorses the feedback to the illustrative National Policy Direction in Attachment 3 and delegates lodging of Tauranga City Council's final feedback to the Head of City Planning & Growth.**
- (c) **Attachment 2 can be transferred into the open Transaction is completed and monies paid 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.

Western Corridor

7. Investigations for the potential future Keenan and Belk Road urban growth areas are progressing and remain on track for more detailed report and decision-making at the next Committee meeting.
8. In Tauriko West earthwork consent applications are being processed by TCC and BOPRC that cover the majority of middle and southern parts of the growth area and will have a significant effect on developable areas and overall housing yield. Decisions are not expected until early to mid-2027. This is tied to infrastructure funding agreements with developers which will be reported on separately.
9. Kainga Ora's property is under due diligence by a prospective purchaser.
10. The Tauriko West enabling works enable 50ha of development in the Stage 4 southern extension. This 50ha is now fully consented, meaning that little or no further industrial land can be enabled until the State High 29 Road of National Significance project is delivered by NZTA. This State Highway project is currently uncommitted, does not have construction funding allocated and is estimated by NZTA to take 10 years to complete from when work commences.
11. On a positive note, NZTA have lodged a notice of requirement to designate the land required for this project through the fast-track process. TCC staff are engaging in this across several disciplines, including addressing issues associated with some design and capacity issues and alignment to growth projections.

Eastern Corridor

12. A refreshed approach to Te Tumu negotiations with landowners focusing on infrastructure and funding requirements is underway. This is at an early stage. We anticipate more fulsome reporting to the Committee later in the year or early next year.
13. The Wairakei South fast-track proposal is currently paused subject to direction from the Panel Convenor that further work is required on stormwater / flooding matters between the applicant and BOPRC. This work is underway. We anticipate the Panel Convenor will set up an Expert Panel to assess the application and make decisions later this year and that TCC's substantive comments will be due early next year. These will focus on the cross-boundary infrastructure and funding challenges the proposal creates.
14. The government has made some legislative changes to development contributions to better enable them to apply to fast-track developments, including cross boundary matters. Staff are assessing this option, and it provides an avenue for discussions with WBOPDC and the applicant.

SmartGrowth development opportunities

15. SmartGrowth has been working through a process to identify any potential new large scale urban development options and proposals that sit outside the currently agreed growth pattern for the Western Bay of Plenty. This has daylighted a number of options which have now

been assessed by staff and considered by the SmartGrowth Committee. This has been done in public excluded given the commercially sensitive nature of these proposals.

16. The driver of this work includes current and future development capacity constraints, the statutory requirement to consider new and out of sequence development and the desire to ensure sufficient information is available in a timely manner when making planning decisions on these proposals.
17. A number of applications have been identified as suitable for further consideration, including a small number in the TCC District or adjoining as outlined in the confidential attachment.
18. The outcomes will feed into projects like the Regional Spatial Plan and TCC's first Land Use Plan under the new resource management system.

Development Levies

19. Progress on development levy reform has been slower than previously anticipated. Legislation has not been introduced to parliament this term, and progress will depend on the shape and priorities of the next government. The current government has indicated, if re-elected, that it would introduce legislation early in 2027 enabling transition from development contributions to development levies in the late 2020's early 2030's.
20. The government has been considering early feedback on an initial consultation document and has made some policy decisions including:
 - (a) Confirming the Commerce Commission will be the regulator.
 - (b) Changing its position on development levy catchments to now allow more than one catchment in a city / district where infrastructure costs are significantly different. This is a significant 'win', and would enable development in intensification areas and older growth areas where costs are lower to have a lower development levy charge.
 - (c) Changing its position such that core government agencies would be liable to pay development contributions eg schools. Again, this is a significant 'win' as this is a source of significant under-collection for TCC in the current development contribution system.

Long Term Plan 2027-37

21. Development of a draft capex programme for the next 10 years (with a focus on the first 3 years) continues, including a recent workshop with elected members which confirmed a focus on intensification, existing urban growth areas already underway and no new greenfield urban growth areas (aside from Te Tumu).
22. This means that in the draft LTP capex will not be provided for infrastructure to support areas such as Keenan Road or Upper Ohauti.
23. It should be noted that the majority of growth-related capex is in the three waters area which is no longer part of the LTP and will instead be considered by the Water Organisation through its parallel process of the Water Services Strategy. The affordability of waters capex is still to be determined, especially in relation to Te Tumu.

Regional Deal

24. The Implementation Plan for the Western Bay City / Regional Deal was considered at the 12 October Council meeting. The Deal is strongly related to growth and planning matters with areas of focus including enabling residential and business development and key supporting infrastructure projects including transport, waters, school and hospital investment.

Resource Management reform

25. Legislation to replace the RMA was introduced to Parliament in December 2025 in the form of the Planning Bill and the Natural Environment Bill. The Planning Bill and Natural Environment Bill were enacted in September 2026. The Planning Act sets out transitional timeframes to implement the new planning system which can be summarised as follows:

- (a) National Policy Direction must be issued within 12 months of Royal assent occurring in October 2026.
- (b) National Standards which provide direction on the structure and form of regional spatial plans must be issued after the National Policy Direction and within 12 months of Royal assent.
- (c) Regional spatial plans must be notified within 21 months of Royal assent.
- (d) National Standards that contain plan provisions to support the development of land use plans must be issued within 21 months of Royal assent.
- (e) Land use plans must be notified with 9 months of decisions being made on a regional spatial plan.

26. Through the transition period, the RMA, including the TCC City Plan, continues to apply.

Illustrative National Policy Direction

27. National Policy Direction (NPD) is a key mechanism for translating the broad goals of the Planning Act and Natural Environment Act in more detailed national priorities for local government implementation. Central government has released an early example of how national policy direction could operate under the new planning system. The illustrative NPD is organised around five themes that include directives which reflect the Government's priorities for the new planning system:

- (a) Housing and development
- (b) Infrastructure
- (c) Primary production
- (d) Resources
- (e) Public values.

28. The illustrative NPD also includes directives under cross-cutting directives, such as reverse sensitivity, economic growth and regional spatial plans and system-wide directives for Māori interests and natural hazards. These directives are intended to be read together.

29. Feedback is being sought on whether the proposed thematic structure is easy to understand, whether the illustrative NPD provides a useful picture of how national direction could work in practice, and whether there are any important priorities, gaps or trade-offs that should be addressed. Draft feedback points prepared by staff are included as Attachment 3 for the Committee's consideration. Feedback closes on 16 October 2026. It is anticipated that formal statutory consultation on the National Policy Direction will occur in 2027 so this will not be TCC's only opportunity to contribute.

Regional Spatial Plan

30. The focus over the last few months has been on establishing the structures and processes that will govern development of the Regional Spatial Plan, including arrangements for a Spatial Plan Committee. There is good alignment across the Bay of Plenty region to a model that has a high subregional focus (Western Bay of Plenty, Eastern Bay of Plenty and Rotorua sub-regions) and with regional integration as required. Further engagement with elected members on matters that need to be included in a Process Agreement across will occur ahead of formal reporting and decision-making late this year or early next. The aim is to have a Spatial Plan Committee stood up early in 2027.

31. At this stage work is not underway on the content of the Regional Spatial Plan, although a number of projects underway (and included in this report) will contribute to the Regional Spatial Plan.

32. Staff are conscious of budgetary implications and keeping costs as low as reasonably possible. We are well placed to achieve this given the existing SmartGrowth Strategy and other technical planning work provides a strong foundation to work from. There is also

statutory recognition that a first-generation spatial plan may have some gaps or imperfections that can be improved on in time.

STATUTORY CONTEXT

33. Growth and land use projects are progressed under the relevant provisions on NZ's resource management legislation, the Local Government Act and where relevant are legislation like the Infrastructure Funding and Financing Act or the Land Transport Management Act.

STRATEGIC ALIGNMENT

34. 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	✓

35. 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).

OPTIONS ANALYSIS

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

FINANCIAL CONSIDERATIONS

37. Projects are being managed within existing approved budgets. Financial information is set out in the attachments to this report against individual projects.

RISKS AND LEGAL IMPLICATIONS

38. Risks and legal implications as identified where relevant above, and in the attachments to this report.

TE AO MĀORI APPROACH

39. 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.
40. In preparing Council feedback on the illustrative NPD, key feedback on Māori interests have been identified with the Takawaenga Māori Unit and shared with Te Rangapu to gather their views.

CLIMATE IMPACT

41. 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

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

SIGNIFICANCE

43. While growth and planning are significant issues for Tauranga City, this report does not require any decisions to be made and is not significant in itself.

NEXT STEPS

44. 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 - October 2026 - A21052391** [↓](#) 
2. **Confidential Quarterly Update - Growth, Land Use Planning and Transport Strategy Projects - October 2026 - A21052392 - Public Excluded**
3. **Illustrative National Policy Direction - TCC draft feedback on key points - A21179690** [↓](#) 

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

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
Review of land use zones city wide	This project includes all zones within the Tauranga City Plan to review: 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; This work will be implemented through the new planning system. \$475,000 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.	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.
Commercial Centres Sub-Regional Strategy	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. 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. Stage One key stakeholder engagement for the CCS commenced in May and concluded in July. The engagement was an introductory information-gathering phase aimed at building awareness of the project with commercial centres and obtaining stakeholder feedback on commercial centre opportunities, challenges, investment trends and development aspirations. As part of this process, the commercial centre development challenges were circulated for comment, with stakeholders invited to identify any additional challenges. Of the 15 Tauranga	Report back to the City Future Committee prior to Stage Two engagement. Progress development of the draft Strategy for proposed implementation through the regional spatial plan within the new planning system.

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

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	key stakeholders identified, 7 responded, including three who requested meetings with the project team to discuss matters relating to their centres. Feedback received during Stage One will be incorporated into the existing challenge framework to inform development of the draft development principles. All respondents were supportive of the process and indicated a willingness to continue engaging through process. 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.	
Te Tumu Urban Growth Area	Te Tumu is a major future growth area of approximately 745 hectares in Papamoa East and is identified in the SmartGrowth Strategy as an important part of meeting Tauranga and western Bay of Plenty's medium to long term housing needs. Following City Future Committee resolutions in March 2026, work is continuing to enable the future urban development of Te Tumu through the new planning system being introduced by the current Government. Rezoning is not being progressed under the Resource Management Act. Since reporting to the Committee in August, the proposed new legislation has progressed through its remaining parliamentary stages, with the transition period commencing one month after Royal assent. Key enabling workstreams continue to focus on transport access, wastewater and stormwater servicing. An independent advisory panel is considering wastewater servicing options for Te Tumu, while further work is underway to refine the Kaituna Overflow solution and investigate opportunities to enable earlier stages of development ahead of its construction. Negotiations with the Tumu Kaituna 14 Trust and other relevant parties are continuing on land and access arrangements required to support development, including infrastructure corridors and a future active reserve. A structured negotiation process has been established, supported by an independent facilitator, to progress these and related matters. Engagement with iwi, hapū, and Māori land trusts is continuing to support information sharing and ensure tangata whenua interests and aspirations can inform future planning for Te Tumu. This includes engagement on the emerging planning system and the opportunities and implications for Māori land within the growth area.	Continue to support ongoing negotiations for reporting to Council for decisions in early 2027. Progress consultation with Tangata Whenua on the project. Progress infrastructure and structure planning workstreams in collaboration with landowners / developers to support rezoning under the new planning system.

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

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	The 2026/27 project budget is \$547,000, covering technical investigations, engagement and legal costs. Expenditure is currently focused on the key enabling workstreams, tangata whenua engagement and landowner negotiations outlined above.	
Keenan Road Urban Growth Area	The proposed Keenan Road Urban Growth Area is included as a future urban growth area for residential land use in the SmartGrowth Strategy 2024-2074, providing for approximately 2,000 homes (subject to further assessment). The area includes multiple landowners, some of whom are potentially ready to develop, subject to market conditions and feasibility, rezoning and infrastructure provision. As outlined in the 30 June 2026 CFC report, project work has included assessment of landform constraints, infrastructure servicing options, access and transport connections, stormwater management, and overall development feasibility. This has found significant challenges to development include limited and costly water and wastewater capacity, dependence on major transport upgrades including SH29A and SH36 access, and substantial stormwater requirements to manage flooding and water quality. Development is further complicated by fragmented land ownership, requiring potentially significant upfront infrastructure investment and cost recovery over time. A high-level feasibility assessment indicates that urban development of the entire 90.5ha of net developable area has commercially viability challenges. Notwithstanding the above, lower cost infrastructure upgrades that can cater for limited growth in the short to medium term may result in a feasible development outcome. Following resolutions from the 30 June 2026 CFC meeting, staff are currently testing this as a possible staging approach. Initial findings indicate that overall infrastructure costs will be substantially lower for development in the northern part of Keenan Road, for between 1,000 to 1,200, however, and closer to commercial viability. The outcomes of this work will be reported to the next Committee meeting. Council staff continue to monitor the resource management reform. As previously reported, it is anticipated that the Keenan Road Urban Growth Area will need to be integrated into the new resource management system if urban rezoning proceeds.	Continue to close out the project feasibility; and consider alternative options for staging and development. Report back to next Committee meeting. Newsletter update to landowners following next Committee meeting

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

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	The 2026/27 budget for Keenan Road Structure plan is \$388,000. No spend has occurred in the current financial year to date as all work is being delivered internally. No spend will occur without prior reporting to the CFC. No allowance has been made for infrastructure capex budgets to support development of Keenan Road in the initial 2027-37 LTP period.	
Upper Belk Road UGA Planning	Upper Belk Road is included as a future urban growth area for industrial and/or residential land use in the SmartGrowth Strategy 2024-2074. The Strategy's Implementation Plan puts the planning for the urban growth area in the current 0-3 year period. Council has approved the project to be undertaken in phases. Phase 1 has commenced and is a high-level internal desktop assessment of yield and feasibility. Phase 2 is proposed for technical studies to develop the structure plan. Phase 3 is the preparation of the structure plan and rezoning. The area is currently within the WBOPDC jurisdiction and discussions are continuing around how the two councils could progress the project collaboratively. Subject to feasibility and working with WBOPDC, it is anticipated that rezoning of the Upper Belk area would be integrated into the new resource management system. Project work is ongoing to assess development feasibility. Based on desktop analysis to date, this nett developable area is approximately 318ha. Development would be staged, with current assessment considering whether an initial industrial stage at the northern end (adjoining TBE4) may be possible based on currently planned infrastructure upgrades and known developer interest. Key considerations are transport, wastewater and stormwater. Land in Upper Belk drains in part to a tributary of 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 is well advanced and will help inform the desktop development feasibility analysis. Wastewater dynamic modelling has been completed to 'stress test' current capacity. 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 arrangements will be formally agreed with the developer for Council approval. The 2026/27 budget for Upper Belk Structure plan is \$450,000. \$15,000 has been used to complete extension of the existing Wairoa flood model. Some additional cost may occur	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 end of 2026. An update on progress will be provided at the next Committee meeting. Project is part of City Deal negotiations.

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

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	associated with testing of the model. No further spend will occur without prior reporting to the CFC.	
Proposed Private Plan Change – Mount Maunganui Golf Club	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. 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.  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.	The hearing is scheduled for 4 and 5 November 2026.

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

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	Council accepted the private plan change at the 12 May Council meeting. The submission and further submission process was held from July – September. Staff are now preparing the hearings report. A private plan change is at the cost of the applicant, but will require Council staff resources to process the plan change.	
Fast Track – Housing Projects	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). Staff are working with developers and landowners on the three housing projects. Of note: • Tauriko West is proceeding through RMA consenting processes rather than through fast-track processes. • 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 accepted by the Environment Protection Agency. An expert panel and timeframe have not yet been set up, pending further work focused on flooding and stormwater matters. Wairakei South 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. 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. The Government has however passed changes to development contribution provisions in the LGA for fast-	Continue to work with landowners, developers and other Councils as appropriate. Ensure appropriate upfront and ongoing funding outcomes based on the growth pays for growth philosophy.

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

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	track developments, including where there are cross-boundary effects. Staff are exploring the opportunities this may provide.	
Ohauti – Land at end of Rowsdale Drive	Based on decisions by the previous Council when Commissioners were in place, land was acquired, and covenant constraints were resolved that were preventing the development of residentially zoned land at the end of Rowsdale Drive. Developers have lodged a subdivision consent for 144 lots which is being processed. 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. A draft Agreement has been prepared and is with the developer for review. 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 Ohauti and the City focused on connecting Rowsdale Drive to Pukemapu Road and on to Oropi Road. This work is underway (see separate update below).	Finalise development agreement Developer consenting and site development Progress TCC transport investigations for future transport connectivity for Ohauti.
Papamoa East Interchange surplus land	TCC owns a significant amount of surplus development land around the Papamoa East Interchange. The land is zoned for employment / business outcomes, but 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. 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.	Reporting to Council in late 2026 on issues and options.

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

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
Resource Management (RM) System Reform	Legislation to replace the RMA was introduced to Parliament in December 2025 in the form of the Planning Bill and the Natural Environment Bill. The Planning Bill and Natural Environment Bill were enacted in September 2026. The Planning Act sets out transitional timeframes to implement the new planning system which can be summarised as follows: - National Policy Direction must be issued within 12 months of Royal assent in late September / early October. - National Standards which provide direction on the structure and form of regional spatial plans must be issued after the National Policy Direction and within 12 months of Royal assent. - Regional spatial plans must be notified within 21 months of Royal assent. - National Standards that contain plan provisions to support the development of land use plans must be issued within 21 months of Royal assent. - Land use plans must be notified with 9 months of decisions being made on a regional spatial plan. Through the transition period, the RMA continues to apply. Illustrative National Policy Direction Refer to the cover report. Transitional Consenting System The Planning Act makes targeted amendments to the RMA during the transition period. During the transition period a consent authority must disregard a matter set out in section 104(1A) when it is processing resource consent. Section 104(1A) states that following must be disregarded in resource consent applications: (a) any of the following where they relate to residential activities (except in relation to the protection of historic heritage): (i) the area of glazing: (ii) the presence or absence of balconies: (iii) the outdoor living space: (iv) the internal layout: (v) the size of a residential unit: (vi) the size of landscaped areas (except in relation to permeability):	Provide feedback on the illustrative National Policy Direction. Prepare guidance on the transitional consenting system. Regular reporting, including any decision making, on Regional Spatial Plan matters through the City Future Committee. November: workshop on RSP Process Agreement (TBC). December: Reporting to seek agreement on the Process Agreement and related RSP matters, and confirm elected member representation from each Council for the Spatial Planning Committee (TBC).

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

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	(b) negative effects of development on trade competition, including on competing providers of input goods and services; (c) effects on retail distribution; (d) in relation to a project,— (i) any lack of demand for the project; or (ii) the fact that the project is not financially viable; (e) the type of residents to be housed in a new development; (f) views from private property. These amendments take effect one month after Royal assent. Staff are currently working through these out-of-scope matters as they relate to existing provisions in the Tauranga City Plan and preparing guidance for resource consent applicants. Regional Spatial Plan (RSP) Update Building on the CFC Workshop on 7 September and the Mayoral Forum meeting on 9 September, staff are continuing to work with the other Bay of Plenty Councils to prepare a Process Agreement, Spatial Plan Committee (SPC) structure and decision-making structure for all Councils to formally consider. This includes the following matters: • How local authorities work together and with the SPC • Decision-making responsibilities, including whether there will be any division of responsibilities between local authorities on certain matters or parts of the draft RSP (e.g. if a territorial authority will be the sole decision-maker on certain content for its district or if decisions are made unanimously) • How the SPC must carry out consultation • How the RSP secretariat for the draft RSP will be established and managed • Processes to ensure that each local authority complies with any obligations under iwi participation legislation. Current work is focused on agreeing how the Councils will work together; no work on the RSP content has commenced to date. The aim is to report to each Council in December to seek agreement on the Process Agreement and related matters, as well as confirm elected member representation from each Council for the SPC.	

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

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
Future Development Strategy (FDS) / SmartGrowth Strategy 2024-74	The Funding and Implementation Plan for the SmartGrowth Strategy was approved in October 2024 and actions associated with this feed into the Regional Spatial Plan process.	Focus on implementation and delivery of agreed actions in the context of the new resource management system.
City Centre Action and Investment Plan Stocktake	It has been nearly five years since the start of the development of the Priority One Blueprint and City Centre Action and Investment Plan (AIP), with the Blueprint released in May 2022 and the City Centre AIP (CCAIP) adopted in August 2022. Priority One and Council staff have commenced a review of the progress of the Blueprint and CCAIP, to understand what has been achieved to date and assist Council in determining focus areas moving forward. In particular, the City Centre AIP stocktake will assess the delivery against intended strategic outcomes, including: • Illustrating public and private investments, projects, partnerships and initiatives that have contributed to the transformation of the city centre • Assessing progress against City Centre AIP actions (using quantitative and qualitative outcomes), including areas of strong delivery and opportunities for further focus • Capturing lessons learned, particularly relating to public-private partnerships • Providing recommendations to inform consideration of next steps. This will include considering the current strategic context and Council priorities (such as housing outcomes, and the Bloomberg Initiative) and including Council and Long-Term Plan priorities. TCC and Priority One staff are currently finalising the draft stocktake. The draft stocktake indicates that significant progress has been made in transforming and revitalising the city centre, with substantial public and private investment delivered or underway. This includes major development activity, growth of the University of Waikato and its integration with the city, delivery of new and improved public spaces and community amenities, and increased activity and events across the city centre and waterfront. More than half of the actions identified through the CCAIP are now complete or underway, providing a strong platform for the next phase of city centre development.	Staff are continuing to finalise the stocktake, which will be presented to Council at the November Committee meeting. A celebration of the Blueprint's achievements is being prepared by Priority One, with support from TCC, and is proposed to take place in late November.

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

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	In regard to next steps, the draft stocktake finds that the focus should increasingly shift from establishing the foundations for change to consolidating investment, completing priority projects and creating the conditions for further private investment and city centre growth. The draft stocktake is seeking to make recommendations on how to move forward with Council to prioritise focus areas.	
Development Contributions Policy	The 2026/27 Development Contributions Policy was adopted in June 2026 and is now operative. Staff are working on potential updates to the 2027/28 Policy including: • Updates to support development in the city centre; and • 'business as usual' updates to incorporate TCC's Long-term Plan 2027-37 assumptions e.g. interest and inflation rates, population growth rates. More substantive review of the DC Policy is not considered 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. It is too early to provide an indication on potential changes to development contribution charges for the next financial year as LTP capex budget processes remain at an early stage. This will be available late this calendar year or early in 2027.	Further review of DCs through the LTP process – with a city centre focus. Adopt 2027/27 DC Policy in June 2027.
Development Agreements	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. 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	Negotiations underway with reporting to and decision-making by Council as required.

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

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	single assets (for example a wastewater pumpstation) or to all infrastructure within a greenfield urban growth area (for example, Tauriko West). Staff are currently working on development agreements for Tauriko Business Estate Stage 4, Bethlehem and Rowsdale Drive. Discussions are also underway for the Wairakei South fast-track proposal. 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.	
Government reform of funding and financing tools	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. 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. Infrastructure funding and financing is arguably the biggest constraint for TCC in being able to effectively manage growth. Key points to note include: • The IFF Act has been amended to improve workability. • Development levies reform is progressing and 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.	Continue to remain actively involved in funding reforms. Consider development contribution changes for fast-track developments.

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

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	The Government recently announced refinements to its development levy proposal which reflect feedback from developers and councils. This includes positive changes like the Crown paying growth charges and the potential for more than one catchment where infrastructure costs to provide for growth are substantially different. Subject to central government election results, the Government intends to introduce legislation to Parliament in early 2027 with consultation to follow. The Bill is expected to be enacted in late 2027. Councils will be required to implement development levies from FY31. 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 in the foreseeable future. As noted earlier, as a temporary measure, the government has also passed changes to development contributions to respond to fast-track developments, including cross boundary matters.	
TRANSPORT STRATEGY		
Time of Use Charging (variable road pricing) and Land Transport (Revenue) Amendment Bill	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. Time of Use Charging (TOUC) schemes can be considered in areas like Tauranga that experience congestion issues. The desire of Council to consider a TOUC feasibility investigation will be considered through the LTP process. It is expected that Auckland will be the first city to go ahead with a scheme; staff continue to monitor progress in Auckland and have joined a national forum led by NZTA. There is a separate report on this City Future Committee agenda that deals with the TOUC Scheme to provide direction for LTP budgeting purposes. There is significant overlap between TOUC investigations, existing and potential future tolls and other government tolling workstreams. Staff are seeking to ensure alignment of these various matters.	Consider potential budget requirements for time of use charging investigations.

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

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	The Land Transport (Revenue) Amendment Bill has been reviewed by the Select Committee and has passed its Second Reading on 30 June 2026. Staff provided a Submission in January 2026 which generally supported the intent of the bill, although some suggestions for amendments were made. All submissions have been published on the Parliament Website. A staff review of the Governments' Transport and Infrastructure Committee updates to the draft legislation summarised that the updates provide greater clarity and flexibility for Councils in managing alternative routes and heavy vehicle impacts, but do not resolve TCC's concerns regarding ongoing toll increases and the extension of tolling periods. The next stage in the legislation program is a discussion in the 'Committee of the Whole House' in Parliament, but no date has been scheduled.	Await final amendments to Land Transport (Revenue) Act through the Committee of the Whole House and the Third Reading
SH29 Tauriko Road of National Significance - Tupenga	The Tauriko West SH29/SH29A Road of National Significance (RONS) project has been named 'Tupenga'. It builds further on the Tauriko Programme Business Case, the subsequent Investment Case, and more recently as a RONS project. In order to speed-up its designation (Notice of Requirements) and consents process, the project was lodged on 31 July 2026 under the Fast-Track legislation, more information is available on the government's fast-track website. Staff has reviewed all information, provided comments to inform the first stage called the 'completeness decision'. The project passed this first gate on 27 August 2026. The Fast-Track Panel convener has approached the local councils involved to nominate candidates to become part of the Expert Panel. A Panel Convener conference is taking place on 28 September where the makeup of the panel, likely timeframes for approval will be discussed between all parties involved. The Expert Panel will consider information provided and ultimately make the final decision on the application. In addition to the formal process, staff has proposed to work directly with NZTA staff to work through all outstanding comments and concerns. Substantive comment on the application will likely be sought from TCC in November, and this is our main opportunity to provide our formal position on the merits of the application. In a general sense there is strong support for the project, but we have identified some issues around project design and alignment with future growth that warrant consideration.	Active involvement in fast-track process. Utilise City Deal process and structures to continue to advocate for construction funding.

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

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	The project comprises of the following elements: • Replacement of the bridge over the Omanawa Stream (under construction, with an anticipated completion date of end 2027). • New Offline SH29 and SH29A, parallel to the existing SH29 and SH29A • New intersections. Designation and consents, and ultimately delivery of the project in-full is essential to enabling further urban growth in the Western Corridor including the final stages of Tauriko Business Estate and Tauriko West, as well as planned for growth in areas such as 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. 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. NZTA's draft State Highway Investment Proposal (SHIP) 2027–37 was released on 22nd Sept. It does not identify construction funding for this project in the 2027-37 period.	
Ohauti Transport Investigations	Councillors endorsed an in-house study on Ohauti access constraints through the last Annual Plan. Staff are currently working on this study and provided an interim update (in confidential) to the last Committee meeting in November 2026. The study will be finalised later this year and reported back to the Committee for decision-making to inform the next LTP.	Staff to complete study and report to Committee by end 2026. Subject to outcomes, future budgets for transport improvements would be considered through upcoming LTP and Regional Land Transport Plan processes.

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

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
SH2 Revocation	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. An initial workshop session with elected members was held in September. 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. 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. 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. Once the function of the corridor sections is 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. Key issues include: - 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, potentially greater than 51% to recognise additional traffic will remain on the road as the result of tolling of the TNL. Risks are being identified and updated as the project develops.	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. Revocation Assessment phase is approaching completion, and the project will move into the Revocation Plan phase. The project team reported to Council on 3rd September with the most up to date LTP information we have. On-going refinement of these costs will continue in the Revocation Plan phase, as more detailed information becomes available. A future Council workshop or briefing will be requested (likely early 2027) for an opportunity for NZTA and Councillors to discuss directly regarding revocation of SH2.

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

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	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. The project team have applied for some funding support from NZTA.	
NZTA Strategic Transport Planning Studies	NZTA's two strategic transport plans are underway and TCC staff are involved. Hamilton to Tauranga Strategic Transport Plan 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 subject matter expert (SMEs) 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. Tauranga Strategic Urban Network Plan (TSUNP) 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 SMEs 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.	Work with NZTA to progress these studies and report to elected members as appropriate.
Waste Infrastructure Network Business Case	Work on the Waste Infrastructure Network Programme continues, with further development of the Detailed Business Cases for future waste drop-off facilities and organics infrastructure.	Continue development of the Detailed Business Cases.

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

PROJECT DESCRIPTION	PROGRESS UPDATE / KEY MATTERS & RISKS	NEXT STEPS
	Additional technical, financial, cultural and stakeholder assessments are being undertaken to support future decision-making and the next Long-Term Plan. Preferred sites for transfer stations in the eastern and western corridor have been made in September 2026 through confidential decisions. This will inform the final business case, LTP budgeting and future implementation. The organics workstream continues to be refined. Future recommendations will take into account Council's broader strategic direction for the waste activity to ensure decisions are aligned across the wider waste system. Work is also continuing on the Cross-Regional Waste Infrastructure Development Plan. The project has progressed from a longlist of opportunities to a shortlist of options, with participating councils and organisations currently working through prioritisation and business case selection. Final business case priorities are yet to be confirmed. Tauranga City Council continues to participate in and align local planning with this regional work programme. Key Risks • Affordability of future infrastructure investment and operating costs. • Timing of assessments, engagement activities and governance decision-making. • Alignment between local and regional infrastructure planning initiatives. • Uncertainty regarding future infrastructure requirements and delivery pathways.	• Continue engagement with mana whenua, stakeholders and infrastructure partners. • Further refine future infrastructure, service delivery and funding options. • Continue participation in the Cross-Regional Waste Infrastructure Development Plan. • Progress work required to inform future Long Term Plan funding considerations for key waste infrastructure projects

Illustrative NPD – draft feedback

The following key feedback points on the illustrative National Policy Direction (NPD) have been identified by staff for elected member consideration. More detailed feedback on some directives will be included as part of Tauranga City Council's feedback.

Topic	Comment
General	TCC support the release of the illustrative NPD and the opportunity to provide early and ongoing feedback on the NPD as it is being developed. A robust process to prepare the NPD is required to ensure an appropriate balance between directives to implement effectively in national standards, regional spatial plans, land use plans and natural environment plans.
Themes and structure	TCC considers that the proposed structure in the NPD will be difficult to implement and reduce effectiveness of regulatory documents (regional spatial plans, land use plans and natural environment plans). While we support taking a themed approach to the structure, the proposed structure is confusing due to the cross-cutting, system-wide, and theme directives overlapping and, in some cases, conflicting. The natural hazard directives provide an example of this conflict. The overlap between natural hazard directives in the themes and system-wide natural hazard directives creates uncertainty on how provisions are intended to interact and do not appear to align. The Infrastructure, Primary Production and Public Values themes create activity-specific exceptions that are not well aligned with the system-wide natural hazard risk-based framework, particularly where they reduce the ability of land use plans to comprehensively manage natural hazard risk to people, communities, and public values. For example, Infrastructure Directive 3.1 focuses on avoiding restrictions on infrastructure due to the effects of natural hazard risk on the infrastructure itself, but does not adequately recognise the role infrastructure plays in supporting emergency response, recovery, climate adaptation, and broader natural hazard resilience outcomes.
Particularising goals in the Planning Act and Natural Environment Act	The purpose of the NPD is to "particularise the goals and direct how the goals are to be achieved ..." (Planning Act, s47(1)). Some of the cross-cutting directives do not relate to the goals in the Planning Act and Natural Environment Act and risk introducing pseudo-goals. The themes reflect the Government's key priorities for the planning system, and this appears to be why primary production and resources have their own sections in the NPD. This approach means that other important planning matters are not given sufficient attention in the NPD, for example, directives for employment or industrial land are lacking. Having the NPD framed as the Government's key priorities of the day is not conducive to enduring and sustainable planning reform and does not meet the requirements of the Planning Act. TCC consider that there should be a stronger focus on particularising all the goals, rather than a selection, and removing those directives that are not linked to a goal. This will meet the requirements in section 47(1) of the Planning Act and ensure an appropriate balance between directives for the natural environment and development.

Distinction between the national policy direction and national standard content	The NPD would benefit from clearer separation between strategic policy direction and implementation mechanisms. Several provisions, including procedural requirements and some regional spatial plan directives are similar to matters that would typically sit within regulations or national standards. This creates uncertainty regarding the intended role of the NPD and how responsibilities are divided between the NPD and national standards. A stronger focus on the overarching goals and outcomes would help reinforce the purpose of the NPD and improve the overall architecture.
Tangata values	The system-wide Māori Interests directives are generally repetitive of the goals in the Planning Act and Natural Environment Act and are not effective at particularising the goal or providing for further detail. The NPD also needs to address the tension between protection and development for tangata whenua. Protecting Māori land and cultural values should support, rather than inadvertently frustrate, Māori landowners' own aspirations for their whenua.
Interpretation of terms	There are terms identified within the NPD which are different to those set out in the Planning Act. For example, the definition of infrastructure is different between the illustrative NPD and the Planning Bill. TCC seek alignment between defined terms in legislation and the NPD. There are also terms where interpretation will be important for councils to understand. Acknowledging that some terms maybe articulated through national standards. For example, <i>abundant, unreasonable, appropriate, proportionate, significant, efficient, necessary, compatible, viable, practicable, acceptable, strategic importance, important public values, significant environmental values, cultural values.</i>
Repetition of legislation	There are instances where the directive is a copy and paste of a goal in the Planning Act. This repetition is unnecessary, does not provide any value and is not particularising a goal.
Directives relationship to other methods	The directives are framed narrowly on regional spatial plan, land use plan and natural environment plans. However, some of the directives or policy intent could be achieved in another way such as council bylaws or non-regulatory methods. Resource Management Act policy statements refer to 'decisions' more broadly that enable councils to use other legislated powers and functions to achieve the policy outcomes. There are also directives that require a land use plan to rely on controls beyond the Planning Act. For example, it is considered inappropriate for a land use plan to recognise a non-complaint covenant to manage conflicts between land uses.
Potentially conflicting directives	TCC support the NPD resolving conflicts where possible. However, the illustrative NPD has competing directives and it is unclear how these will be resolved or are intended to be resolved in the NPD. For example, there is a need to clarify the expectations for sequencing land release in the system. Cross-cutting Directive 6 requires regional spatial plans to 'sequence growth, change and infrastructure', but this conflicts with the stated policy intent for the competitive urban land market theme where 'new land supply isn't sequenced or drip-fed into the market.' Another example is the competitive urban land market theme which seeks to ensure there is no expectation of scarce land supply in the future. However, this ignores the reality of real constraints to development in

	some areas that are not due to planning decisions such as landowner choices, funding and financing. In Tauranga there is scarce land supply, but an abundance of plan-enabled development opportunities for more intensive housing products (e.g. townhouses/apartments). Housing Development Directive 1.1 requires land use plans to enable abundant development opportunities AND meet capacity requirements. It is important to clarify if the capacity requirements will determine what abundant development opportunities are required for different types of development or if two alternate outcomes are anticipated.
Implementation implications	TCC seek that testing of the directives is undertaken to understand how the directive will flow through to a land use plan, natural environment plan or other methods to ensure it does not create unintended consequences. For example, the proposed definition of infrastructure is broad, including network infrastructure such as roads and drainage, but also includes social infrastructure such as schools and healthcare facilities. The Infrastructure Directive 3.1 sets out that a land use plan must not restrict infrastructure because of the effects of natural hazard risk to the infrastructure. This is inappropriate due to the broad infrastructure definition and could have significant implications to infrastructure such as schools and healthcare facilities where the natural hazard exposure extends beyond the asset itself and can affect community wellbeing, emergency response and recovery outcomes. The risk to life should be managed through a land use plan. This directive is also in direct conflict with other directives which seek to improve resilience of communities to natural hazards.
Transitional timeframes	The transitional timeframes are extremely tight for councils to deliver regional spatial plans, land use plans and natural environment plans. Due to the sequencing requirements and timeframes to issue the NPD, then national standards to inform regional spatial plans, there are short timeframes for first generation regional spatial plans to give effect to these instruments. To ensure that regions are able to give effect to these higher order instruments, TCC seek that the NPD and relevant national standards are progressed as soon as possible.

9.6 City Future Committee Work Programme - November 2026 to October 2027

File Number: A21126234

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

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

PURPOSE OF THE REPORT

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

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "City Future Committee Work Programme - November 2026 to October 2027".
- (b) Endorses the Committee's proposed Work Programme and notes that the programme will continue to be updated on an ongoing basis and reported to this Committee every six months.
- (c) Endorse the Work Programme to:
 - (i) Include a review of the Significance and Engagement Policy after the completion of the 2027-2037 Long Term Plan.Or
 - (ii) Include a review of the Significance and Engagement Policy consulted on as part of the 2027 – 2037 Long Term Plan.Or
 - (iii) Not include a review of the Significance and Engagement Policy.

EXECUTIVE SUMMARY

2. The City Future Committee was established by Council on 10 December 2024. The approved Terms of Reference determine the scope and role of the Committee.
3. The proposed work programme for the Committee from November 2026 to October 2027 is outlined in the attachments.
4. The attached work programme includes reporting relating to the following key areas of Council:
 - (a) City Planning and Growth (**Attachment 1**)
 - (b) Infrastructure, including transport, 3-waters, waste and sustainability (**Attachment 1**)
 - (c) Council's policy programme (noting that some specific policies go to Audit & Risk and the full bylaw programme to Council). (**Attachment 2**)
5. For context, the attachments also include a table outlining reporting to full Council and other committees that inter-relates to the City Future Committee work programme, e.g., approval of City Plan changes under the Planning Act, together with various policy and bylaws not covered by the City Future Committee.

6. The proposed City Future Committee work programme will continually be updated and discussed with the Chair and Deputy Chair of the Committee on an ongoing basis. It is expected that it will continue to be reported on a six-monthly basis to the Committee.

BACKGROUND

7. The City Future Committee considers matters that contribute to Tauranga's future growth, planning, infrastructure, sustainability, transport, and policy settings. The work programme provides visibility of upcoming reporting and enables the Committee to identify where additional matters should be included.
8. Previous draft work programmes have been presented to the Committee in March 2025, October 2025, and March 2026.

Significance and Engagement Policy

9. A request has been received from Tangata Whenua Representative, Arthur Flintoff for City Futures Committee to review the Significance and Engagement Policy to incorporate definitions of *manaakitanga* and *kaitiakitanga* that reflect their meaning and application from a Te Ao Māori perspective.
10. The current policy does not include the terms *manaakitanga* and *kaitiakitanga* but does include reference to engagement with Māori, particularly in relation to the Local Government Act requirements and the TCC Iwi/Hapu protocol agreements.
11. Arthur Flintoff has raised a concern that there is no definition section for Māori values or principles, nor is there a section interpreting how such concepts shape engagement practice, significance or decision making. His view is that simply translating *manaakitanga* as a duty of care/safety and *kaitiakitanga* as stewardship of the natural environment does not adequately describe either concept from a Te Ao Māori perspective. Further his view is that it does not provide staff or decision-makers with a meaningful basis for determining whether these values have actually been applied.
12. Arthur Flintoff supports a co-design process with mana whenua, led through Rangapū Mana Whenua o Tauranga Moana, to inform the development of these definitions and guidance. He advises that this should identify matters that can be observed, assessed or monitored so that these concepts have substantive effect in policy and decision-making rather than being aspirational terminology.
13. A review of the Significance and Engagement Policy is not currently included in the work programme. The policy was last reviewed in 2020, when minor amendments were made, and staff have more recently considered that it remains fit for purpose. If the Committee wishes to include this matter in the work programme, staff seek direction at this meeting.
14. If the Committee directs that this matter be added to the work programme, staff recommend that the scope of the review is confirmed by the Committee before the review commences. This will help ensure the review is appropriately focused and meets the Committee's expectations.
15. The Significance and Engagement Policy could be updated as part of the 2027-2037 Long-term Plan (LTP) process but that would add another workstream into a busy pre-LTP agenda for both mayor and councillors and staff. It may also add to the number of specific items being consulted on through the LTP. As such, if a review is preferred by the Committee, then staff recommend it be commenced after the LTP process is complete.

STATUTORY CONTEXT

16. There is no statutory requirement to endorse the Committee work programme. However, regular consideration of the programme supports transparent committee planning and enables the Committee to identify and prioritise matters within its Terms of Reference.

STRATEGIC ALIGNMENT

17. 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	☒

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

FINANCIAL CONSIDERATIONS

19. There are no financial considerations associated with this report. Any financial implications associated with individual work programme items will be addressed in the relevant reports.

RISKS AND LEGAL IMPLICATIONS

20. There are no legal or risk matters associated with endorsing the work programme. Legal or risk matters associated with individual work programme items will be addressed in the relevant reports.

TE AO MĀORI APPROACH

21. Matters of specific relevance to mana whenua are included in the work programme, and additional matters will be added over time. Individual matters on the work programme that have a Te Ao Māori impact will address that impact in the relevant reports.
22. The request to consider manaakitanga and kaitiakitanga within the Significance and Engagement Policy has a clear Te Ao Māori dimension. If the Committee wishes to add this matter to the work programme, staff will identify an appropriate process for engagement with mana whenua on the meaning and practical application of these concepts.

CLIMATE IMPACT

23. Matters with a climate impact are included in the work programme, and additional matters may be added over time. Individual matters on the work programme that have a climate impact will address that impact in the relevant reports.

CONSULTATION / ENGAGEMENT

24. It is not proposed that consultation be undertaken on the work programme itself. Matters will be identified for inclusion in the work programme through a range of sources, including elected member requests, staff advice, legislative requirements, and engagement with the community.
25. Any consultation or engagement required for individual work programme items will be addressed in those respective reports. If the Committee adds the Significance and Engagement Policy matter to the work programme, staff will consider the appropriate engagement pathway, including whether engagement under section 82 of the Local Government Act 2002 is required.

SIGNIFICANCE

26. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
27. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
 - (a) the current and future social, economic, environmental, or cultural well-being of the district or region
 - (b) any persons who are likely to be particularly affected by, or interested in, the matter.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
28. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of low significance because this report seeks endorsement of a forward work programme and does not make decisions on the substantive matters within that programme.

ENGAGEMENT

29. Taking into consideration the above assessment, that the decision is of low significance, officers are of the opinion that no further engagement is required prior to the Committee making a decision on the work programme.

NEXT STEPS

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

ATTACHMENTS

1. **City Future Committee Reporting Programme Nov 2026 Oct 2027 - City Planning and Growth, Climate & Resilience, and Infrastructure - A21197341** [!\[\]\(c4d506a29daca459500eaa69c6724cb6_img.jpg\)](#) 
2. **November 2026 to October 2027 - Policy and Bylaw - Work Plan - For City Future Committee - A21197139** [!\[\]\(1eb456d1af09d46c4a5ad9eaaf821a1d_img.jpg\)](#) 

Attachment 1: City Future Committee Reporting Programme Oct 2026 to Sept 2027 – City Planning and Growth, Climate & Resilience, and Infrastructure

City Planning and Growth, Climate & Resilience

Authorising General Manager: Christine Jones, GM: Strategy, Growth & Governance

Topic	Project name	Priority	Oct-Dec 26 Reporting	Jan-March 27 Reporting	April-June 27 Reporting	July-Sept 27 Reporting	Brief project description
City Planning and Growth	Quarterly reporting	High	Quarterly update	Quarterly update	Quarterly update	Quarterly update	Reporting on progress on key projects relating to managing growth in a sustainable manner, including land-use planning projects and related transport, other infrastructure and funding workstreams. It is noted that reporting will include waters updates previously reported separately.
City Planning and Growth	Resource Management (RM) Reforms	High	Reporting on new planning system implementation. Likely to include an overview of the new Acts and Regional Spatial Planning governance and delivery requirements.	Reporting on new planning system implementation. Likely to include a proposed programme to deliver the new planning system.			As part of resource management reforms, the Government introduced the Planning Bill and the Natural Environment Bill in November 2025. The Bills were enacted in September 2026. Staff will monitor and continue to report on the reform process, including further information (national direction) as it comes to hand. May include standalone reports or be incorporated into quarterly reporting.
City Planning and Growth	Commercial Centres Strategy	High	Reporting dates to be confirmed.				The Commercial Centres Strategy is a key action of the SmartGrowth Strategy 2024-2074, being delivered by TCC and Western Bay of Plenty District Council.
City Planning and Growth	Wairakei South fast-track			Fast-track application substantive review / cross boundary infrastructure and funding matters.			Wairakei South is a fast-track application in the Bell Road area of Papamoa (WBOPDC). The application proposes development of rural land for residential, commercial, and industrial use, including up to approximately 2,000 to 3,000 residential allotments, approximately 60 to 80 hectares of new industrial land, and stormwater corridors and management areas. The proposed development will rely on TCC infrastructure (Transport, Waters, community facilities etc) although it is outside TCC's boundary.
City Planning and Growth	Regional Spatial Plan	High	Process Agreement Workshop - Nov (Process Agreement report proposed to go to full Council in Dec)	Project update	Project update / workshop (tbc)	Project update / workshop (tbc)	As part of resource management reforms, regional councils in the Bay of Plenty must work together to prepare a Regional Spatial Plan (RSP). The RSP is a long-term, region-wide plan that sets out how and where a region will grow and develop, including the location of housing, employment, infrastructure, transport and other key activities, to support coordinated investment and decision-making. TCC will have key inputs during the preparation of the draft spatial plan and have key decision-making points throughout the process.
City Planning and Growth	City Centre AIP	Med	Report on City Centre AIP stocktake.		Reporting on future focus area, as appropriate.		A stocktake of the City Centre AIP is underway. This will include recommendations on next steps around confirming focus areas for the City Centre moving forward. It will also tie in with broader work on City Centre living, including the Bloomberg Initiative.
City Planning and Growth	Te Tumu Urban Growth Area	High		Project update		Project update	Te Tumu is an Urban Growth Area (UGA) identified in the SmartGrowth Strategy 2025. At approximately 740 hectares, this growth area has the potential to deliver 6,500+ new homes, complemented by resilient infrastructure, transport links, community facilities, and public space.
City Planning and Growth	Keenan Road Urban Growth Area	High	Progress and next steps report		Project update		The Keenan Road area is located south of The Lakes. It is identified for residential development in the order of 2,000 homes (subject to further assessment being undertaken as part of the development of the Structure Plan for the growth area).
City Planning and Growth	Upper Belk Road Structure Plan	High	Progress and next steps report		Project update		The area of Upper Belk Road is included as a future urban growth area in the SmartGrowth Strategy 2024-2074. The Strategy's Implementation Plan provides for planning for the urban growth area within the next 0-3 years.
Funding and Financing	Developer Agreements	High	Reporting dates to be confirmed.				TCC is increasingly using development agreements to fund and facilitate the delivery of growth-related infrastructure. Staff are currently working on development agreements for Tauriko Business Estate Stage 4, land at the end of Rowesdale Drive, Ohauti, Te Paeroa Rd, Bethlehem and Waikite Road. Contractual arrangements are likely to be required for the proposed Bell Rd development in Wairakei. Reporting will focus on seeking guidance on the approach to key risks and/or matters that have not been able to be resolved through negotiation in relation to various agreements.

Topic	Project name	Priority	Oct-Dec 26 Reporting	Jan-March 27 Reporting	April-June 27 Reporting	July-Sept 27 Reporting	Brief project description
Funding and Financing	Growth Funding reform	High			Reporting regarding the nature of growth funding reform and TCC's submission on LGA Amendment Bill to repeal DCs and introduce development levies.		Government Development Contribution / Levy reform. Will depend on central government election outcomes and timing priorities of the next government.
Strategic Transport Planning	Time of Use Charging Legislation Bill	Low	LTP Issues and Options report (CFC 13 Oct)				In November 2025, the Land Transport Management (Time of Use Charging) Amendment Bill passed its third and final reading. The Bill will come into force in November 2026. Schemes will need to be developed through a partnership between local authorities in a region and NZTA. The paper outlines options for investigating the feasibility of a potential Time of Use Charging scheme during the first three years of the LTP. This does not include implementation planning, only investigation of scheme options.
Strategic Transport Planning	Ohauti Transport Planning study	Med	Project findings report (CFC 17 Nov)				An in-house study was requested by Councillors to investigate opportunities for improved roading connectivity to Ohauti. This will also reference results from a broader western corridor ring-road modelling study.
Strategic Waste Infrastructure Planning	WIN: IBC, DBCs and IDP	High	Waste Drop-off facilities DBC endorsement (CFC 17 Nov)				WIN project: Developing TCC's 30-year Waste Infrastructure Plan and staged action plan to inform the LTP and future investment decisions. Current work is focused on endorsing the Waste Drop-Off Facilities Detailed Business Case and progressing organics, commercial and strategic direction work. The programme is aligned with, but separate from, the Waikato-BOP Cross-Regional Waste Strategy and Infrastructure Plan, with the TCC plan focused on Tauranga's service needs, affordability and resilience.
Research & Analytics	SmartGrowth Development Trends Report	Low	Information Report				The report contains subdivision, residential and non-residential development and population trends in Tauranga City and Western Bay of Plenty District, and includes longer term trends for selected indicators.
Research & Analytics	Growth Projections and Allocation Review	Med	<i>Reporting dates to be confirmed.</i>				Update of the dwelling and population projections and their allocation across Tauranga City. The allocation will be used as base assumptions for a range of infrastructure modelling and planning projects, development contributions, the Long-Term Plan and the 30-year Infrastructure Strategy.
Climate & Resilience	Climate change adaptation and resilience work programme	High					Recent legislation and national direction are putting new requirements on councils for natural hazards and adaptation planning. A draft LTP programme for TCC's response was presented to Elected Members on 27 August 2026 and will guide the next steps. Priority areas for adaptation planning will be identified through the Regional Spatial Plan and in discussions with the City Future Committee next year (timing yet to be confirmed).

Infrastructure (Transport, 3-Waters)

Authorising General Manager: Jane Small for Major Transport Projects & Reneke van Soest for Waters

Topic	Project name	Priority	Oct-Dec 26 Reporting	Jan-March 27 Reporting	April-June 27 Reporting	July-Sept 27 Reporting	Brief project description
Transport	Cameron Road Stage 2	Med	Seeking confirmation of recommended concept at 13 October CFC meeting.	Anticipate seeking approval for the preferred Greerton concept following further engagement.			Report on progress on the Cameron Road Stage 2 project and the updated concept design following the community engagement process. Following feedback on the recommended concept, further targeted engagement regarding the Greerton section is anticipated. Following this and confirmation of the preferred concept (early 2027), future reporting will be to the City Delivery Committee.
Transport	Connecting Mount Manganui	Med	Update on the Detailed Business Case and emerging options to 17 November CFC meeting.	Update on the CMM Detailed Business Case.	Seek approval of the CMM Detailed Business Case.		Report on progress on the Connecting Mount Maunganui project, which is proceeding through the detailed business case process during 2026 and the first half of 2027.
Transport	SH2 revocation to local road status (Wairoa Bridge to Cameron Road)	High			Reporting on development of Revocation Plan and implications for TCC.		As a result of the construction of the Tauranga Northern Link, NZTA is reconsidering the role of the existing SH2 through Bethlehem, including the prospect of it reverting to local road status. TCC staff are working with NZTA on this. Ultimately, while TCC is involved, it remains a decision for central government. In normal circumstances, revocation would occur; however, in this instance, matters are complicated by the tolling, which is anticipated to divert significant traffic

							back onto the state highway. The financial impacts of the road reverting to TCC are anticipated to be significant, and staff are working to quantify these accurately.
Waters	Eastern Corridor Wastewater Servicing Update	High		Update on working group recommendations.			Report findings on Te Tumu alternative wastewater servicing assessment.
Waters	Waimapu Catchment Management Plan	Low		Project presentation			Report on the Waimapu Catchment Management Plan, which was led by Ngāti Ruahine and delivered with MCERT (previously MfE) funding.

Related reporting to Full Council and other committees, for information

Authorising General Manager – dependent on topic

Topic	Project name	Priority	Oct-Dec 26 Reporting	Jan-March 27 Reporting	April-June 27 Reporting	July-Sept 27 Reporting	Brief project description
TCC land	Papamoa East interchange surplus land	High		Likely to be reporting in this period.			TCC owns a significant amount of surplus development land around the Papamoa East Interchange. The land is zoned for employment / business outcomes, but has potential for TCC activities (e.g. aquatic centre) or for housing. Initial feasibility work has been undertaken and further reporting to Council is required for decision-making on land use options and TCC’s role in development of the land.
Transport	Major Transport Projects Update (City Delivery)	High	Quarterly update	Quarterly update	Quarterly update	Quarterly update	Report progress to City Delivery Committee on the Transport Major Projects including Pāpāmoa East Interchange, SH29 Tauriko Enabling Works, Fifteenth Avenue to Welcome Bay, and Cameron Road Stage 2 once concept confirmed in mid-2026.
City Planning and Growth	Private Plan Change 40	Med	Seek decision on the independent hearing commissioner recommendations on the plan change.	Make plan change operative (subject to appeals)			Proposed Private Change 40 – Mount Maunganui Golf Club Incorporated Rezoning
Funding and Financing	Development Contributions	High					Development of new DC Policy for implementation from 1 July 2026.

Attachment 2: Proposed work programme November 2026 – October 2027 for the review and development of policies and bylaws (City Future Committee, Audit and Risk, Council)

(Note that for all projects, consultation, hearings and deliberations have been shown in the schedule. We will seek direction from Council or the appropriate Committee on whether consultation is required, and the form of any consultation, as each project occurs.)

Title and decision-making body	October to December 2026	January to March 2027	April to June 2027	July to September 2027	Current Status	Due for review	Authorising GM
Active Reserve Level of Service Policy 2012 <i>City Future Committee</i>	Consultations, Hearings,	Deliberations, Adoption			Currently under review.	As required	General Manager: Operations & Infrastructure
Public Toilet Location and Level of Service Policy 2011 <i>City Future Committee</i>					This policy, the Active Reserves Level of Service Policy and the Public Toilet Location Level of Service Policy will be amalgamated into one open space provision policy and reflect the direction of our public places strategic plan along with action and investment plans for active reserves and open space and Plan Change 33.		
Open Space Level of Service Policy 2022 <i>City Future Committee</i>							
Dog Management Policy 2018 <i>Council</i>	Deliberations, Adoption				Currently under review. This policy complements the Dog Management Bylaw 2018 and covers topics such as dogs in public places, dog safe communities, responsible dog ownership, and dog registration.	2028	General Manager: Regulatory & Community Services
Dog Management Bylaw 2018 <i>Council</i>	Deliberations, Adoption				Currently under review. Bylaw covers the management of dogs in Tauranga. It covers topics such as leash control, dog prohibited areas, temporary dog prohibited areas, accommodation, limit on number of dogs, dog fouling, dogs in season, impounding, menacing dogs and fees.	2028	General Manager: Operations & Infrastructure
Keeping of Animals Bylaw 2018 <i>Council</i>	Deliberations, Adoption				Currently under review. This bylaw regulates the keeping of animals and poultry in a manner which has minimal impact on, or causes minimal nuisance to, the wider community and in the appropriate zones. The bylaw includes information on keeping pigs, goats, bees, poultry, cattle, horses, deer, asses, mules, sheep, alpaca and llama.	2028	General Manager: Regulatory & Community Services

Attachment 2: Proposed work programme November 2026 – October 2027 for the review and development of policies and bylaws (City Future Committee, Audit and Risk, Council)

Title and decision-making body	October to December 2026	January to March 2027	April to June 2027	July to September 2027	Current Status	Due for review	Authorising GM
Coastal Structures Policy 2023 <i>City Future Committee</i>		Consider draft policy to adopt for consultation			Currently under review. Policy notes three-yearly review or when required.	2026	General Manager: Operations & Infrastructure
Vegetation and Tree Management Policy 2014 <i>City Future Committee</i>		Consider draft policy to adopt for consultation			Currently under review. Policy does not reflect the Tauranga Taurikura Environment Strategy, the Climate Action and Investment Plan nor the Nature and Biodiversity Action and Investment plan. Action 10 of the Nature and Biodiversity Action and Investment Plan Action 10 is an assessment of the policy to ensure it takes into account how it can contribute to the urban heat island effect.	As required	General Manager: Operations & Infrastructure
Māori Roadways Policy 1993 <i>City Future Committee</i>	Consider revoking policy				Currently under review. Recommence in 2024 to better meet iwi/hapū aspirations. Need to consider if policy is the most appropriate way to meet these aspirations as Te Rangapū preferred a case-by-case consideration.	As required	General Manager: Operations & Infrastructure
Community Funding Policy 2023 <i>City Future Committee</i>	Workshop				Resolution from City Delivery Committee on 10 March 2026 to review funding prior to the next LTP. A workshop is scheduled for 29 October to provide information to elected members about all the types of funding (including in-kind support) that council currently provides to external organisations. TBC whether a review of the policy is intended following that.	As required	General Manager: Regulatory & Community Services
Library Archives Policy 2020 <i>City Future Committee</i>	Consider revoking policy				Currently under review. Stakeholder engagement has been completed. Meeting with Te Rangapū end of March 2026. Report going to October CFC to revoke this policy and replace it with an internal operational policy.	2025	General Manager: Regulatory & Community Services
Civic Art Collection Policy 2012 <i>City Future Committee</i>		Commence Review			Work had begun on the review but has now been put on hold until 2027.	As required	General Manager: Regulatory & Community Services

Attachment 2: Proposed work programme November 2026 – October 2027 for the review and development of policies and bylaws (City Future Committee, Audit and Risk, Council)

Title and decision-making body	October to December 2026	January to March 2027	April to June 2027	July to September 2027	Current Status	Due for review	Authorising GM
Tauranga Museum Collection Policy 2006 <i>City Future Committee</i>		Commence Review			Work had begun on the review, but has now been put on hold until 2027	As required	General Manager: Regulatory & Community Services
Grants for Development Contributions on Community Housing Policy 2023 <i>City Future Committee</i>					The review of this policy has been put on hold for now. The latest round of application is expected to pay out the complete balance on funds left for this grant. If more funding is approved in the next LTP for this grant then the policy will be reviewed, otherwise the policy will be revoked as it will no longer be needed.	2026	General Manager: Strategy, Partnerships & Growth
Water Supply Bylaw 2019 <i>Council</i>		Commence review plan.			Planned for 2026 but now subject to Local Government (Water Services) Act 2025. To support the Waters Transition Team with a preliminary review and Review Plan to be developed and approved by end of August 2027.	26 August 2027	General Manager: Operations & Infrastructure
Protected Disclosures Policy 2022 <i>Audit and Risk Committee</i>	Adoption.				Currently under review. The policy is being reviewed alongside our review of our internal Bullying, Harassment and Discrimination Policy to ensure alignment and overlaps are identified and managed well. The policy was taken to the Audit and Risk Committee in August. A few minor changes have been requested, and this will be taken back in November to adopt.	As required	Chief Operating & Financial Officer
Protected Disclosure Procedure 2022 <i>Audit and Risk Committee</i>	Adoption.				Currently under review. The procedure is being reviewed alongside our review of our internal Bullying, Harassment and Discrimination Policy to ensure alignment and overlaps are identified and managed well. The procedure was taken to the Audit and Risk Committee in August. A few minor changes have been requested, and this will be taken back in November to adopt.	As required	Chief Operating & Financial Officer

Attachment 2: Proposed work programme November 2026 – October 2027 for the review and development of policies and bylaws (City Future Committee, Audit and Risk, Council)

Title and decision-making body	October to December 2026	January to March 2027	April to June 2027	July to September 2027	Current Status	Due for review	Authorising GM
Property Acquisitions and Disposals Policy 2023 <i>City Future Committee</i>		Consider issues and options, Consider draft policy and seek approval to consult.	Possible consultation, hearings.		Planned for 2027.	2028	Chief Operating & Financial Officer
Revenue and Financing Policy 2024 <i>Council</i>	Consider draft policy.	Seek approval to consult, Possible consultation	Consider issues and options, draft revised policy for Adoption		Currently under review. Is being developed as part of the Long-term Plan 2027-2037.	2027	Chief Operating & Financial Officer
Treasury Policy 2025 <i>City Future Committee</i>	Consider draft policy.				Currently under review.	2026	Chief Operating & Financial Officer
Beaches Bylaw 2018 <i>Council</i>		Consider issues and options.			Planned for 2027.	September 2028	General Manager: Regulatory & Community Services
Alcohol Bylaw 2018 <i>Council</i>		Consider issues and options.			Planned for 2027.	September 2028	General Manager: Regulatory & Community Services
Smokefree Places Policy 2013 <i>City Future Committee</i>			Consider issues and options, consider draft policy and seek approval to consult.	Possible consultation, hearings.	Planned for 2027. The need for a review has been raised by the library team and Bay of Plenty Smokefree coalition.	As required	General Manager: Operations & Infrastructure General Manager: Regulatory & Community Services
Easter Sunday Shop Trading Policy 2022 <i>City Future Committee & Council</i>			Consider issues and options, consider draft policy and seek approval to consult using SCP.	Consultation and Hearings.	Planned for 2027. Policy is due for its five yearly review which will commence in early next year. SCP must be conducted to review this policy.	2027	General Manager: Regulatory & Community Services
Management of Suspected Fraud Policy <i>Audit and Risk Committee</i>				Consider draft policy for adoption.	Planned for 2027. The policy was last reviewed in 2022 and is due for its five-yearly review.	2027	Chief Operating & Financial Officer

9.7 Status updates on actions from prior City Future Committee meetings

File Number: A20914115

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 attached update includes all open actions and actions completed since the last report on 30 June 2026.
3. Once reported, completed actions are archived and made available in the Stellar library².

DISCUSSION

4. The action status update report for the City Future Committee as at 7 August 2026 is provided as **Attachment 1** to this report, and is summarised in the table below.

Status of actions	No. actions
Closed (Last Committee report - noted as in progress and recommended treat as closed for Committee Action Reporting as being managed through LTP Issues List)	1
Closed	1
In progress	2
Pending (waiting on something)	1
To be actioned	0
Total actions included in this report	5

ATTACHMENTS

1. **Attachment 1 Action Status Update City Future Committee as at 7 October 2027 - A21247810**  

² Stellar pathway: Council & Committees → City Future Committee → 2025 → Actions Requested by City Future Committee meetings.

City Future Committee					Actions status update as at: 07 October 2026		
Meeting Date	Agenda Ref.	Report Name	Action Required	Status Update (incl anticipated / actual completion date)	Status Summary	Date Closed	GM / CE Responsible
14 Oct 2025	9.1	Vale Street, Windsor Road and Grange Road Safety Improvement Options	That staff provide the Committee with a report that includes an up-to-date list of every (transport) project (including safety projects) included in the current Annual Plan, and by year, in the Long Term plan, including where projects have been bundled and the details of projects in those bundles also listed in the report. 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. Update July 27 Staff have provided updates to Bryan Sanson, the nominated community representative, who has shared information with the wider submitter group. Most recently, Bryan was advised of the proposed programme and delivery timeframes, with endorsement being sought for both the Vale Street project and the Grange Road/Milton Road crossing project at the City Delivery Committee meeting on 4 August 2026. Subject to endorsement, communications and engagement will continue through the project delivery process, and it is recommended that this action be closed. 08.09.2026 Noting that Community Engagement will occur as part of the normal project lifecycle.	Closed		Reneke van Soest
12 Aug 2025	9.3	Te Tumu Wastewater Servicing Options	Staff to report back to Committee on the resilience of the wastewater system if delivered.	An assessment for alternative wastewater servicing options for Te Tumu has commenced. It will consider the resilience of a developer-delivered onsite treatment plant within Te Tumu. This assessment will also consider the resilience of the existing TCC wastewater network if Te Tumu flows (and hence large scale upgrades) are excluded from the system. Completion of the assessment is anticipated by 4th quarter of FY26 (i.e. March-June 2026). 28.09.26 A comprehensive update on wastewater servicing for Te Tumu was set out in the report to the committee on 18 August 2026 (item 9.9). This update included the matters in this action. The key next steps for this work as outlined in that report was the establishment of an advisory panel. The report noted the following: "The Advisory Panel will provide a structured and independently facilitated forum to bring together the technical, financial, operational and strategic considerations associated with the options. It will test the available assessments, better understand the differing perspectives, identify any material information gaps and recommend any further work required before a preferred servicing approach is presented to elected members and through the Water Organisation for decision-making. The outcome of this process will inform future wastewater servicing decisions and the infrastructure investment assumptions to be reflected in the Water Services Strategy and aligned with Council's Long-term Plan." The advisory panel is currently set up and working through these matters as per the report. The intention is to deliver a final report on its finding in the next few months. Based on committee meeting dates and reporting timelines, this is likely to be at the beginning of 2027.	In progress		Reneke van Soest

Meeting Date	Agenda Ref.	Report Name	Action Required	Status Update (incl anticipated / actual completion date)	Status Summary	Date Closed	GM / CE Responsible
12 Aug 2025	9.3	Te Tumu Wastewater Servicing Options	Staff to report back to Committee on the impact costs if delivered in an alternative way.	An assessment for alternative wastewater servicing options for Te Tumu has commenced. It will consider the developer costs of a developer designed, constructed and operated onsite treatment plant within Te Tumu, plus costs of larger-scale treatment plants that would be delivered and operated by the Water Services CCO. This assessment will also consider the costs of smaller scale upgrades required to the existing TCC wastewater network if Te Tumu flows (and hence large scale network upgrades) are excluded from the system. The potential cost impact to the Te Maunga WWTP upgrade programme will also be considered. Completion of the assessment is anticipated by 4th quarter of FY26 (i.e. March-June 2026). 28.09.26 A comprehensive update on wastewater servicing for Te Tumu was set out in the report to the committee on 18 August 2026 (item 9.9). This update included the matters in this action. The key next steps for this work as outlined in that report was the establishment of an advisory panel. The report noted the following: "The Advisory Panel will provide a structured and independently facilitated forum to bring together the technical, financial, operational and strategic considerations associated with the options. It will test the available assessments, better understand the differing perspectives, identify any material information gaps and recommend any further work required before a preferred servicing approach is presented to elected members and through the Water Organisation for decision-making. The outcome of this process will inform future wastewater servicing decisions and the infrastructure investment assumptions to be reflected in the Water Services Strategy and aligned with Council's Long-term Plan." The advisory panel is currently set up and working through these matters as per the report. The intention is to deliver a final report on its finding in the next few months. Based on committee meeting dates and reporting timelines, this is likely to be at the beginning of 2027.	In progress		Reneke van Soest
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 Update October - Legislation passed mid - September. Staff are working through to understand the details and implications of the legislative change and will present that to elected members at a future date. Summary included in the quarterly growth report to October meeting of the City Future Committee	Pending		Christine Jones

9.8 Time of use charging and Tolling investigations - Long Term Plan - Issues & Options Paper

File Number: A21217641

Author: Sarah Dove, Team Leader: Strategic Transport & Infrastructure

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

PURPOSE OF THE REPORT

1. To seek direction from Council on whether to include funding in the 2027-37 draft Long Term Plan to undertake a Time of Use Charging (TOUC) and/or Tolling investigation for Tauranga.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Time of use charging and Tolling investigations - Long Term Plan - Issues & Options Paper".
- (b) Adopts, as a working assumption for the draft 2027 – 2037 Long Term Plan:
 - (i) Option A: Inclusion of funding of \$300,000 (being Tauranga City Council share), to enable a further study into Tolling and/or Time-of-use-Charge through a joint Crown / NZTA / sub-regional partnership process in first 3 years of 2027-37 LTP;

OR

- (ii) Option B: Do not include funding in the LTP for further investigations.
- (c) Notes that resolution (b) is for the purpose of preparation of the working draft of the LTP, and that it will be subject to ongoing prioritisation processes by Council as the draft Long-Term Plan is developed.

EXECUTIVE SUMMARY

2. Traffic congestion remains one of Tauranga's most significant transport challenges, affecting residents' quality of life, economic productivity, freight efficiency, public transport reliability, and access to employment, education, and services. Population growth along with industrial development is expected to place increasing pressure on the transport network, with transport modelling indicating that congestion and journey time delays will continue to worsen if alternative approaches are not considered. In addition, securing funding for new roading infrastructure and the maintenance costs is challenging.
3. The Land Transport Management (Time of Use Charging) Amendment Act 2025 provides a new legislative framework that enables local authorities to investigate and implement Time of Use Charging (TOUC) schemes to reduce traffic congestion. TOUC applies charges to road users during periods of highest demand, encouraging some trips to occur at different times, by different transport modes, or not at all. Relatively small reductions in peak-period traffic volumes can lead to significant improvements in network performance and travel time reliability.
4. Meanwhile, the Land Transport (Revenue) Amendment Bill has been introduced to create a more flexible tolling framework.
5. The draft City Regional Deal Implementation Plan is being reviewed by partner organisations and will be released once endorsed. It includes a proposal for the Crown, NZTA and the Western Bay of Plenty to explore tolling as a funding option for priority transport projects.

This is anticipated to be informed by the national Tolling Scoping Study that is currently underway, informing a separate piece of work to 'Explore Further Tolling' as a consideration through the draft City Deal Implementation Plan. TOUC is not currently part of the scope of this national study or regional draft plan but TCC see that TOUC should be considered alongside tolling.

6. This report is not seeking a decision to implement a TOUC scheme or changes to Tolling. Rather, it seeks a Council decision on whether to include funding within the 2027-37 Long-term Plan to undertake a detailed investigation into whether changes to the region's Toll Roads and/or whether a TOUC scheme could be appropriate, effective, and equitable for Tauranga. This would be carried out alongside or in partnership with the tolling study proposed in the draft City Regional Deal Implementation Plan.
7. Two options are considered. Staff recommend Option A, allocating approximately \$300,000 within the first three years of the LTP to enable TCC to undertake further investigations, potentially in cooperation with the Crown, NZTA and Western Bay of Plenty investigation. The tolling component is consistent with the draft City Regional Deal Implementation Plan; staff propose to add TOUC to the scope to provide a more coherent investigation. Funding assumes costs will be shared across participating organisations.
8. The investigation would assess the feasibility, costs, benefits and impacts of tolling and TOUC options, including transport modelling, economic assessment, equity analysis and option development. It would also consider how pricing tools could work together to address congestion and help fund future transport investment.
9. The partnership approach aligns with the draft City Regional Deal Implementation Plan and enables partners to jointly develop the scope and technical analysis, reducing the risk of duplication or rework.
10. Undertaking TCC-led work ahead of a regional process could provide useful early information but carries a risk that future partner requirements differ, requiring additional work or revised analysis.
11. Not allocating funding at this stage would avoid an immediate cost but would limit TCC's ability to influence the development of future tolling and TOUC investigations and may reduce readiness to participate in the City Deal work programme.
12. Staff recommend Option A as the most strategically aligned approach for the following reasons:
 - (a) It enables TCC to help shape a coordinated regional programme while sharing costs and expertise with project partners. The details of the scope for investigations can be decided after adopting the LTP and once further details of the City Deal Implementation Plan will be available.
 - (b) The Land Transport Management (time of use charge) Amendment Bill notes that the Minister may direct the Agency (NZTA) to initiate a time-of-use charging scheme for a region, if no local authority in a region has initiated a scheme within 3 years after commencement of the legislation. It is therefore recommended to be prepared and be involved.
 - (c) Any future decision to implement or alter any tolling arrangements or TOUC scheme would be subject to further analysis, consultation, funding decisions and Council approval.

BACKGROUND

13. Tauranga is one of New Zealand's fastest-growing cities and experiences some of the country's highest levels of traffic congestion. Current transport modelling indicates that congestion and network delay are likely to worsen as the city grows even with planned transport projects being delivered. Not only will population growth put further demands on the

current roading network, but the development of industrial land and the expansion of the Port of Tauranga will put pressure on the freight capacity of the network and hence journey reliability. In addition, funding for new roading infrastructure and maintenance costs remains challenging.

14. The SmartGrowth Strategy, Urban Form and Transport Initiative (UFTI), Western Bay of Plenty Transport System Plan, and City Regional Deal all recognise that the region cannot continue to rely solely on increasing road capacity to address congestion. These strategies recommend investigating demand-management tools, including tolling and congestion charging/road pricing. The strategies also support multi-modal investment, and this is addressed as separate topics as part of the LTP development process.
15. The City Deal makes two references to pricing and charging tools:
 - Section 2 of the City Deal states under 'Funding and financing': Central Government will consider and explore new funding and financing tools to assist Western Bay of Plenty to fund both initiatives and its infrastructure deficit over the term of the Deal, including considering providing local councils, including Western Bay of Plenty Sub Region, with pricing and charging tools that help optimise the use of existing and future infrastructure.
 - Schedule 1 of the City Deal notes 'Exploring Further Tolling' as a joint commitment. It states: *The Crown, NZTA, and the Western Bay of Plenty Sub Region will explore tolling to form part of the funding for the regional roading priorities. The Western Bay of Plenty Sub Region will support community consultation requirements on tolling options as needed. Tolling options may include tolling of the three main highway entrances to Tauranga with consideration given to differentiated tolling rates for Heavy Commercial Vehicles (HCV).*
16. The draft City Regional Deal Implementation Plan has been provided to all parties involved for input; it will be made public once parties have reviewed and signed. A project within the draft proposes establishing a structured partnership between the Crown, NZTA and the Western Bay of Plenty sub region to explore whether tolling can contribute to funding the subregion's priority roading investments. A national Tolling Scoping Study (underway) will likely inform future regional partnership approaches to tolling schemes or concessions.
17. The above commitments indicate a strong direction towards improving pricing, or tolling, of infrastructure. However, since the signing of the City Deal no formal engagement has occurred with the regional partners on this matter.
18. Within a technical forum setting, TCC staff are part of a Technical Working Group on TOUC (led by NZTA) to ensure knowledge is up to date on insights from other projects worldwide. TCC staff are also involved as stakeholders on guidance papers being developed on charging scheme components and are following progress of Auckland's TOUC scheme preparations.
19. Previous investigations into road pricing have been undertaken through Tauranga's SmartTrip study, which aimed to both enable funding sources for roading improvements as well as ease levels of congestion. The findings of this study were presented to Council on 4 September 2023 (available [online](#)), engagement with the community was undertaken through the 2024-34 LTP and results of the engagement were reported back to council on 4 March 2024 (available [online](#)). The engagement process in 2023 received submissions from NZTA, Bay of Plenty Regional Council, and Western Bay of Plenty District Council. Council allocated \$1.5 million in the 2024-34 LTP for additional work on road pricing (allocated in the first three years). However, no additional studies commenced in these three years as legislation was being prepared, and the budget was removed.
20. It is noted that the consultation was not initiated just for SmartTrip, instead, it was part of the general LTP engagement. 1667 people made a submission to the LTP, of which 1099 made a comment about SmartTrip. The results may not be representative. The majority of submitters opposed a scheme, which is line with examples from other cities around the world that considered or implemented a scheme. Of those opposing, the main reasons were: costs

for users, quality of alternative modes and equity. Some organisations and individuals were supportive, primarily due to the likely journey time savings and economic benefits.

21. Whilst the level of support in Tauranga appears low it is reasonably similar to the results found in a survey undertaken by the [NZ Infrastructure Commission](#) in 2023. They surveyed 3,000 respondents nationally, covering representative groups from all ages, locations, and backgrounds, and is therefore fully representative of all New Zealanders. The study found that (outside Auckland) 22% of the respondents thought that congestion charging as a fair way of charging for road use at peak times.
22. Tolling is being used in the region on several roads, and engagement is always undertaken when roads are considered for tolling, as has recently been undertaken for the Tauranga Eastern Link (TEL).
23. The New Zealand government enabled the time of use policy through the Land Transport Management (Time of Use Charging) Amendment Bill, which was passed on 11 November 2025. These amendments allow local authorities to propose time of use charging schemes to reduce congestion, which will come into force in November 2026. Auckland is expected to become the first New Zealand city to progress a scheme under the new legislation. Note that the legislation includes a clause (clause 65C) that enables the Minister to direct the Agency (NZTA) to initiate a time of use charge scheme. The wording of the legislation is as follows:
 - (a) *If no local authority in a region has initiated a time of use charging scheme within 3 years after the commencement of this subpart, the responsible Minister may direct the Agency to initiate a time of use charging scheme if satisfied that a time of use charging scheme is likely to improve traffic flow in that region.*
 - (b) *If the responsible Minister directs the Agency to initiate a time of use charging scheme for a region, the Agency must notify the local authorities within the scheme region.*
24. Meanwhile, the Land Transport (Revenue) Amendment Bill has been introduced to create a more flexible tolling framework, enabling toll revenue to be used to fund maintenance.
25. Auckland's initial road pricing investigations started back in 2004, led by the Ministry of Transport, requested by the Cabinet. In 2017, Auckland Council undertook work on the 'Congestion Question'. Auckland Council progressed work significantly when the Coalition Government in 2023 included actioning new Time of Use Charging legislation. A key study informed the '[cost of congestion](#)', which quantified the time and cost of Aucklanders sitting in traffic; a vital piece of information in order to balance whether the cost of a TOUC scheme weighs up against the cost of congestion. Following several studies, Auckland Council has endorsed to progress to public engagement on three shortlisted TOUC scheme design options (city centre, city fringe, and key spots on the motorways); likely commencing in November 2026. At the earliest an implemented scheme could become operational in 2030 or 2031. Auckland Transport's time-of-use-charging [website](#) provides an overview of all the latest information.
26. The findings of the SmartTrip study are still relevant, however the main objective of the TOUC legislation has been tailored on reducing congestion, whereas SmartTrip had two objectives, reducing congestion as well as raising revenue to fund future roading improvements. The reality is that charging to reduce congestion will result in some revenue being raised, which can then be invested into the transport and movement network.

STATUTORY CONTEXT

27. Amendments to the Land Transport Management (Time of Use Charging) Act establish a framework enabling local authorities and NZTA to investigate and implement TOUC schemes.
28. The legislation identifies improving traffic flow and network productivity as the primary purpose of a TOUC scheme.

STRATEGIC ALIGNMENT

29. 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	☐

30. Further investigations into tolling and/or TOUC investigation does align with Tauranga Ara Rau and supports the objective of creating a city that is easier to move around. It is also consistent with the SmartGrowth Strategy, UFTI recommendations, the Tauranga Transport System Plan, and commitments contained within the City Regional Deal.
31. In addition, a tolling and TOUC investigation contributes to Tauranga City Council's environmental, business and education community outcomes. By identifying opportunities to improve the efficiency, safety and attractiveness of the transport network, a tolling and TOUC investigation can support increased use of sustainable transport modes, helping to reduce vehicle emissions and improve environmental outcomes. Improved transport connections also support economic productivity by enhancing access to employment areas, commercial centres and freight movements, reducing travel delays and improving network reliability for businesses. Furthermore, better transport connectivity can improve access to educational facilities and training opportunities, making it easier for safe and efficient journeys, while supporting future growth and development across the city.

OPTIONS ANALYSIS

32. Two options are considered:
- (a) Allocate funding in the first three years of the 2027-37 LTP to undertake investigations into Tolling and/or TOUC (recommended)
 - (b) Do not allocate funding at this stage.

A: Allocate funding in the first three years of the 2027-37 LTP to undertake investigations into Tolling and/or TOUC

33. Allocate funding in the LTP to enable TCC to support, technical investigations, modelling, economic analysis and governance arrangements required to explore tolling, concession arrangements and/or TOUC opportunities for the Western Bay of Plenty. The scope would depend on the outcomes of the national Tolling Scoping Study.
34. Option A proposed to allocate approximately \$300,000 in the Long-Term Plan (within first 3 years), based on the assumption that other regional parties would co-fund this process.
35. Further details of the scope can be decided after the LTP has been adopted. Council have further opportunities to decide on its exact focus, i.e. Tolling, TOUC, or a combination of both, whilst giving effect to the agreements in the City Deal.
36. The scope would likely include to undertake a comprehensive investigation, including transport modelling, economic assessment, equity analysis, option development and stakeholder engagement. Wider engagement is not currently considered, this is not to say that broad public engagement is not important or necessary, rather that initial stages of work would be technically focussed and public engagement would be considered following that stage if there was a political will to seriously consider TOUC. The scope would include tolling

and concessions and also relate to TOUC future opportunities to help identify interrelated scheme options and therefore opportunities to link technical scheme developments.

37. The scope would be refined following release of the national Tolling Scoping Study and in collaboration with the regional partners.
38. A tolling and TOUC investigation will:
 - Calculate the current cost of congestion in the Western Bay to form a baseline, along with the funding investment required to deliver the regions' priority roading infrastructure.
 - Consider how a tolling scheme / concession could support the regions' requirements based on national study guidance.
 - Assess TOUC scheme options and identify shortlisted scheme design options, similar to [Auckland's options considered](#). Learnings will be taken from Auckland's process and methodology to determine a relevant scope.
 - Consider how existing and future road tolling arrangements could inform or relate to a potential future TOUC scheme to ensure a coordinated and efficient approach.
 - Provide indicative high level / shortlisted tolling and/or TOUC scheme designs that best meet the regions' needs.
 - Involve targeted stakeholder and partner organisation engagement to help inform option technical analysis.
 - This investigation does *not* include extensive public engagement, and it is intended to form a technical basis to provide shortlisted options for Council. Elected Members may decide to progress engagement based on the results.
39. The \$300,000 cost estimate is a 50% share of anticipated funding required to deliver a study, primarily based on previous studies and transport modelling undertaken through the SmartTrip investigation. Transport modelling for Tolling and TOUC schemes is costly, as pricing mechanisms influence travel demand and patterns across the city, requiring demand models to be fully revised for every scenario to be tested. Whilst essential, this makes transport modelling for TOUC schemes more time consuming than conventional project model tests. It is expected that transport modelling will account for a large part of the \$600,000, with preparation, scoping and procurement in the first year, and the majority of the budget requirements in the 2nd and 3rd year of the LTP. A staged approach may be considered where the programme and scope would be brought to Council, before procurement would occur. Timelines may also be adjusted. Evaluation to support a scheme option along with model testing would require external consultancy service expertise.
40. Investigations into a TOUC scheme will ensure that the sub-region is well-prepared, as the Minister may initiate a TOUC from 2029 in a region that could benefit from such scheme but hasn't initiated this within three years after the legislation has become law.

Advantages	Disadvantages
Aligns with the draft City Regional Deal Implementation Plan (tolling) and enables opportunities to frame the scope and broaden to allow TOUC to be considered.	Scope, timing and governance remain subject to agreement between parties.
Ensures key partners are involved from the outset.	The 'Explore Further Tolling' study scope is still to be confirmed, TOUC may, or may not become part of the scope. It is noted that tolling is currently only being considered on State Highways and TOUC can also consider

	local roads – this scope disconnect may create technical complexities.
Allows costs to be shared across participating organisations.	No certainty that co-funding will be available.
Positions TCC to influence the scope, objectives and outcomes.	
Enables TCC to consider the benefits of both tolling and TOUC and how these tools may work together.	
Enables TCC to further specify the scope after adoption of the LTP	

B: Do not allocate funding at this stage

41. Do not provide funding in the current LTP and instead await further direction from the Crown, NZTA and outcomes of the national Tolling Scoping Study before considering future investment.

Advantages	Disadvantages
No immediate financial commitment.	Limits TCC's ability to influence early discussions.
Greater certainty on scope, timing and partner expectations before funding decisions are made.	May delay investigation of alternative transport funding mechanisms.
Allows learnings from the national Tolling Scoping Study to be incorporated.	Could result in future funding requests being required at short notice.
	Risks TCC being less prepared to participate when a partnership process is established.
	Risk the Minister will instigate TOUC investigations for Tauranga (post 2029) as provided for in the Land Transport Management Act.
	Does not fully give effect to agreements made in the City Deal

FINANCIAL CONSIDERATIONS

42. Staff would seek co-funding opportunities with regional partners and NZTA. It is expected that a 50% contribution may be secured through the City Deal partners, the Crown or NZTA. It is therefore recommended to allow for Council's share to be approximately \$300,000. The actual funding required for the recommended Option A would be dependent on further information on the anticipated scope of the draft City Regional Deal 'Exploring Further Tolling' project.
43. Whilst co-funding from partners and/or the Crown cannot be confirmed at this stage, commitments from the draft City Regional Deal Implementation Plan suggest this.
44. The National Land Transport Fund (NLTF) is generally oversubscribed. However, the current Government Policy Statement on Land Transport (GPS) does support Tolling and TOUC schemes, the [Ministerial Statement](#) on land transport investment informing the GPS 2027 reconfirms that the next GPS is likely to support schemes such as pricing tools and TOUC

schemes to help ease congestion, and the draft City Deal Implementation Plan commits to determining alternative funding opportunities such as Tolling concessions.

45. We note that the TOUC legislation was adopted by all-party support, suggesting that any future government is likely to be supportive. The [National Infrastructure Plan \(NIP\)](#) prepared by the Infrastructure Commission Te Waihangā was presented to the Government and includes strong direction on TOUC and/or Tolling. The Government's response to the NIP includes commentary from both the government as well as two major opposition parties; all are generally in support of TOUC schemes.
46. The above does give a strong indication that co-funding from partners, or a FAR subsidy request, may be successful.
47. Allocating funding through the LTP and undertaken investigations would not commit Council to implementing further Tolling or a TOUC scheme. Any future implementation would require separate business cases, funding decisions and consultation processes.

RISKS AND LEGAL IMPLICATIONS

48. Risks of proceeding with an investigation
 - (a) Public perception and potential opposition.
 - (b) Equity and affordability concerns for some users.
 - (c) Reputational risk if the purpose and scope are not clearly communicated.
49. Risks of not proceeding
 - (a) Continued worsening congestion and journey time reliability.
 - (b) Reduced ability to evaluate alternative approaches to transport investment.
 - (c) Potential misalignment with strategic commitments and government direction.
 - (d) Risk that the Minister will direct the Agency (NZTA) to implement a scheme, if no local authority in a region has initiated a TOUC scheme.
50. No legal issues have been identified with undertaking an investigation (implementing a scheme will require further assessment).

TE AO MĀORI APPROACH

51. This report relates to the investigation of a transport demand-management tool and does not impact specific Māori land, assets, or partnerships. Should a tolling and TOUC investigation proceed, it will likely flow through the City Deal structure where this is tangata whenua representation and involvement.

CLIMATE IMPACT

52. Reducing congestion can contribute to lower transport emissions by improving traffic flow and encouraging greater use of public transport, walking and cycling. It may also reduce future roading investments and reduce embodied carbon.
53. A TOUC investigation would help quantify the potential climate benefits and identify how any future scheme could support Council's climate objectives.

CONSULTATION / ENGAGEMENT

54. The preparation of the TOUC legislation has been thoroughly reviewed by the Select Committee. This process included wider engagement.
55. Locally, previous engagement completed through the SmartTrip programme indicated mixed views and significant community concern. Many respondents expressed concerns regarding fairness and affordability, feedback also demonstrated recognition of the city's congestion challenges. Evidence from examples overseas presents very similar findings, meaning these local views are broadly consistent with international examples.

56. Should Council proceed with allocating budget for a tolling and TOUC investigation, it is proposed that the study includes limited stakeholder and partner organisation engagement to inform the technical analysis of potential scheme design options rather than broader community engagement. This is not to say that broad public engagement is not important or necessary, rather that initial stages of work would be technically focussed and public engagement would be considered following that stage if there was a political will to seriously consider TOUC.
57. The proposed opex budget does not allow for general public engagement and it has been clear from reviews of international TOUC scheme reviews that any failure to implement due to public rejection tends to set back TOUC opportunities by at least 10 years.
58. Careful consideration of how and when to engage the public on potential tolling and/or time-of-use charging options is critical because the success of any scheme depends on community understanding and acceptance. Engagement should focus on clearly communicating that the scheme is being designed to improve network performance and user outcomes, be simple to understand and comply with, and provide certainty about who will and will not be affected, helping to build trust and avoid misunderstanding or unnecessary concern. It is also necessary to await further engagement guidance from the national Tolling Scoping Study that will inform this component of the workstream.
59. Wider public engagement is considered essential before any recommendations regarding implementation are considered; it is proposed that this would be considered at the output of a potential investigation with a stage-gate for engagement scope confirmation and budget.

SIGNIFICANCE

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

ENGAGEMENT

64. 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.
65. Pending a decision to continue with the option of proposing an investigation within the first 3 years of the LTP, staff will work with elected members to determine appropriate wording of the proposal within the LTP consultation documentation given the investment is purely for a technical investigation only.

66. The draft City Regional Deal Implementation Plan provides for TCC to undertake engagement once sufficient technical work has been completed; this is to be agreed by all parties.

NEXT STEPS

67. Subject to funding allocation being confirmed in the final 2027-37 LTP:
- (a) Engage the Crown, NZTA and City Regional Deal partners regarding co-funding and governance arrangements.
 - (b) Develop a detailed scope and procurement approach, presented to Council for endorsement
 - (c) Undertake the tolling and TOUC investigation.
 - (d) Present findings and recommendations to Council for consideration.
68. It is anticipated that a staged-approach will be used, where regular updates of progress will be provided to Council at key gateways before proceeding to next stages.

ATTACHMENTS

Nil

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 18 August 2026	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities 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
11.2 - Public Excluded Minutes of the Extraordinary City Future Committee meeting held on 7 September 2026	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities 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 - October 2026	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the	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

	information s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities 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)	under section 6 or section 7
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12 CLOSING KARAKIA